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APPENDIX, No. 1,

TO THE

FIFTH VOLUME.

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APPENDIX TO THE FIFTH VOLUME

OF THE

JOURNALS

OF THE

LEGISLATIVE ASSEMBLY

OF THE

PROVINCE OF CANADA.

FROM THE 20TH DAY OF MARCH TO THE 9TH DAY OF JUNE, 1846,

BOTH DAYS INCLUSIVE,

AND IN THE NINTH YEAR OF THE REIGN OF OUR SOVEREIGN LADY

QUEEN VICTORIA,

BEING THE SECOND SESSION OF THE SECOND PROVINCIAL PARLIAMENT OF CANADA

SESSION, 1846.

Printed by the Order of the Legislative Assembly.

APPENDIX

TO THE

FIFTH VOLUME.

SESS. 1846.

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Law Costs.....(B. B.)	Turnpike Trusts.....(M.)
	Upper Canada College.....(Q. Q.)

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SHewing:—On what days the Papers therein mentioned were presented to the House.

A.	1846. May 18	SAGUENAY COUNTRY:—Abstract of the Report of the Commissioner of Crown Lands of his journey to the Saguenay, in 1845.
B.	April 16	REGISTRY OFFICES:—Report of J. Cremazie, Esquire, appointed by virtue of the Act 4 Vic., cap 30, to visit the Registry Offices in the Districts of Quebec and Gaspé. —Report of the Inspector of Registry Offices for the Districts of Montreal, Three Rivers, and St. Francis.
C.	“ 3	PUBLIC ACCOUNTS:—Accounts and Statements respecting the Public Income and Expenditure of the Consolidated Fund of the Province of Canada, for the year 1845, accompanied with a Schedule.
	May 12	ESTIMATE of certain Expenses of the CIVIL GOVERNMENT of the Province of CANADA, for the year 1846, for which a Supply is required. —Of the probable amount of the Public Expenditure and nett Revenue of the Consolidated Fund of the Province of Canada, for the year 1846.
		EDUCATION in LOWER CANADA:—Estimate of sums required for the encouragement of Education in Eastern Canada, for the year 1846, proposed to be defrayed out of the Revenues arising from the Funds and Estates of the late Order of Jesuits, for which a provision is required.
D.		CENSUS RETURNS for LOWER CANADA, 1844.
E.	March 24	TRINITY HOUSE, QUEBEC:—Accounts of the Corporation of the Trinity House, Quebec, for the year 1845.
	April 1	TRINITY HOUSE, MONTREAL:—Accounts of the Corporation of the Trinity House, Montreal, for the year 1845.
F.	March 26	POST OFFICE in BRITISH NORTH AMERICA:—Report of the Commissioners appointed to enquire into the affairs of the Post Office in British North America.
G.	“ 31	PENITENTIARY:—Annual Report of the Board of Inspectors for the year 1845, accompanied with Reports from the Chaplain, Officiating Roman Catholic Clergyman, Surgeon, and Warden of the Establishment.
H.	“ 31	ASSESSMENT ROLLS, Canada West, for the year 1845.
I.	April 2	SHERBROOKE COTTON FACTORY:—List of Shareholders therein, and Statement of its Affairs, Assets, and Liabilities.
J.	“ 2	AGRICULTURAL SOCIETIES:—Reports of various Agricultural Societies, for 1845.
K.	“ 6	MUNICIPAL COUNCILS in Lower Canada:—Returns of the Debts and Liabilities of the Councils of the late Municipal Districts in Lower Canada, furnished in compliance with the requirements of the Act 8 Vic., cap. 77.
L.	“ 6	BONDS and SECURITIES:—Report of Bonds and Securities registered in the Office of the Provincial Registrar, between 28th November, 1844, and 21st March, 1846.
M.	“ 6	MONTREAL TURNPIKE ROADS:—Half-yearly Statements of Accounts of the Trustees of the Montreal Turnpike Roads, from 1st January to 31st December, 1845.
	“ 16	QUEBEC TURNPIKE ROADS:—Reports, Statements, and other Documents relating to the Accounts of the Quebec Turnpike Trust, to 10th February, 1846.

N.	1846. April 6	BOARD OF WORKS:—Report of the Chairman of the Board of Works.
O.	" 6	—Preliminary Report of the Commissioners of Enquiry into the management of the Board of Works.
P.	May 18	EDUCATION:—Annual Report of the Assistant Superintendent of Education on the state of Common Schools throughout Canada West, for the year 1844.
	April 6	—Report on a system of Public Elementary Instruction for Upper Canada, by Egerton Ryerson.
	" 24	—Report of the Superintendent of Education in Lower Canada, for the year 1845.
Q.	" 7	INSANE and INVALID PERSONS and FOUNDLINGS:—Statements of Expenses incurred for Foundlings and an Insane Person under the care of the Sisters of Charity of the General Hospital of Montreal, commonly known by the name of the "Grey Nuns," between 1st July, 1844, and 1st January, 1846.
		—Report of the Commissioners appointed for the relief of Insane and Invalid Persons and Foundlings in the District of Quebec.
R.	" 13	RAILWAY BILLS:—First Report of the Select Committee appointed to consider what general provisions ought to be introduced into Railway Bills, and other matters in relation thereto.
	" 16	—Second Report of the said Committee.
S.	" 13	GENERAL SESSIONS of the PEACE for GASPE:—Report of the Select Committee to which was referred the Bill for the better Administration of Justice in the General Sessions of the Peace for Gaspe, and to prevent charges upon the Treasury of the Province for unnecessarily summoning Jurors thereto.
T.	" 14	SUPERVISOR of CULLERS:—Statements of the Receipts and Disbursements of the Supervisor of Cullers, from 6th December, 1844, to 1st January, 1846.
		—Abstracts of all Lumber culled under the superintendence of the Supervisor of Cullers during the Season of 1845, with the section of the Province wherefrom.
U.	" 14	BANK STATEMENTS:—Of the Bank of Montreal, on 2nd March, 1846. —Of the City Bank, on 2nd March, 1846. —Of La Banque du Peuple, to 1st March, 1846. —Of the Bank of British North America, on 31st March, 1846. —Of the Commercial Bank, Midland District, on 6th April, 1846. —Of the Gore Bank, on 13th April, 1846. —Of the Bank of Upper Canada, on 8th April, 1846. —Of the Montreal Provident and Savings Bank, to 31st December, 1845.
		ASSURANCE COMPANIES:—Return of the British America Fire and Life Assurance Company, to 24th March, 1846. —Return of the St. Lawrence Inland Marine Assurance Company, for the year 1845.
V.	" 16	INDIANS of ST. REGIS and other places:—Report of the Select Committee to which was referred the Petition of Wishe Tegarhontic and other Chiefs and Warriors, Iroquois, Algonquins, and Nepissings of St. Regis and other places, praying for an Address to Her Majesty to continue their accustomed Annual Presents.
W.	" 29	CORNWALL, Town of:—Documents and Correspondence relating to the sale of Lots Nos. 10 and 11, north side of Water Street, in the Town of Cornwall.
X.	" 29	LOSSES occasioned by the TROUBLES in 1837 and 1838:—First Report of the Commissioners appointed to enquire into the Losses occasioned by the Troubles during the years 1837 and 1838, and into the damages arising therefrom.
Y.	" 30	GASPE MARRIAGES:—Report of the Select Committee to which was referred the Bill to make provision for the legal proof and preservation thereof of certain informal Marriages had anterior to a certain date therein mentioned, before Justices

	1846.	of the Peace in the Inferior District of Gaspé, and others, as ratified by an Act of the Legislature of Lower Canada, but whereof no Register or Records have been kept, and for recording the same; including also Births or Baptisms and Burials in the said District,—and also the Petitions of Benjamin Coffin and others, of John S. Moriarty and others, of the Reverend J. L. Allain and others, and of Isaac Hilgrove Gosset.
Z.	May 1	M'GILL COLLEGE:—Communications that have passed since the 29th March, 1845, between the Executive Government, the Royal Institution for the advancement of Learning, and the Governors of M'Gill College, on the subject of the said College.
A. A.	" 5	MAYOR of MONTREAL:—Report of the Select Committee to which was referred the Petition of James Ferrier, Esquire, Mayor, and others, Members of the Municipal Council of the City of Montreal, praying that an Act may be passed declaring the proceedings with regard to the Election of Mayor, for the year 1846, null and void, and empowering the said Council to proceed to another Election of Mayor, at the earliest possible period.
B. B.	" 6	LAW COSTS on certain LANDS SEIZED by the SHERIFF for the DISTRICT of MONTREAL:—Statements of the Law Costs due on certain Lands seized by the Sheriff for the District of Montreal, the said lands belonging to individuals who were transported for taking part in the late Rebellion.
C. C.	" 7	CROWN TIMBER OFFICE in BYTOWN:—Statement in detail of the transactions in the Crown Timber Office in Bytown, for the year 1845.
D. D.	" 7	KING'S COLLEGE:—Correspondence and other Documents relating to King's College University.
E. E.	" 12	CROWN LANDS DEPARTMENT:—Report of the Commissioners appointed to enquire into the state and organization of the Crown Lands Department.
F. F.	" 13	PROVINCIAL REVENUE:—Abstract Statements of the Revenue and Expenditure of the Province of Canada, for the years 1844 and 1845.
G. G.	" 30	IMPORTS and EXPORTS:—Statements respecting the Imports and Exports of the Province of Canada, for the years 1841, 1842, 1843, 1844 and 1845.
H. H.	" 18	DISTRIBUTION of the STATUTES:—Statement furnished by the Queen's Printer, shewing the number of copies of the Laws which have been printed and distributed by that Officer since the last Session of Parliament.
I. I.	" 18	KAMOURASKA and RIMOUSKI, Counties of:—Report of the Select Committee to which were referred the Petitions of the Inhabitants of the Counties of Kamouraska and Rimouski, praying that the said localities be united for Judiciary purposes,—that a Resident Judge be appointed, and a Gaol established.
J. J.	" 18	BEACHES of the RIVER ST. CHARLES:—Correspondence between the Executive Government and the Quebec Trinity House, and the Corporation of the City of Quebec, concerning the Beaches of the River St. Charles.
K. K.	" 19	JUDICIAL and PARLIAMENTARY RECORDS:—Report of the Select Committee appointed to enquire into the state of the Judicial and Parliamentary Records in Lower Canada.
L. L.	" 22	CLAIMS for INDEMNITY which arose from the REBELLION in LOWER CANADA:—Fourth Report of the Commission of Indemnification, under 1 Vic. cap. 7, and 2 Vic. cap. 35. Special Report of ditto, on the cases of Mr. Tilly-Rice and Mr. Daniel Shaw. Fifth Report of ditto.

M. M.	1846. May 22	NEW COURT HOUSE, MONTREAL:—Plans, Estimates, Reports, &c. relative to the construction of a New Court House in the City of Montreal.
N. N.	“ 22	POLICE FORCE:—Statements of the Expenditure for the maintenance of the Police Force on the Welland, Lachine, and Beauharnois Canals, for the years 1843, 1844 and 1845, shewing the number employed, and payments to each; and a similar Statement having reference to the Williamsburg Canals for the years 1844 and 1845.
O. O.	“ 22	LIBRARY:—Report of the Standing Committee appointed to assist Mr. Speaker in the direction of the Library,—and to which was referred the Petition of the Mayor, Aldermen, and Commonalty of the City of Toronto, praying that the duplicate Works in the Library may be presented to the Toronto Athenæum.
P. P.	“ 22	LAKE ST. PETER:—Statement relative to the expenditure of £58,000, sterling, granted for deepening Lake St. Peter, shewing the amount expended in the purchase of Steamers, Dredges, &c.; also of the hiring and leasing of Steamers, and the amount paid for labor, distinguishing the sums paid to Engineers, Superintendents, and Officers in command of Steamers, Dredges, &c. &c. —Second Report of the Commissioners of Enquiry into the management of the Board of Works,—on the subject of the improvements of the navigation of Lake St. Peter.
Q. Q.	“ 23	KING'S COLLEGE and UPPER CANADA COLLEGE:—Returns and Statements of the affairs of King's College and Upper Canada College, and other Documents relating thereto.
R. R.	“ 26	COMMUTATION of TENURES in Lower Canada:—Report of the Select Committee appointed to enquire into the Expenses attending the Commutation of Tenure of Land in Lower Canada.
S. S.	“ 27	ROADS on the ISLAND of MONTREAL:—Second Report of the Select Committee to which were referred various Petitions relating to Roads in the Island of Montreal.
T. T.	“ 29	PROVINCIAL CUSTOMS ACT:—Report of the Select Committee to which were referred Copies of the Despatches from the Colonial Secretary, dated 25th April, 1845, and 3rd February, 1846, with their enclosures, relating to the Provincial Customs Act passed during last Session.
U. U.	June 1	LAKE ST. PETER:—Report of the Select Committee to which was referred that part of the Report of the Chairman of the Board of Works which refers to Lake St. Peter.
V. V.	May 30	ROAD from L'ORIGNAL to BYTOWN:—Documents relating to the Road leading from L'Orignal into Bytown.
W. W.	June 2	DE ROTTERMUND, E. S.:—Report of Mr. E. S. De Rottermund, heretofore Chemist to the Provincial Geological Department, and Correspondence between him and the said Department, and between him and the Provincial Government.
X. X.	“ 2	COONS, JAMES:—Correspondence, Reports, and various other Documents relative to the Claims of James Coons for damages done to his property by the construction of the Williamsburg Canals.
Y. Y.	“ 3	OFFICERS in PUBLIC DEPARTMENTS:—Returns of the names of those employed in the Departments of the Receiver General, Inspector General, Commissioner of Crown Lands, the Executive Council, the Provincial Registrar, the Board of Works, and the Attornies General, and of their Salaries, dates of appointment, and whether permanently or temporarily employed.
Z. Z.	“ 5	RICHARDSON, JOHN, Major:—Report of the Select Committee to which was referred the Petition of Major John Richardson, late Superintendent of the Police on the Welland Canal.

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			complaining of the sudden dismissal of himself and the Force under his command, and praying compensation for losses sustained thereby, as also for the Clothing of the said Force.
A. A. A.	Junc 5	PACAUD, LOUIS EDOUARD:—	Correspondence between the Executive Government and Louis Edouard Pacaud, Esquire, Commissioner of Bankrupts for the District of Three Rivers, relative to Mr. Pacaud's claim for remuneration and Salary for the services by him performed and to be performed under the Act 7 Vic. cap. 16 and 18.
B. B. B.	" 5	BURKE, GEORGE R. :—	Correspondence between the Provincial Government, the Crown Lands Department, and G. R. Burke, Esquire, of Bytown, in respect to the appointment or refusal of that gentleman to the office of Agent for the Sale of Clergy Reserves.
C. C. C.	" 6	PINHEY, HAMNETT:—	Report of the Select Committee to which was referred the Petition of Hamnett Pinhey, Esquire, Warden of the Municipal District of Dalhousie, praying for the passing of an Act explanatory of certain provisions of the Ordinance Vesting Act, 7 Vic. cap. 11, so as to enable the Municipal Council of the said District to be placed in quiet possession of a certain strip of Land in Bytown.
D. D. D.	" 6	ST. LAWRENCE CANALS:—	Report of the Select Committee to which was referred the Return to an Address for the amount expended on the different cuts of the St. Lawrence Canals, and the amount of Tolls received thereon.
E. E. E.	" 8	MUNICIPAL ELECTIONS, MONTREAL:—	Report of the Select Committee to which was referred the Petition of Alexis Laframboise and others, of the City of Montreal, praying for an enquiry into the manner in which the Municipal Elections for the City of Montreal have been latterly conducted.
F. F. F.	" 8	TORONTO HARBOUR DUES:—	Return of the amount collected for Harbour Dues at the Port of Toronto, for the year 1845.
		QUEEN'S WHARF, TORONTO:—	Statement shewing the balance due the Government on account of sums advanced by the authority of certain Acts of the Parliament of Upper Canada, for constructing and repairing the Queen's Wharf at the entrance of the Harbour of Toronto.
G. G. G.	" 9	GEOLOGICAL SURVEY of CANADA:—	Report of Progress for the year 1844, by Mr. William E. Logan, Provincial Geologist.
H. H. H.	" 9	ADMINISTRATION of JUSTICE, DISTRICT of MONTREAL:—	Report of the Select Committee appointed to enquire into the state of the Administration of Justice in the District of Montreal, in the Superior Courts thereof, with a view of providing for the more efficient Administration of Justice therein.
I. I. I.		BAPTISMS, MARRIAGES and BURIALS, Lower Canada:—	General Statement of Baptisms, Marriages and Burials in the District of Quebec, for the year 1845.
			Similar Statement for the District of Montreal, for the year 1845.
			Supplementary Statement for ditto, for the years 1840, 1841, 1842, 1843 and 1844.
			General Statement and Return for the District of Three Rivers, for the year 1845.
			Similar Statement for the District of Gaspé, for the year 1845.
J. J. J.		IMPORTS and EXPORTS:—	Imports and Exports at the Port of St. John's, for the year 1845.
K. K. K.	May 18	REES, DR. WILLIAM:—	Correspondence between the Commissioners of the Toronto Lunatic Asylum and the Executive Government, respecting the claim of Dr. Rees for further remuneration of his services.

A B S T R A C T

FROM THE

REPORT OF THE COMMISSIONER

OF

C R O W N L A N D S,

OF HIS JOURNEY TO THE SAGUENAY,

DATED 27TH SEPTEMBER, 1845.

TO HIS EXCELLENCY LORD METCALFE, GOVERNOR
GENERAL OF CANADA, &c. &c. &c.

My Lord,

Being lately returned from an excursion to the Saguenay and the south shore of the River St. Lawrence from River du Loup up to Point Levy, it is my duty to report to Your Lordship, the results of my observations, and the opinion I have formed of what should be done by the Executive or by the Legislature of this Province, in order to afford to a great number of Her Majesty's subjects, in that and adjoining parts of the country, that protection to which they are entitled as a portion of this community.

Having failed in my endeavours to procure the company of A. N. Morin, Esquire, or of Mr. D. E. Papineau, my son, a Public Notary of this City, each of whom I had the approbation of Your Lordship to take with me, and considering that my excursion would be more useful to the Public by having with me a gentleman of intelligence with whom I could consult and confer about the several subjects which could not but come under my observation, I addressed myself on my arrival at Quebec to F. R. Angers, Esquire, a practising Advocate of the Bar of that City, requesting him to come with me. He cheerfully consented on being made acquainted with the views of Your Excellency and the objects of my visit. His company was most useful to me. Being a Gentleman of standing in his profession, well acquainted with all men of influence in the lower part of the District of Quebec, he introduced me to many of them; and by their means, I obtained all required informations. I was also accompanied, as far as Chicoutimi, by Mr. Kane, the Crown Land Agent for the interior of the County of Saguenay, and by the Honorable Mr. De Laterrière, the Representative of the County. I must here acknowledge my obligations to these Gentlemen.

Your Excellency is aware that the country, watered by the River Saguenay being a part of the tract of country called the King's Post was formerly, with the rest of that tract, leased to Mr. Goudie, ship-builder of Quebec; the Lease was made for twenty-one years, and expired on the 1st of October 1842. During the continuation of that Lease, the Provincial Government, though often applied to, would not con-

sent to order any survey of lands for settlement in that tract, under the impression, I think, that it had not the right so to do. In the month of June 1842, another Lease of that tract was made for a like period, to commence on the second day of October 1842, to the Honorable Hudson's Bay Company, with the express reserve and condition, that the Government would, at any time it thought proper, survey and grant or sell lands for actual settlement and cultivation, &c. Before the execution of that Lease, some people had already begun to squat on the lands so leased. In 1843, orders were given by the proper authorities to survey several townships in this tract, both on the St. Lawrence and the Saguenay. The people of the parishes below Quebec, who had in several instances petitioned for lands, were led to believe that these lands would soon be thrown open for settlement. Some individuals had already entered into a partnership to build saw-mills and begin settlements. After proceeding for a short time in their enterprise, they sold their interests to Wm. Price, Esquire, & Co. of Quebec. That Gentleman carried his operations with energy and care, and has now many large saw-mill establishments, whereby he has been enabled last year and this to load with deals sixty ships or more. These operations could not be carried on without great costs, capital and labour. Provisions, stores, cattle, horses, even provender and hay had and have yet to be drawn hither from other parts of the Province, and are carried by water. A great number of the poorer farmers in the parishes bordering on the St. Lawrence, almost reduced to ruin by a continuation of several years failure of their crops resorted there to earn their and their families' livelihood by working either at the mills or other works there erecting, or in the forest to cut and bring timber to be sawed. The failure of crops above mentioned put it out of the power of most of the common farmers to provide work for a large class of agricultural labourers depending on other's farm work to live by. These also were by necessity compelled to resort to the Saguenay. They first began to settle near the mills, and then upon the neighbouring unsurveyed land, extending themselves farther and farther as the number of new comers increased. But in so doing they placed themselves where they thought fit without system or order whatever; and they crowded together beginning their clearings and improvements without any regard to the position of those who preceded them. During that time the lands

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were being surveyed, but unhappily the surveyors, perhaps unwisely, adhering too strictly to their instructions, expended a great deal of time in surveying and dividing into lots, townships almost totally unfit for settlement and cultivation; and when at last they came to work in a better sort of country, they found the place squatted on in so irregular a manner, that it was found next to impossible to make the survey on the original plan furnished them; they had to make report of these circumstances, and wait for further and new instructions. That created a new delay, and during that time the squatters continued to locate themselves in the same irregular manner, as many as four or five working on the same lot, but in different places and directions. By the informations I have been able to collect, and by what I have seen, I am led to believe that very near *three thousand* families are now squatting in the County of Saguenay. By far the greatest number of them have neither horses, oxen, or cows, nor the means of purchasing them, much less could they purchase the lands they are settled on. Some have made considerable clearings, have sowed grain of all kind to a comparatively large amount, having no other tool to put their seed in, but their hoes, no other help than their own hands. They have to carry their fuel on their backs, as well as their provisions; and in winter to draw them on hand sleighs. Yet they must, and indeed, they do work to earn the subsistence and clothing of themselves and families; and it is only during the interval of the labour they are forced by their poverty to make for others, that they can work on their lands. They are separated from the other settled parts of the Province very near a hundred miles by water. By land, their nearest way is by what is called the (intended) Bagot road, which is full 66 miles long, through a wild, never to be settled country, and through which, if a road was once made, at a heavy expense, it would soon become impassible for want of people, and means to keep it in repair.

In order then to give regularity to the settlements and correct the evils inherent to such a state of things, I would humbly suggest:—

10. That legislative enactments be made so that titles should be granted to these people under certain regulations, the details of which belong to the department I have the honor to be at the head of, and which it is useless to speak of now. But instead of paying cash for their lands, they should have them for a given price, not exceeding three shillings per acre for the present, a quit rent representing the interest of the capital to be paid annually and redeemable at their option by instalments not less than two pounds ten shillings each. The condition of actual settlement and residence, should be rigorously enforced. Of course, as by some instructions given by the Crown Land Department to some of the Agents, the price of land was fixed in a place at two shillings, in another at two shillings and six pence, with the understanding that cash was to be paid; all those who would be able to comply with that condition, should have the benefit of it.

20. The Executive should, by law, have the right from time to time to give up to the local municipalities, for local purposes, a certain portion of the rent due by the poorer proprietors, in order to enable these debtors to pay their rents in labour, to be accounted for by the Municipal Councils; thereby preventing the discouraging accumulation of rents.

30. The Crown Land Agent should immediately be ordered to reside within the limits of his jurisdiction. Indeed he expects it. But as the usual commission allowed to the Crown Land Agents, accruing from the sale of lands and timber licences, would not for some time to come be sufficient to remunerate him for his

pains, work and trouble, I would suggest the propriety of allowing him out of the Crown Land Department's funds an annual and fixed salary to begin with his actual residence in the place.

40. A judicial District with a resident Judge having sufficient and competent jurisdiction to decide cases as in the District of St. Francis, should be erected there; the Judge to hold Circuit Courts at given times in the several townships or settlements, as from time to time the Executive would direct. I leave it to others to decide whether the Judge should not be made a Judge of the Queen's or King's Bench.

50. The Legislature should advance a sum of money sufficient to build a Court House and Gaol in the new District, the costs of which would be reimbursed, with time, by fees or judicial proceedings. Chicoutimi would seem the most proper place for the site of such Court House, as the Country West and North-west of it seems to be fit for settlement and cultivation, particularly towards Lake St. John. In a very few years it would become the centre of the settlements.

60. Magistrates should be appointed as soon as possible in that part; also Commissioners for the trial of small causes when prayed for. But as that Court cannot be prayed for except by proprietors, no time should be lost in making them such. Indeed until that is done, they must be deprived of the advantages to be derived from the late municipality and education laws, of the right of voting at elections for a Member of Parliament, in a word of the benefit of all the laws requiring the possession of real property.

70. Not only to the settlers in the County of Saguenay should the lands be sold for a moderate redeemable quit rent, but that should be the case throughout the Province. From the first settlement of the Country until a recent period, the inhabitants of Lower Canada were enabled to get lands from the Seigniors, for a small unredeemable annual rent. The Seigniors holding their seigniories as in trust; the lands whereof being by them to be granted to settlers on certain conditions regulated both by law and their titles. It is true that for some years past many Seigniors have, unwarrantably, in my humble opinion, raised the rate of their rents. It was in the power of Government to remedy that evil by many means, and among others, by constantly keeping in the market a sufficient quantity of the waste lands of the Crown, divided in convenient lots for settlement, to answer the wants and demands of the population, and rigorously enforcing the necessity of actual settlement and residence. It is true that during some time lands were given in free grants to almost every applicant (except the French Canadian.) But the costs of patents were very high; immense tracts of lands were granted to favoured individuals without the condition of actual settlement, and what was worse, two-sevenths of the surveyed lands were reserved, the one for the Crown, the other for a Protestant Clergy. The settlers on the remaining five-sevenths had to make and keep in repair the necessary roads, not only through their own lands, but even through these reserved Crown and Clergy lots; while many of the original grantees of the Crown were exempted from that duty. Even in the present time the Clergy lots, if not occupied, contribute nothing to the making of the roads and keeping them in repair. That course rendered the settlement of the waste lands of the Crown so expensive and burthensome, that comparatively but few people could settle on them. The great mass preferring to settle in the seigniories, where these inconveniences did not exist, the Seigniors, at least some of them, were encouraged in raising the rate of rents; and in that they were supported by decisions of tribunals. It is useless to speak here of these tribu-

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nals. Suffice it to say, that such a conduct on the part of all authorities would naturally create in the mind of the French Canadian population, the impression that they were systematically excluded from access to the waste lands of the Crown. It is to be hoped that these bad times are gone by, never to return again.

8o. As many squatters will have to remove, having located themselves on lands already occupied by others, means shall have to be adopted whereby they may be located on surveyed lands in preference to new comers.

9o. The interests of those that have erected mills should not be lost sight of; they being in fact the first pioneers of these forests. The sites of their mills should be made over to them at a moderate price with a sufficient quantity of land around to enable them to carry on their operations with facility, allowing them to purchase land for farming purposes, a little further, if the nearest is already occupied in good faith by others.

10o. In several places clusters of houses and other buildings have been erected where villages should be made, without leaving sufficient room for streets, yards, &c. These sites of intended villages or towns should immediately be regularly laid out in building lots of a moderate size, under the orders and superintendence of the Crown Land Department without any regard to actual buildings; but a sufficient and specified time should be allowed for the owners to remove them on lots to be purchased by them, or otherwise to dispose of them.

11o. The Honorable Hudson's Bay Company having established several trading posts on the tract leased to them, a reasonable extent of ground should be attached to these posts, not only for the residence of their Agents but even for farming purposes if they desire it; their right of occupation should be respected as much as possible and intrusion by other parties prevented.

12o. During the progress of my visit I was repeatedly told of the diminution of the Salmon Fishery, formerly so abundant in the Lower part of the Province, in the Saguenay in particular, and which is fast dwindling into insignificance. I have not the least doubt but that diminution is owing to the cutting off to that fish of his access to the streams running into the Gulph and River St. Lawrence and their tributaries, by the improper construction of Mill Dams and other artificial obstructions. Some well ascertained facts in the natural history of that fish, show that at a certain season of the year, he leaves the salt water, to ascend the fresh water streams and spawn in particular places, where in due course of time the eggs are hatched; that when strong enough the young fish goes down to the sea, but that for ever afterwards he will annually return to the place of its birth if not intercepted in his passage downwards or upwards. It is also well known that Salmon will leap a considerable height, if he can take his start from a favorable place, from an eddy for instance. If the Salmon fishery is to be considered, as it really is, an object of importance to the Province, would it not be a proper subject of inquiry, to make some researches to ascertain the best mode and manner of constructing Mill Dams across Rivers presently or formerly frequented by that fish, in order to facilitate and not prevent, as is the case now, his ascent to these streams? The Government has the right, and I consider it one of its paramount duties, to see that only a proper use be made of all Rivers and Streams, in order to prevent every thing which may be prejudicial to public or private rights and interests.

13o. I have been credibly informed that the New-Brunswick Authorities are silently but steadily pursuing an unwarrantable system of encroachments on the territory formerly disputed by the United States, and by

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them since, in part at least given up to Great Britain, although the same clearly belongs to Canada. From the informations I received, it appears that almost all the families settled along the St. John River west of the due North line drawn from the source of the Ste. Croix, and along the Madawaska River are French Canadians, coming from the Parishes below and above Quebec as far up as Cap Santé and Deschambault; and not Acadians formerly settled in different parts of New Brunswick, and collected along these Rivers of their own accord. Many French Canadians are also settled since a long time on the South shore of the River St. John, where they expected to be on British territory, and awaiting the moment the protection of the Canadian Government is extended to the opposite shore, to return under its sway. The first above mentioned and those settled below the outlet of the Madawaska are desirous of remaining with Canada, whose laws they understand, and which they have been used to since their childhood. If, in a not very late occasion, they have petitioned to be annexed to New Brunswick, I am warranted in stating that they were led astray by a few individuals influenced by motives of private and personal feelings and interests. Indeed their own consciousness of their ignorance of the Laws of New Brunswick may have induced them to allow their names to be put to a petition which purport they were not fully aware of, almost none of them being able to read or write.

In order to put an end to these encroachments of the authorities, and intrigues from individuals, in New Brunswick, I would suggest that prompt measures be adopted for the survey and immediate settlement of the lands situated on the Canada side of the River St. Francis, down to its outlet in the St. John; that the same be done along the St. John and Western shore of the Madawaska to the Southern line of the Seigniori of that name. As the authorities in New Brunswick, I am informed, are offering free grants and titles to those who have settled there more than ten years ago, and lands at two shillings and six pence per acre to those that have settled since that time, I would advise that two ranges of lots or concessions should be granted free to the present settlers, and to all new comers, under the sole condition of actual settlement and residence, and making and keeping in repair all necessary Roads, according to the laws of this Province. The Temiscouata Portage Road is opened and travelled down to the St. Francis, along which there is a good Winter Road, which, by settlers, can soon be improved and made a good Summer communication. Along the St. John the country is settled thickly enough to have tolerably good Roads.

The people settled in that part, as well as our Lumber Merchants, cutting timber under licences from this Government, have been left so long without protection of any kind, that we need not be surprised if our grasping neighbours have availed themselves of our supineness, and argue from our apathy a formal abandonment of our rights to that Territory, pleading for themselves actual possession and legislation. Let this Government extend a fostering hand to its subjects in all parts of this Province, in that corner in particular; let Magistrates be appointed there, enjoying the confidence of the people, an active Crown Land Agent reside among them, Circuit and other Courts established, Lands be surveyed and granted on easy terms, and then it will be an easy task to confine New Brunswick within her own limits. But by all means its aggressive conduct in depriving us *de facto* of the navigation of the St. John, by seizing our timber when coming within the limits of her acknowledged jurisdiction, ought to be checked and put a stop to * * * * *

14o. There would be no difficulty in effecting the speedy settlement of that part of the Province, and of

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the rest of the disputed territory which has remained to Great Britain. The District of Quebec is (comparatively speaking) overburthened with an agricultural population, confined to a narrow strip of land extending between the St. Lawrence and the Mountains on both sides of that River. That population is anxiously waiting for the introduction of a system of Land Granting, by which they may be allowed to make use of their scanty means and capital, much reduced of late by a succession of bad harvests, for bettering their condition, by resorting to these waste Lands, which, under the present regulations, they are unable to purchase. If any immediate loss was to be incurred in depriving the public revenue of the money to arise from the sale of these lands, it would soon be made up by the increased consumption of dutiable articles. But no loss is to be incurred, as these lands have long remained, and would for a long time to come remain, unsold. Besides, by encouraging settlement by French Canadians along the American Frontiers, it would be erecting the strongest barrier against invasion on the part of the United States.

150. In order to prevent delay and unnecessary expenses, such as have taken place in the survey of the Townships in the Saguenay; and as the whole North Shore of the St. Lawrence should be divided in Townships (or other territorial divisions) as far as the limits of the Province, excepting, of course, a few Seignories now existing; I would recommend that only the front of such Township (or territorial division) should be measured, and the two side lines run about one mile and a half, more or less, and marked by good stone boundaries, which could easily be found when necessary. In many places along that shore, some settlements are begun. Although but few places are fit for settlement in the front, yet some Saw Mills have been built, and are now building, which will induce people to settle; and as these settlements will extend, the interior will become better known, and some places for settlement and cultivation will be met with. Then, under the authority and instructions from the Land Department, settlers might be allowed to have the lands they might want regularly surveyed. By that means surveys would be made only when actually wanted, and would not become so obliterated as to require being renovated at a heavy expense.

160. Want of time prevented me from pushing my excursion as far as the District of Gaspé, as I at first intended to do with the view, among others, first, of ascertaining the best mode of giving effect to a promise which seems to have been made by one of your Excellency's predecessors, of granting titles to a certain class of settlers therein. As, up to the year 1828, or thereabout, the waste lands of the Crown were given in free grants to all applicants wishing to settle upon them, I would consider it only equitable that all those who have settled before that time, as well as their descendants, heirs or assigns, should have titles for the lands then actually occupied, by only paying the costs

of patent; therefore, means should be adopted to forward that desirable object.

170. and 20. To ascertain if a vacant fishing place could be found for the Indians, near or not very far from the waste lands, where they could be located, and little by little addict themselves to agricultural pursuits and a better state of civilisation. I could not learn that this was the case, and until a better plan can be adopted, I would suggest, that they should be put on the same footing as the Indian Tribes of Upper-Canada. The lands of these Tribes in Lower-Canada have been time after time taken from them, either by the Government who had them surveyed, granted, sold, or otherwise disposed of, without any indemnity, or by squatters; although they have often, but in vain, applied for compensation. As these lands have been and are to be disposed of for the advantage of the Province, it seems but just that the Province should, out of the Provincial funds, grant to those who are not provided for, an annuity equal to the average paid to the Upper-Canada Indians. Also a whole township should be reserved for each of these Tribes, as near as possible from the place of their present abode, where, under certain regulations, they might settle. It appears to me that the only practical mode of bringing them to entire civilisation, is by means of their religious instructors; and I see no religious body so able to carry on that philanthropic undertaking than the Jesuits, who had such signal success among the Paraguay Indians. If that view was adopted, I would be prepared to present a scheme to effect it, for your Excellency's consideration. In the mean time something must be done immediately for the relief of the Micmacs of Ristigouche; but as that is a matter more particularly coming under the controul of the Crown Land Department, I need not here enlarge upon that topic.

150. I will conclude this rather long report by calling Your Lordship's attention to the great advantages which would result to the public, of an annual visit made by the Members of your Cabinet in different parts of the Province, to make themselves personally acquainted with the actual state of things throughout the country, and with the best means of promoting its material welfare. Information acquired in that manner would, in my opinion, be much more complete, than what can be obtained from local agents or individuals whose views may often be of mere sectional nature. The administration would then be better enabled to prepare measures to be submitted to the Legislature.

I have the honor to be, My Lord,

Your Lordship's

Most devoted and humble servant,

D. B. PAPINEAU,

C. C. L.

Montreal, 27th September, 1845.

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REPORT

OF

J. CREMAZIE, ESQUIRE,

APPOINTED BY VIRTUE

OF THE ACT OF THE FOURTH VICTORIA, CAP. 30.

TO VISIT

THE REGISTRY OFFICES

IN THE

DISTRICTS OF QUEBEC AND GASPÉ.

To His Excellency The Right Honourable CHARLES MURRAY, EARL CATHCART, of Cathcart, in the County of Renfrew, Knight Grand Cross of the Order of the Bath, Administrator of the Government of the Province of Canada, &c. &c. &c.

THE Undersigned, Visitor of the Registry Offices of the Districts of Quebec and Gaspé, in conformity with the provisions of an Ordinance of the late Special Council of the Province of Lower Canada, passed in the fourth year of the Reign of Her Majesty, Chapter 30, humbly reports to Your Excellency :

That he has visited the different Registry Offices in the said Districts of Quebec and Gaspé, and inquired if the different provisions of the Law respecting the said Offices, have been executed by the Registrars of the Counties comprised in the limits of the said Districts.

The Undersigned has the satisfaction to inform Your Excellency, that the different Registrars of the Districts of Quebec and Gaspé have discharged the important duties confided to them by the Law with an intelligence and exactness that reflects honor upon them : and this testimony the Undersigned renders with the more pleasure in consideration of the very serious obstacles these Public Officers have had to encounter in carrying out a new system in this Country, obstacles enhanced by the defective and obscure composition characterising the Law by which this system was introduced.

As to the operation of this Law in the Districts of Quebec and Gaspé, the Undersigned takes the liberty of referring Your Excellency to the subjoined Report, made by the Undersigned conformably to instructions received by him from the Executive of this Province.

The whole nevertheless humbly submitted.

(Signed) J. CRÉMAZIE,
Visitor R. O. D. Q. & G.

QUEBEC, JANUARY, 1846.

REPORT.**FIRST PART.**

CANADA, colonized by France, remained until 1663 without civil Government, without a Judiciary Establishment. Lewis XIV, having by the edict of 1664 ordained that the Custom of Paris and the Common Law of France should govern New-France, this edict transplanted into this Country all the laws in force at that epoch within the jurisdiction of the Provost of Paris. The hypothecary system of France was thus established in Canada with all its advantages and defects.

At a later date, in order to remedy the defects of this system in France, the edicts for controlling Notarial Acts, &c., and establishing guardians of mortgages were promulgated. These two edicts were never re-

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gistered in Canada and, consequently, their provisions not having been adopted, our hypothecary system remained unaltered.

From the passing of the Constitutional Act of 14 Geo. III, the attention of the Legislature of Lower Canada does not seem to have been directed to this subject, until 1829, when it passed two Acts affecting our hypothecary system. The first, 9 Geo. IV, c. 20, merely provides the means which a purchaser should use who desires to become acquainted with the mortgages with which his purchase is encumbered, and to remove them. This Act, known by the name of the *Ratification Statute*, did not attain the end which the Legislature seems to have had in view, on account of its contradictory provisions.

For example, the VIIth section declares, that the dower not yet open (*le douaire non ouvert*), the rights of minors and interdicts, shall be discharged unless an opposition be filed for the preservation of these rights against obtaining the judgment of ratification, within a specified period. The VIIIth section on the contrary enacts, that nothing contained in the said Act shall prejudice these same rights. Between these two opposite texts, a choice was to be made; and according to the English rules for the interpretation of Statutes, the last section was considered as containing and expressing the intention of the legislator, and consequently the purchaser reaped no benefit from this Statute, since it left the dower untouched, that scourge of all the transactions and alienations relating to immoveable property in the country.

The other Act, passed in the same session, was the seventy-seventh chapter, which enacted, that, in the localities where property was held in free and common socage, a special conventional mortgage could only be effected; this provision established an exception to the common law of the country, which allowed general mortgages to be effected and made them spring of necessity, even in default of stipulation, solely from the mere execution of a Notarial deed.

Subsequently, this same legislature, passed the Acts 10 and 11 Geo. IV., and 1 Will. IV., establishing in the Townships of Lower Canada, Offices for the registration of mortgages; all these Acts were further exceptions to the hypothecary system of the country.

Such are the modifications made in this system by the Legislature of Lower Canada. The question of the establishment of a general system for the registration of mortgages was debated at different times in this Legislature; and a bill to this effect was introduced by the Honorable Vallières de St. Réal, now Chief Justice for the district of Montreal. This bill discussed with no little warmth, found able defenders and not less skilful adversaries. Public opinion seeming to be opposed to this innovation, or perhaps also the country being as yet unprepared for the operation of this system, the question was abandoned. If it proposed great advantages, it proposed also great inconveniences and those of very grave nature.

Political difficulties had buried this question in oblivion, when the Special Council, the successor of our ancient Legislature, set about making laws, pruning and cutting to the quick into all the institutions of the country. In spite of this acknowledged mania of legislation with which the Special Council was possessed, no one imagined that it would signalize the last moments of its existence by taking up such a

thorny subject and one so surrounded with difficulties and embarrassment as that of the hypothecary system. But to the great surprise of the country, its people beheld all at once the appearance of the Ordinance 4th Victoria, chap. 30, *professing* to establish a new hypothecary system and to ameliorate in *certain particulars the law relative to the alienation and hypothecation of real property.*

As the examination of this Ordinance forms the subject of the present report, we will consider how far its provisions justify the lofty pretensions of its title.

To attain the object of this examination, we will consider, 1st. What is the object of laws establishing Registry Offices; 2ndly. Whether the Ordinance has attained this object or that which it intended. 3rdly. The defects of the Ordinance. 4thly. Its operation in regard to ancient Instruments. 5thly. Its operation in regard to new Instruments. 6thly. The inefficiency of the Ordinance and its causes. 7thly. Suggestions and amendments to be made in the system introduced by the Ordinance. 8thly. We shall speak of the payment or salary of the Registrars.

I.—WHAT IS THE OBJECT OF LAWS ESTABLISHING REGISTRY OFFICES ?

II.—HAS THE ORDINANCE ATTAINED THIS OBJECT ?

The Laws establishing Registry Offices have as their immediate object the publicity of secret incumbrances; or, in other terms, their object is to afford to the purchaser and to the lender all the security possible in such matters, in giving them the means of knowing with ease and certainty the incumbrances or debts with which the property of those with whom they wish to deal is charged, so that the one may be sure of not being, at some future period, ejected from his acquisition, and the other certain that he runs no risk in the investment of his capital.

This is also the object which the author of the Ordinance seems to have proposed to himself, to judge of it by the preamble of this Law which is in the following terms: (We make use of the version published by authority.)

“Whereas great losses and evils have been experienced from *secret and fraudulent conveyances of real estates*, and incumbrances on the same, and *from the uncertainty and insecurity of titles to lands in this Province, to the manifest injury and occasional ruin of purchasers, creditors, and others: and whereas the registering of all titles to real or immoveable estates, and of all charges and incumbrances on the same, would not only obviate these losses and evils for the future, but would also, with some alteration of the existing laws, whereby the removal of inconvenient and inexpedient restraints and burthens on the alienation of real estates might be effected, greatly promote the agricultural and commercial interests of this Province, and advance its improvement and prosperity. Be it enacted, &c.”*

It is evident that the object of the author of the Ordinance was 1st. To prevent secret and fraudulent conveyances; 2nd. To secure possession to purchasers of immoveable property; 3rd. To facilitate loans in order to promote the agricultural and commercial interests by the registration of secret mortgages. But how far has the author attained this object? An examination of the provisions of the Ordinance will solve this

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question. We shall not undertake to examine and to comment on each of the fifty-nine clauses more or less unintelligible, but all equally obscure, as much on account of the continual redundance of expressions not clear in themselves, as on account of the want of method and connexion between each of the clauses. This fault, so dangerous in the drawing up of laws in general, is still more dangerous in a law establishing an unknown system, the operation of which depends upon its perspicuity, its precision, in a new law and one so important in its object and effects as the Ordinance in question.

Let us examine if this Ordinance has attained its object, that of the publicity of incumbrances, the security of the buyer and of the creditor, whether with reference to Instruments executed before the operation of this law, or to those executed since.

First, let us direct our attention to the Acts passed before the Ordinance came into operation.

Here, we commence our labours by noticing an inconceivable omission in the drawing up of the fourth Section of the Ordinance which prescribes the registration of Instruments made before the operation of this Law. This section is in the following terms :

“ And be it further ordained and enacted, that a memorial of all notarial obligations, contracts, instruments in writing, judgments, judicial acts and proceedings, recognizances, privileged and hypothecary rights and claims, now in force, or which shall be in force on the day on which this Ordinance shall come into force and effect, whereby any debt or debts, sum or sums of money, goods or chattels, have been contracted, stipulated or secured, or have been recovered or made, and are payable or deliverable, and whereby any lands, tenements or hereditaments, real or immoveable estates, have been and are hypothecated, charged or incumbered, for the payment, satisfaction, or delivery thereof, shall be registered in such manner as is hereinafter prescribed, within twelve calendar months, from and after the day on which this Ordinance shall come into force and effect; and such registration, when so made within the period last aforesaid, shall have the effect of preserving such hypothecs, privileged and hypothecary rights and claims, according to their respective rank and priority, in the same manner as if this Ordinance had not been made.”

In reading this clause, the words *all contracts, instruments in writing*, would seem to comprehend all the contracts or instruments in writing of whatever nature they be, and to whatever species they belong but the author desiring to explain to us of what contracts or instruments he wishes to speak, adds : *whereby any debt or debts, sum or sums of money, goods or chattels, have been contracted, stipulated or secured, or have been recovered or made, and are payable or deliverable, and whereby any lands, tenements or hereditaments, real or immoveable estates, have been and are hypothecated, charged or incumbered, for the payment, satisfaction, or delivery thereof.*”

Thus, according to the terms of this clause and the explanation which it contains, the Ordinance requires only the registration of Acts or bargains having for their object things of a moveable nature, or the delivery of effects or merchandize, or the payment of a certain sum of money, for the payment or delivery of which

the security of a hypothec has been added. It follows then, from it, that this clause, containing nothing which affects or which can be reasonably made to apply to Deeds or Titles securing immoveable property, it follows therefrom, we say, that Acts of sale, of donation, wills, contracts of marriage, in a word, all Instruments conveying property of a date anterior to the commencement of the operation of the Ordinance do not fall under the controul of the Ordinance, any more than do the Acts relating to tutors and curators (of *tutelle* and *curatelle*) which were passed previously to this period.

Here there is an omission very fatal to the publicity of hypothecs and to the operation of the system introduced by the Ordinance, a singular remedy applied to *secret and fraudulent conveyances and sales of real estates* of which the Ordinance speaks in its preamble. And how ascertain if the vendor is really the proprietor of the immoveable property sold, if he is in possession of this immoveable property only as usufructuary, or conditionally, &c. &c. But this is not all : admitting that the omission we have observed upon does not exist, let us see if the formalities required by the Ordinance are calculated to give publicity to hypothecs.

Let us suppose that Peter wishes to purchase Lewis's farm. He goes to the Registry office of the County in which the land is situate; he asks the Registrar if there is any hypothec in his Registers against Lewis's property. The Registrar, after having made a search, tells him there is none, and hands him a certificate declaratory of this fact. On this information Peter purchases. For greater security Peter applies for letters of Ratification of his deed of purchase according to the provisions of the Statute of Lower Canada, 9 Geo. IV c. 20; no opposition being filed to the demand of Peter, he obtains the ratification or confirmation of title which he asked for and pays Lewis the purchase money. It would appear that, after having observed all these formalities, Peter, under the guarantee of two laws enacted expressly with the object of protecting the purchaser, ought never after to be ousted from the immoveable property acquired from Lewis. Nevertheless, some years after, Peter, to his great surprise, receives notice to surrender to Charles half of the property purchased from Lewis, Charles pretending that he is the proprietor of half this property, because his father, at his marriage in 1810, was the proprietor of this property—That not having made a contract of marriage, the half of this property was applicable to the customary dower, and that by the death of his father and mother, he Charles, finds himself the proprietor of half of Peter's property.

To this Peter replies: but your title to the dower which you claim was not registered at the time of my purchase of the property from Lewis, and moreover my property is freed from the dower. Not at all, replies Charles, the Ordinance to which you appeal, section IV, does not require the registration of titles to real property; and though it did require it, the dower which I claim does not fall under its controul, because this section only requires the registration of Acts, Contracts or Instruments in writing; now the dower in question does not issue from an Act in writing, since none such exists, and my title to the property accrues from the mere operation of the law. This section seems to assume that no other means exists whereby to create a right or a hypothec, but by an Act or Instrument in writing. This law which you invoke cannot militate against me. But, Peter will say, I have obtained a judgment

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of confirmation of my purchase, you filed no opposition to secure your claim; you are, by virtue of the Statute which regulates the process to be followed in such cases, foreclosed of the right which you pretend to have.

No, says Charles again: when you presented your demand for ratification, the dower which I claim was not yet open; my father did not die until after you obtained your judgment; and the Statute to which you appeal contains an express provision in favour of my right. What answer can Peter make? None—except to deliver up amicably the half of the property which Charles demands, or to wait until it be forcibly taken from him by law. The case which I have just supposed is not hypothetical; on the contrary, it will occur, unfortunately but too often, and is equally applicable to the purchaser and to the creditor.

Another important consideration is this, that it may happen that a property may be encumbered with a right of usufruct, of power of re-emption created before the 31st December, 1841, which the seller carefully conceals from the purchaser. How can this purchaser guard against the fraud of the seller, how can he become aware of it? If the Ordinance had required the registration of titles to immoveable properties bearing date anterior to the 31st December, 1841, the purchaser would have had the means of securing himself against fraud. This, then, is the publicity required by the Ordinance as regards the Acts done before it came into operation. There would still be numerous and weighty observations to make on the omission which this fourth section of the Ordinance contains, but the limits of this Report do not permit us to enter upon them.

We are now going to shew that the mode of publicity prescribed by the Ordinance works no better in regard to the Acts passed subsequently to its coming into force, that is to say since the 31st December, 1841.

The author of the Ordinance, after the preamble which we have cited above, enters abruptly on his subject matter, enacting that all Acts, Contracts or Instruments in writing, &c., done or executed from the day on which the Ordinance shall have force and effect, shall be registered, under penalty of nullity against a third party.

By the XXVIIIth Section, it declares that the general conventional hypothec is abolished for the future, leaving only the special conventional hypothec; and as a means of facilitating the knowledge or publicity of this hypothec, as far, it is said, *as may be practicable*, the XXth Section obliges the Registrar to keep an Index of the names, and another of the immoveable properties.

Let us endeavour, with the assistance of these Indexes to discover if the property of Peter situated at St. John is burthened with hypothecs or *bonâ fide* incumbrances created since the commencement of the operation of the Ordinance. We repair to the Office of the Registrar of the County in which the property is situated. In answer to the demand made to him, the Registrar says to us: I see by the Index to real properties that Peter possesses several properties in the Parish of St. John, of which two are encumbered with several hypothecs, the others have only two hypothecs on them; but for more ample information I shall examine in the register the entry of memorials

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registered for the preservation of these hypothecs.... The searching of the register concluded, he finds that these properties are described as situate, generally, in the parish of St. John, and are of the same extent; but let us suppose that Peter has only one property. Since the 31st December, 1841, he has become a party to obligations to different creditors severally charging and hypothecating this property—all these obligations have been registered. But, singularly, each of these obligations varies in the description of this property, whether in being of a greater or a smaller extent, or in the bounds or abutments, or finally in the point of the compass, in such a manner that each obligation shall appear to contain the description of a different property. To those who are in the habit of examining the titles to property and the Acts executed in the country parts, this difference of description of one and the same property offers nothing to cause surprise. How can the Registrar in such a case certify the number of hypothecs with which the properties of Peter are encumbered? What satisfactory information can be derived from the examination of the Registers?

But if we cannot with certainty succeed in arriving at the discovery of special hypothecs, how penetrate the chaos of general hypothecs anterior to the 31st December, 1841, of which the Ordinance requires the registration? Those who have had occasion to search for these mortgages in the Registry Offices, know what is the value of the pretended publicity which the Ordinance undertakes to give to them.

Accordingly, the Registrars in the Districts of Quebec and Gaspé, persuaded of the impossibility of discovering with what hypothecs a property is encumbered, give to those who demand it a certificate declaring, not that a property is encumbered with an ascertained number of hypothecs, but that their Registers only contain such entries against such a one, personally. And they are right; for otherwise they would expose themselves to actions for damages.

Enough has been said to show that the mode of publicity adopted by the Ordinance is faulty, and can only create confusion on confusion.

III.—DEFECTS OF THE ORDINANCE.

It would be impossible for us in this report to point out all the defects of this Ordinance, and all the difficulties to which its repugnance to the common law of the country gives rise. The limits of this report do not permit us to engage in this task as extensive as difficult; we shall confine ourselves to saying a word on each of its provisions which appear to be the most faulty. Moreover, the system which it has introduced being entirely new to this country, its operation not having had its complete and entire effect for scarcely so much as a year, it would be difficult to define all the contrarieties which time and circumstances can alone develop, and which the tribunals will have to decide.

One of the radical defects of this Ordinance is the want of unity, of harmony which pervades its provisions borrowed as they are from the laws of other countries, the compiler of this law not having apparently reflected on the mournful consequences of the strange amalgamation to which he has given the name of Law, and which fully justifies the character of a *law made piecemeal by the scissors* which the Honorable L. H. Lafontaine has given it in his excellent analysis of this Ordinance, which he regards with

reason, as a law to be studied in its incongruities and omissions much more than in its written provisions.

We have spoken above of the mode of publicity adopted by this Ordinance, we have exposed its defects and inutility.

Another fault in this law, is its exceptional character. "In short," says Mr. Lafontaine, "this Ordinance has all the inconveniences of exceptional laws. Indeed, it does not promulgate a new hypothecary system properly so called, it only modifies the existing laws, and consequently we ought to consider these laws as maintaining all their force, in every case where they are not expressly repealed or amended by new provisions clear and explicit. This results from the very title and preamble of the Ordinance." What seeks the Legislator?.....

"To prevent fraudulent sales and secret hypothecs; and he says: that by establishing a mode of publication by registration, by making some alteration in the existing laws, he will remove the inconveniences to which he refers."

"In all this, there is nothing to show that he means to abolish the old laws and establish a system altogether new."

"Thus, without defining the hypothec, without speaking at all of its character and its effects, of the property subject to it, he enters at once into the details of his project of registration for the publication of hypothecs."

In fact, this law leaves untouched all the imperfections of a system already vicious, and renders it still more vicious by a partial modification of the system, creating serious difficulties, which our old hypothecary system did not present, bad as it was.

Does it introduce a new law, a new hypothecary system? Such, doubtless, was not the intention of its author; but that is a strange law which goes on cutting and paring away right and left existing laws without method and without order.

By the preamble of this Ordinance, it is easy to see that the object of its author was to ameliorate our hypothecary system by the means of that which he calls some alteration. But where are these ameliorations to be found? Is it by restoring, in its vigour, the law of Stellionat in the case only of sale, and leaving, in all other transactions, the door open to dishonesty and fraud? Is it by rendering relations and friends responsible in default of the registration of Acts of guardianship and trusteeship, (*Actes de tutelle et curatelle*) Is it by abrogating the law of the country as regards voluntary dower, and leaving entire the customary dower still more injurious and harassing? Is it by depriving the children of their claim of the customary dower, and by giving the wife the right to free from that dower by selling them, the immoveables which are subject to it, and by reserving in favour of the said children the property of the voluntary dower. Is it by forgetting that the voluntary dower is not less than the customary dower subject to the inconveniences which, for such a long time past, have caused the ruin of so many purchasers, and become the subject of universal complaints? Is it in the case of the alienation of the properties of wives under marital power by prescribing that examination at once ridiculous in itself, and injurious to the morals of the country, that a wife must undergo before

the Judge of a Court that has never existed, to prove the free consent of the wife to this alienation? Is it by preserving the general hypothec in favour of minors and interdicts on the property of their tutors and curators, and by refusing this right against other administrators, such as those of Fabriques, &c.? Is it by granting to the married woman this general hypothec on the property of her husband for the restitution of her dowry, and the payment of every claim or demand that she may have against her husband in consequence of estates or inheritances fallen to her, or come to her in the way of donation during marriage, and in denying to her this right for the advantages stipulated by the husband in favour of the wife by the contract of marriage? Is it, in fine, by amalgamating the provisions of some Statutes of Upper Canada with mutilated and scattered texts from the Civil Code of France, and in composing a legal hotchpotch (*pot-pourri*) which has been presented to the people of this country under the title of an Ordinance to prescribe and regulate the registering of titles to lands, tenements and hereditaments, real or immovable estates, and of charges and incumbrances on the same; and for the alteration and improvement of the law, in certain particulars, in relation to the alienation and hypothecation of real estates, and the rights and interest acquired therein.

But let us examine more in detail the provisions of the Ordinance.

Sec. I. The author enters abruptly on the subject matter by enacting the registration of all Deeds, Contracts, Instruments in writing, &c. &c., which shall be passed, executed or made after the day on which the Ordinance shall come into force (31st December, 1841.) It would naturally seem fitting that he should have commenced by developing the principles on which the system he wishes to introduce is based, and by making it coordinate with the existing laws.

Sec. II. Repealed by the Statute 6 Victoria ch. 15, sec. 2.

Sec. IV. We have spoken of it above.

Sec. V. VI. VII. VIII. IX. Reproduced from the Statute of Upper Canada 35 Geo. 3. ch. 5.

Sec. X. This clause regulates the manner in which the Registrars ought to enter Memorials in their Registers. It exacts that the Memorial be presented and acknowledged by the party himself, or presented and sworn by one of the witnesses present at the drawing up or signing of the Memorial by the party. This acknowledgment or attestation to be made before the Registrar. This section is reproduced almost *verbatim* from the Statute of Upper Canada cited above. The author of the Ordinance, who now and then lays the Civil Code of France under contribution, has passed over in it the manner of presenting the *Bordereaux* adopted by this Code which, contenting itself with exacting that the *Bordereau* (Memorial) shall be presented by the party himself or by a third person to the keeper of Hypothecs (Registrar) is much more simple and much easier.

The mode prescribed by the Ordinance, obliges the party or one of the witnesses to present himself at the office, whatever be the distance from their domiciles to the office, to register a Memorial. This formality, as useless as it is expensive and inconvenient, was followed until the 29th March 1845, the

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period at which it was amended by the Statute 8 Victoria ch. 27, which authorises Justices of the Peace, Notaries, and Commissioners appointed to receive affidavits, to administer the oath required by the Ordinance.

Sec. XII. It prescribes the manner of attesting or making oath to Memorials made without the hypothecary district in which the immoveable property is situate respecting which an entry is desired to be made, as well as to those made in Great Britain, or Ireland or in Foreign parts. As to these last, we are at a loss to discover why the author has made them figure in the Ordinance. To what does this provision amount in regard to them? To make it evident that the Memorial has been made by the person named in this Memorial? But how are we to assure ourselves of the authenticity of the Deed or Instrument in writing on which this Memorial is founded? It does not say one word about the matter. What purpose can this entry serve, since by the common law of the country, Deeds, Contracts and Judgments made or rendered without the limits of Lower Canada cannot give to those in whose favour they have been made or pronounced, any hypothecary right whatever upon immoveable property situated in this country, a right which the formality of the entry required by the Ordinance could not procure for them? This clause is taken from the Statute of Upper Canada cited above.

Sec. XIV. Prescribing the registration of wills within a given time. Extracted from the same Statute of Upper Canada.

Sec. XVI. This section limits the privilege of entry for arrears of interest to two years. Does it include under the word *interest* arrears of constituted rent (*rente constituée*), of life annuities, of ground rent (*rente foncière*), of alimony? The text declares "that no creditor shall be entitled, by reason of any registered memorial of a mortgage, hypothec or privilege, to a preference or priority before others, for more than two years arrears of interest on the debt or capital sum." In the common law of the country, we understand by interest the annual product, according to a tariff fixed by law of all capital which can be demanded at the will of the creditor or at a period agreed upon. It seems that the arrears of *rente constituée*, life annuity, alimony cannot be comprehended under the word *interest*. This provision seems to be taken from the Article 2151 of the Civil Code, which, in decreeing that "the creditor inscribed for a capital producing interest or *arrearage*," does not remove the difficulty which the provision of the Ordinance in this regard creates. Moreover, the Legislature of the country seems to have given to this section of the Ordinance the interpretation which we give to it, in amending this section by the Statute 7 Victoria chap. 22, sec. X, which declares that the arrears of *rente constituée*, of life annuity, of ground rent and alimony, shall not be considered as comprised under the word *interest* employed in the XVIth section of the Ordinance.

We think that it would be more just and more uniform to grant also to creditors of *interest* the privilege of being preferred by reason of the entry of their claims for five years, to count from the date of the contract establishing these claims. By this means they would be on a footing of equality with the creditors of *rentes constituées* and others of whom the Statute speaks.

Sec. XVIII. This section nullifies entries made within the ten days preceding the insolvency or bank-

ruptcy of the debtor. It omits, nevertheless, to say when and how a debtor shall be reputed or considered to be a bankrupt. The Statute 7 Victoria chap. 10, has supplied this omission.

We think it right to introduce here what Mr. Trolong says in the preface to the treatise on *privileges and hypothecs*, upon the 2146 Article of the Code. "This Article" says he "forbids the entry of hypothecs within ten days of the insolvency, although the cause of the hypothecs be anterior; this, according to our view, is a revolting injustice. Here, in truth, all idea of fraud, of collusion, ought to be banished. The source of the hypothec is pure. Why then should we forbid its completion? . . . Would we place ourselves in the true position and equitably reconcile the rights of the mass with the rights of preference acquired by third parties? It would be necessary to take as a guide the declaration of 1702, and limit ourselves to removing their hypothecary effect from stipulated obligations and judgments rendered during the ten days of the insolvency becoming publicly known."

Sec. XXI. enacts that, from the day on which the Ordinance shall have force and effect, husbands, tutors and curators register *without delay* a summary of all the hypothecs and charges to which their properties are subject in favour of married women, minors and interdicts. Is this provision to be understood as applying only to hypothecs posterior to the 31st December 1841, or to those created before that date? We have seen above that the 4th clause, which enacts generally the registration of certain hypothecs created before this period, does not speak of hypothecs of the nature of those mentioned in the XXIst section. The terms of the XXIst clause seem to refer to a *future* period, for it speaks of hypothecs to which immoveable properties *shall be* subject, and not to which they *are* subject. It follows, then, from this that contracts of marriage, acts of tutorship and curatorship done before the 31st December 1841, are not required to be registered by the very terms of the Ordinance. So much again for the publicity of hypothecs introduced by this law.

Sec. XXII. This section, in default of the registration of Acts of tutorship and curatorship, holds responsible not only the Tutors, subrogate Tutors and Curators, but even *the relations and friends who shall have taken part in the assembly, and council of relations* required in such cases. This enactment of revolting injustice has naturally had the effect of rendering the holding of these *assemblies* very difficult. It has been borrowed, we believe, from the Neapolitan Code, or from some other Code derived from it. It is not necessary for us to undertake to demonstrate all the injustice and iniquity which it contains.

Sec. XXIV. It ordains the dismissal of every action founded on a Contract of Marriage, an Act of Tutorship or Curatorship which has not been registered. Surely, here is a singular idea, the punishing by the loss of their rights, married women, minors and interdicts on account of the negligence or bad faith of those whose duty it is to see to the registration of these rights. The Ordinance, it is true, renders responsible the husbands, tutors, subrogate tutors, curators, parents and friends for any damages that shall result from this negligence. But if, as almost always happens, these persons possess no property, or, which may occur, that their properties are encumbered with mortgages beyond or equal to their value, where will be the recourse of those whom the author of the Ordinance deprives so

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lightly of their rights? In the case of married women, when and how shall they make available this recourse against their husbands? Is it during marriage or after the death of the husband, or a separation between the husband and wife? And if the husband possess no property of his own, or if he become or die insolvent? The author, when on this track, ought to have gone a step farther and said that no person could be named Tutor, Subrogate Tutor or Curator, or member of an *assemblée de parens* and friends without having previously proved his solvency; and that a man should not contract marriage unless he proved that he had, and gave security that he would always possess sufficient property to be answerable for any damages which might result from his neglect to register his contract of marriage? It is true that by a following section the Ordinance allows that this registration may be made, in default of the persons above named, by the wives, by the minors themselves. Why has he not also added by Lunatics; for, indeed, if their curators or relations and friends neglect to conform to the provision of the Ordinance, who will protect the interests of these unfortunate beings? An omission again; doubtless this last provision would be absurd, but it results, nevertheless, from the principle laid down by the author. This section is still less rational than the preceding one. Who will tell the married woman or the minor that this registration must be made without delay? Who will tell them that the law allows them to do it themselves? Who? It will not be the husbands, the tutors and the curators, who have an interest in this registration not being made; it will not be the relations and friends ignorant of the existence of this law; but who then shall inform them of this provision so important to them? The Ordinance doubtless. The author has imagined that every wife in her *boudoir*, every minor among his playthings, would have a copy of his Ordinance, or that it would find its place among the wedding presents of the bride, in the whiptop of the young boy, or should be part of the doll's wardrobe of every little girl.

The Civil Code of France permits the relations and friends to make the entry on the property of the tutor or curator; and if they will not make it, this entry is required to be made by the Attorney General. And in all cases the married woman, minors and interdicts are not punished by the loss of their rights from a negligence which they could not reasonably either foresee or prevent.

Sec. XXV. On the recourse allowed by this clause against the tutor, subrogate tutor, fathers and mothers of minors contracting marriage, we may make the same remark as we have made on the preceding clause.

Sec. XXIX. This clause enacts that the legal hypothec shall, for the future, only take place and subsist, 1st. in favor of married women on the property of their husbands; 2nd. in favor of minors and interdicts on the property of their tutors and curators; 3rd. in favor of the Crown. By the Civil Code from which this provision, although garbled, has been borrowed, this legal hypothec of women and minors exists independently of all entry. By the Ordinance, on the contrary, if this entry has not been made, the hypothec ceases to exist in regard to third parties, and cannot in any case become the subject of an action; or, in other terms, the Ordinance destroys in one section the privilege which it grants in another. But let us examine a little more in detail the effect of the legal hypothec granted to the wife by the Ordinance. The 2135 Article of the Code from which this section is extracted, says,

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“As to the interests of women by reason of their dowries and *marriage settlements* in the immovable property of their husbands, and counting from the day of the marriage, the wife has no hypothec for the dotal sums which issue from successions fallen in to her or from donations made to her during the marriage, except in counting from the opening of the successions or from the day on which the donations have taken effect. She has no hypothec for the repayment of debts which she has contracted with her husband, and for the replacing of her own individual ones, except in counting from the day of the obligation or the sale.”

Let us see how the author of this Ordinance has garbled this article of the Code.

“From the day on which this Ordinance shall have force and effect, the married woman shall only have a legal hypothec on the property of her husband, to secure the recovery or payment of *all dowry, claim and demand* she may be entitled to prefer against her husband, arising from succession or inheritance which may become due or accrue to such married woman, and of all donations to her made during her marriage; which hypothec shall date from the *respective periods* at which the said succession shall occur, or from the execution of such donation.”

As it is easy to see, these two texts differ immensely in their effect. By the first, the wife has a legal and privileged hypothec on the property of her husband, not only for the *recovery of her dowry*, but even for the execution of the *marriage settlements* made in her favour by the husband, for the *repayment of the debts to which she has become a party and for the replacing of her own individual ones*.

The Ordinance, on the contrary, limits this hypothec to the *restitution of the dowry and of the claims of the wife against her husband on account of succession or donation accrued during the marriage*. By the Civil Law of the country, the wife has all the rights upon the property of her husband allowed to her by the 2135 Article of the Civil Code, which is only a repetition, on this head, of the old French Law which governs us. This Ordinance as we have already remarked, is only an exception to the Civil Law of Lower Canada.

A woman has contracted marriage since 31st December 1841, the period when the Ordinance came into operation; the contract of marriage contains certain rights by the husband conferred on the wife, the clauses of indemnity from debts, restitution of her own, &c. &c. According to the common law of the country, will this wife have a legal hypothec on the property of her husband for her *marriage settlement, indemnity from debts and the restitution of her own*? or, will this hypothec be restricted to cases particularised and defined by the Ordinance? In a word will the exceptional Ordinance have the effect of annulling on this head, the common law; or, the exception making no mention of marriage settlements, of indemnity from debts and the restitution of the individual property of the wife, will the common law be the only rule for decision in this case? This is a question which interests in the highest degree wives and mothers. The courts of justice will decide it.

We shall read, doubtless with pleasure, the opinion of Mr. Troplong on the effect of the legal hypothec preserved by the Civil Code to married women and

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minors. "The opponents of this hypothec" says he, "will lock only to one side of the question, the facility of hypothecary loans; to this they demand, that all shall be sacrificed. But there is another point of view involving higher considerations, the interest of the Family and of the State, which would be shaken, if the dowries of women and the patrimony of minors were not secured against profligate waste and plunder. This is the interest so strenuously maintained in the Council of State. The question was thus put:—Shall the borrowers, who can dictate the terms of the contract be more favoured than women and minors who cannot defend themselves? Always brought back to this consideration by the vigorous logic of the first Consul the solution of the problem could not be doubtful, and it was decided that the security of the wife and minor ought to be preferred to that of purchasers and lenders; nothing can shake this conclusion, so conformable to the rules of justice."

"See the inconsistency of the advocates of registration. They think public order interested in women and minors having a legal hypothec, and nevertheless they desire to make this hypothec depend on a supplementary Act, the omission of which would render it no effect. This is evidently to create with one hand what one destroys with the other. If the wife and the minor are incapable of creating a hypothec for their profit, the same incapacity applies to their making an entry which should complete it.

"To answer this insurmountable objection it was proposed to put in motion numerous agents to make the entry. But is it not a crying injustice to abandon the preservation of rights so precious to the care of proxies, whose official zeal may slumber, and to make their negligence fall upon the wife and the minor. Whether we saddle with the burthen of the entry Justices of the Peace, the Officers of the Registration, Notaries, relations, friends, subrogate tutors, &c., we shall never arrive at a satisfactory system. How often do persons marry without a contract of marriage. The tutorship of fathers and mothers takes effect without public forms. Whom then are we to charge with the duty of registration? In all cases, privileged persons, whom the law environs with its special favour, will only have derived from the necessity of registration, sources of apprehension and causes of disasters. Their representatives, however vigilant we may suppose them, are most commonly ignorant of the position of the immoveable property which it is proposed to encumber with registration. The husband and the tutor have an interest in keeping them in the dark; the greater part of the immoveable property pledged to the wife and the minor will be freed from their hypothec. Better would it have been to do nothing for them than make them so fatal a gift.

"If registration were prescribed only to inform the public that such and such immoveable property belongs to such a married man or guardian, it must be confessed that its advocates impose much trouble, and peril many interests, to make evident a fact which most commonly is not unknown to those who wish to buy or to lend, and which, moreover, they have always the means of ascertaining. The important point which registration ought to attain, is the ascertaining the quota of the sums for which the hypothec is acquired. Without this, there exists only a bastard hypothec; the scale of fortunes re-

mains unknown, and public confidence is not satisfied. The German legislators were well aware of this. For they decreed that registration should be of no effect, if it did not contain the valuation of all undetermined claims whatever.

"But if we had not, *à priori*, conspired the ruin of wives and minors, how could we exact, in the face of the contract of marriage such as the Civil Code has organized it in France, in the face of our system of guardianship, an irrevocable declaration of the amount of the rights of these persons, when these rights depend upon a multitude of events, on the unforeseen opening of a succession, on calculations of revenues to accrue, on the reinvestment of properties which shall be alienated, on indemnities for debts which shall be contracted, &c. &c. With these disastrous and irremediable inconveniences attaching to registration, shall we dare to put in opposition those which result from the absence of registration?

"Marriage and guardianship constitute in society a public estate. Notoriety attaches to their existence. Third parties are inexcusable for being ignorant of it. It is a rule of elementary prudence that we ought always to verify and ascertain the position of him with whom we enter into a contract. This research may be sometimes difficult, but it presents nothing impracticable, and we must not forget that in the matter of the registration of legal hypothecs we are wrestling with impossibilities."

"The borrower has other means of warding off the inconveniences which are attached to the undetermined nature of the claims of women and minors. He can exact that the wife renounce her legal hypothec on the immoveable property offered as guarantee for the money which is required; the restriction of the minor to hypothec obtained conformably with Article 2143 of the Civil Code, is also a security which the law places at his disposal. Finally, there is no obligation on him to lend. It is less necessary that loans should exist than marriages or tutorships."

"It is pretended that the exemption from registration which the wife enjoys under the existing system is often the cause of the disorder of these matters, because the creditors only lend to the husband upon obliging her to bind herself jointly and severally with him. But this difficulty, says Mr. Bigot, is to be met with in all systems. Whatever may be said, and here we borrow the idea of the First Consul, the hypothecs of the wife will be more safe, if, in order to preserve, it is sufficient that she does not renounce them, than if it was necessary for her, in order to give effect to them, to be an active party and to register. Many wives refuse with firmness to sign every Act which may compromise their dowry. Very few are able to engage in such matters or conduct their own affairs."

"Up to the present period, Jurisprudence has presented only a limited number of cases in which lenders of money have been shown to have been taken by surprise by the legal hypothecs of women and minors. On the contrary the appearance of the law of the year VII (*exacting the registration of these hypothecs*) excited general remonstrances in favour of the married women; and experience proves that this class, forming one half of society, had been in a great measure deprived of their property, without remedy."

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"In the main, I cannot deny that the dispensing with registration may be the occasion of many evils. But all this discussion should be governed by these two truths which are an answer to every thing advanced: the one, *that the lender, in possession of all his civil capacity, cannot deserve the same protection as women and minors, who are incapable; the other, that the lender by his prudence and the means which the law places at his disposal, can obviate the disadvantages of his position, whilst on the contrary the necessity of registration would only cause to the wives and minors irremediable errors and irreparable calamities.*"

Sec. XXX. By this clause a hypothec in virtue of a judgment can only be acquired on the immoveable property of which the debtor is in possession on the day on which the judgment is rendered. If the debtor possesses no immoveable property, the creditor finds himself without any legal hypothec whatever. In France, the legal hypothec resulting from a judgment embraces equally present and future property, saving the restriction which can be made to this hypothec when the registration is effected on a greater amount of immoveable property than is necessary for the assurance of the claim. By the common law of the country, the judiciary hypothec embraces present and future property; the Ordinance expressly destroys the lien on the future.

Sec. XXXI. This clause and the following one are taken from the Articles 2103, 2109, 2110, 2111, 2113 of the Civil Code.

Sec. XXXIII. This section enacts that the registration of gifts *inter vivos* which shall be made from and after the day on which the Ordinance shall come into force and effect, shall take the place of the registration exacted by the Civil Law of Lower Canada which required the registration of these deeds at full length. As we have had occasion to remark, the deeds of gift *inter vivos* passed before the day on which the Ordinance came into force and effect, are not included in the class of deeds of which the fourth clause exacts the registration.

Sec. XXXIV. This section after a "whereas" in which it is said that "the alienation of the real estates of married women, held in free and common socage is governed by different rules from those which govern the alienation of real estates held under other and different tenures," permits the married woman possessing property under whatever tenure, to alienate this property, provided that before such alienation the married woman has been examined before a Judge of the Court of Queen's Bench or of Common Pleas, or of a District, apart from the presence of her husband, in order to be assured of the free consent of the wife to this alienation. We cannot do better in regard to this singular provision than republish the reflections which suggested themselves to the Honble. L. H. LAFONTAINE in the work which we have already cited. "This provision," says he, "is taken from English Law. But what are its effects in practice? You wish to protect the wife from force on the part of her husband, or as the English Law expresses it from coercion, and even from the fear of coercion on the part of her husband? Very well. To attain this object, you oblige her to appear before the Judge, apart from the presence of her husband, to declare whether she gives freely and voluntarily or not, her consent to the sale!!!"

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"You suppose then (which may very well occur) that her husband may force her in spite of herself, to consent to the sale. And if she acknowledges this fact before the Judge, the sale will not take place on that day. And you may suppose by this means that you have protected the wife from the force of coercion on the part of her husband! Undeceive yourselves. The wife will return on the morrow to tell the Judge that she consents to the sale freely and voluntarily; the Judge will be obliged to give his certificate; the deed of sale will be passed, and you will not know what took place between the husband and wife between her refusal one day and consent on the next. You will suspect it perhaps, for in all probability it will have been new acts of violence, new acts of coercion, which, in fact, will be the result of her first declaration before the Judge. Behold the moral action of this law."

The author of the Ordinance adds, that when the wife shall reside out of the limits of Lower Canada, the alienation shall be made without the previous examination of the wife. "The Legislator," remarks again the Honorable L. H. Lafontaine, "has then acted under the impression that women in foreign countries were better treated by their husbands than in Lower Canada. The morals of the country furnish no apology for this injurious impression. It is true that the Ordinance is a law of the Special Council. And what has not this Council done?"

But apart from its character of insult, this provision is impracticable in the great majority of cases. It authorises a Judge of the Court of Queen's Bench, or a Judge of Common Pleas, or of a District Court within a District, to make this examination of the wife and to grant her, according to the case, a certificate of free consent. Of all the Judges enumerated in this section there have existed only the Judges of the Queen's Bench, and even their jurisdiction is not that which the author of the Ordinance contemplated. As to the others, they have happily only existed in the collection of the laws of the Special Council; and even that is too much.

Thus, according to the terms of the Ordinance, a married woman living ten, twenty, thirty leagues and more from the seat of the jurisdiction of the Court of Queen's Bench, will be obliged to make a long journey to undergo this examination, if she wishes to alienate her property. This is a method of facilitating the alienation of the real estate of married women as ingenious as it is becoming.

Sec. XXXV. This clause permits the married woman to release from her legal or customary dower the immoveable property charged with it. The author has forgotten the conventional dower, (*le douaire préfix*), which is quite as embarrassing and obstructive to the alienation of real estate as the customary dower. This omission, however, has been supplied by the Statute 8 Victoria, chap. 27, sec. 4. And to avoid every difficulty which could arise in consequence of this omission, this Statute declares, Section 3, that the words "*legal or customary dower*," used in the Ordinance, *have signified, do signify, and shall signify also the stipulated dower (le douaire préfix) or conventional!!!*

Sec. XXXVII. This Section enacts that, for the future, the legal or customary dower of infants shall only be charged on the property of which the husband shall be seized and in possession at the day of his

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demise, and which shall not have been released by the wife. The conventional dower (*le douaire préfix*) is also omitted in this Section; the Statute 8 Victoria has amended this provision by including within it the stipulated dower (*le douaire préfix*) as we have just seen in the preceding clause. These two provisions derogate from the formal texts of the Articles 249 and 254 of the Custom of Paris. This exception will have the effect of creating numerous difficulties, which the Ordinance and the Statute before us have not foreseen, by abrogating only one part of the title of the customary dower, and maintaining the rest.

Sec. XXXVIII. This Section permits the alienation by deed under sign manual of property held in free and common soccage. This provision, by the Statute 7 Victoria, chap. 22, sec. 11, has been extended to the alienation of property subject to every other tenure. We think it right to remark that this provision is very dangerous in a country where education is so little advanced. It opens a wide door for fraud, for deception, for numerous difficulties, and those of a very weighty kind, by permitting persons having no official and recognised character, possessing no requisite qualification, to execute deeds as important as those which concern the alienation of immoveable property.

Sec. XXXIX. The Ordinance limits itself in this section to exacting, that the transcription of Acts under sign manual, mentioned in the preceding section, shall be made in a book bound in leather, without enacting that this book shall be authenticated in the manner provided for the registers in which the registration of authentic Acts is performed. Yet, it would seem that the authenticity of these books is still more necessary than that of the other registers.

Sec. XLV. This section permits the Registrar, on presentation made to him of a certificate signed by the creditor admitting payment or satisfaction of the debt of the debtor, to enter in the margin of the registry made of this debt, the erasure of the hypothec registered against the property of the debtor. Unhappily, this erasure can only be for the whole of the debt; according to this section, the erasure can not be partial. The debtor who has a hypothec of £1000 on his property, and on account of which he has paid £750, will see his property still encumbered with a hypothec for the payment of the sum total of £1000. And even if the creditor, in the case of payment of the whole, will not grant to the debtor the certificate demanded by him, who shall compel him to give it? And where is the recourse of this debtor, thus handed over to the malice or bad faith of the Creditor? Again an omission. Has not the author, who has consulted and arranged, in his own way, certain Articles from the Civil Code, from which he has borrowed the erasure of hypothecs, comprehended the necessity of making this provision be followed by others analogous to Articles 2157, 2158, 2159, of the same Code? Happily for the debtor, the Statute 8 Victoria, chap. 22, sec. 5, has come to his aid.

Sec. XLIX. The Office hours of the Registrar are fixed by this section at from nine o'clock in the morning to three o'clock in the afternoon. A difficulty has arisen in the interpretation of this section. Some maintain that it was only made for the interest of the Registrar, who can, of his own accord, keep his office open after the hour specified. Others, on the contrary, say, that the effect of this clause is to prevent the Registrars from receiving registrations after three

o'clock in the afternoon, and that registrations made after that hour are null and void. We have met with, in our visitation of the offices, some registrations made after three o'clock in the afternoon, which may give rise to difficulties on the subject of priority between the creditor, whose title shall have been registered after three o'clock, and him whose title shall not have been registered until the following morning at nine o'clock. This difficulty presented itself in France, where the law enacts that the offices shall be open four hours in the morning and four hours in the afternoon; the hours of attendance being marked on the door of the offices. The tribunals of Apt, of Savenay, of Avesnes, and of Parthenay, by judgments of the 21st March, 1823, 26th August, 1824, 17th October, 1835, 8th February, 1837, have decided that registrations could be legally made after the fixed hour. The judgment of the tribunal of Avesnes has been overruled by decree of 23rd February, 1838.—(*Championnière et Rigaud, Traité des Droits d'enregistrement, Vol. 4, page 788, No. 3799.*)

We have exposed, as briefly as possible, the most prominent defects of the Ordinance; and these defects will henceforth become a fruitful source of contests and difficulties, and to many the cause of ruin.

IV.—OF THE WORKING OR OPERATION OF THE ORDINANCE

We are now about to examine the action or operation of the Ordinance since it came into force. We shall occupy ourselves first with the working of this Law with regard to instruments executed or made before the 31st December 1841, which we shall call *old instruments*; we shall then consider its working as regards instruments posterior to that date, and which we shall designate by the appellation of *new instruments*.

1st.—Working of the law as regards old Instruments.

In order to be assured to what point the working of the Ordinance is extended as regards old instruments it suffices to consider the Table No. I annexed to the present Report, drawn up after an extract made from the registers of the different Registry Offices in the Districts of Quebec and Gaspé. Another Table, No. II, serves to show how many of these instruments have been registered and how many ought to have been and have not been, on the supposition that each proprietor in each County, according to the result of the last Census, had, when the Ordinance came into force, three old instruments to enregister. Not having in our possession the Census of the other Districts of Lower Canada, and being ignorant of what has been the working of the Ordinance in these Districts, it is impossible for us to say any thing positive regarding the general working of it in Lower Canada. But in taking as the basis of a general calculation the number of proprietors in Lower Canada and continuing the supposition that each proprietor at the time of the Ordinance coming into operation had at least three old instruments requiring registration, we shall have the total of these instruments, and by subtracting from this number the total of those which have been registered, we shall have that of the instruments which have not and which ought to have been registered, and this sum must be enormous to judge of it by the number of these instruments which have not been registered in the Districts of Quebec and Gaspé. It will be remarked that in our

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Tables we only include the proprietors and not the heads of families, of whom a large number are not proprietors, and who, nevertheless, must have instruments requiring registration. We think that the sum total of these instruments must exceed 100,000.

2nd.—Working of the law in regard to new Instruments.

If the Ordinance has not performed its functions for the past, its working has not been more happy in regard to new instruments passed since 31st December 1841. The Table No. III, annexed to the present Report, furnishes a convincing proof of it, and the supposition on which it is based is rather under than over the reality. It only comprehends the Districts of Quebec and Gaspé.

In order to ascertain what would have been the working of the law in regard to the new instruments during the period which has elapsed since the 31st December 1841, until the respective times at which the different offices have been visited, let us take the sum total of the Notaries in each County, and supposing that each of them executes 100 instruments in a year, of which one half have required the formality of registration, (see the Table No. III,) let us multiply the sum total of the Notaries by the number 100, and we shall have the total number of instruments passed every year in each county; by taking one half of this total we shall have the number of instruments executed each year requiring registered, and by subtracting from this number that of the instruments which have been registered, we shall have a difference of at least 8945.

This number, of course, is only approximative, but, nevertheless, sufficiently correct to demonstrate how insignificant has been the working of the Ordinance in regard to instruments passed since it came into operation and of which it imperiously requires the registration.

V.—CAUSES OF THE INOPERATIVENESS OF THE ORDINANCE.

These numerous and varying causes may be reduced to the following :

The first is the unpopularity of the Special Council which passed this law. This legislative body, opposed as it was to all constitutional ideas and to the Representative system, possessed in no wise the confidence of the country. It was looked upon as a passive tool in the hands of the Governors of Lower Canada, who, at their will, gave it impulse and motion up to a certain limit, beyond which this body never ventured. The laws passed by the Special Council, dictated, some to satisfy a party seeking domination, others to establish exceptions and violate the most sacred and dearest rights, were all received with a just dissatisfaction. It would be hardly possible to cite a small number of the laws of this unpopular body, which are not stained by one of the vices to which we have alluded, and which marked its legislative existence until when at the moment of its dissolution for ever, it imposed upon the country the system of registration which governs us this day. On the appearance of the Ordinance establishing this system, great was the public clamour. It was maintained, and with reason, that this Ordinance apart from its other faults, contained a radical error which made it illegal and null, in imposing

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on the people a tax under the form of fees granted to the Registrar, a measure which the Special Council, in the very terms of the Imperial Statute which created it, had not the power to enact; a proposition admitted by the project of a registry law introduced into the Special Council by Lord Durham. Again, the people relied on the illegality, if not real, at least apparently so, of the proclamation which put this Ordinance in operation. Lastly, the Union of the Canadas, decreed by the Imperial Parliament, proclaimed in the country, and the assembling of the Legislature of the United Province, created a hope that one of the first measures of the mandataries of the people would be to repeal all the odious laws imposed by the Special Council, and above all, the Registration Ordinance which had only been in operation some months.

The second cause results from the first. The people, convinced of the illegality of the Ordinance, took no trouble to obey it. On the contrary, every where it was asserted and reasserted that this law would be repealed by the new Legislature of Canada. The most conspicuous and influential individuals in each section of the country partaking of this opinion, confirmed their fellow subjects in their resistance to this law. The Parliament having been convoked in June, 1841, nothing was done in this first Session in regard to the Ordinance. In the Session of 1842, the delay for the registration of the old instruments was prolonged to 31st December, 1843; and lastly, the Session of 1843, prolonged this same delay to the first day of November, 1844. This delay thus prolonged from year to year gave weight to the belief that the law of registration would be definitively repealed, as had the Ordinances upon the system of Judicature, which, suspended in their operation by the Parliament, had finished by being repealed.

Persons possessing the confidence of the people, publicly gave utterance to this opinion and declared the Ordinance illegal; but they did not say that the Legislature of the country having modified this Ordinance, having prolonged the delay fixed for its full and entire operation, had by this very Act adopted the principle of it, and affixed to it the seal of legality. The people gave implicit credence to their assertions; and when the period finally fixed for the registration of the old instruments approached, these very individuals took no pains to dispel the error which they had sanctioned, and the people rested in security. The traders and speculators alone made haste to register their instruments; and these instruments occupy two-thirds of the registers of the Offices of the Districts of Quebec and Gaspé; but the mass of the population, with very few exceptions, allowed the fatal day to pass without registering their deeds.

Some men, who turn everything to account profited by this ignorance, so as to acquire rights which they would not otherwise have obtained. They cried out, "don't register, this law will be repealed and your money will be lost." And, while saying all this, these men carried to the Registry Offices all their instruments and Contracts, and procured for themselves by this means a priority of hypothec over the first mortgagees (*baillleurs de fonds*) donators, and other privileged or prior creditors, dupes of these interested declamations.

A third cause of the limited operation of the Ordinance is the want of sufficient promulgation being given to this law and the Acts of Parliament which modify

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it. This Ordinance and these Acts were, it is true, published in the Official Gazettes in French and in English. But these Gazettes, received by a very limited number of persons in business and certain public functionaries, did not reach the hands of the people. A law which changed, which over-turned an hypothecary system established for more than a century, should have been put into the hands of all, in order that all might have cognizance of it and appreciate its importance and operation; an abstract of it ought to have been affixed to and published at the door of the churches; it should have contained a provision in which it should have declared, that after a sufficient delay to effect its due promulgation, it would have force and effect. This promulgation has not taken place, and the people, ignorant of the provisions of this new law, or who only had cognizance of them under the influence of impressions which the spirit of party or personal interest had left on their minds, have suffered perhaps the ruin of their fortune by reason of a want of information with which they do not merit reproach.

Another cause of the limited operation of the Ordinance, is the extent of the Districts or Counties in which the Registry Offices are established, and the distance of the different localities from the place where these Offices are situated. By the division fixed by the proclamation erecting the Hypothecary Districts, it was necessary to travel from fifteen to twenty leagues and more, to reach the Office. The new division created by the Statute 7 Victoria has diminished this distance, but in each of the Counties of the Districts of Quebec and Gaspé there are localities which are yet 8, 10, 12 leagues, and even more distant from the County Office.

A fifth cause is the enormous tax for the generality of the people, of the fees allowed to the Registrars. In every case, this fee can hardly be less than five shillings for each deed submitted for Registration. How many individuals cannot secure their rights because they have not the means of conforming to the law which, in this respect, seems made for the profit of the rich man, who can advance the necessary monies for the preservation of these rights, whilst the poor man finds himself ruined by the too costly exactions of a law which he cannot obey. We pretend not to assert that the Registrars are over paid, we know the contrary; but we think that if their fees were made to agree with every man's fortune, every one would be a gainer, and the Registrars also, because they would receive into their offices four deeds for one under the actual tariff.

Finally, the last cause of the failure of operation of the Ordinance, is the striking faults and defects of this law, the delusive guarantee, the invalid security which it offers to the purchaser and lender who are not disposed to run the risk of dispossession or loss of their capital in the impossibility which exists of their ascertaining with certainty the state of the circumstances of those with whom they desire or are willing to transact business.

Such are the principal causes, we think, to which must be attributed the failure of the general working of the Registration Ordinance. Into these causes we have had occasion to inquire and to make examination, and it is because we are convinced of their existence that we designate them in our report.

SECOND PART.

Amendments which should be made in the hypothecary system introduced by the Ordinance.

"The matter of hypothecs, said M. Réal, (*Trop-long loi. cit.*) is, without controversy, the most important of all those which should enter into the compilation of a Civil Code. It concerns the moveable and immoveable fortunes of all the citizens. It is that with which all social transactions are bound up. According to the manner in which it shall be treated, it will give life and motion to public or to private credit, or it will be their grave."

"We find (says M. Troplong) no exaggeration in these words, if we consider that it is the hypothec which secures to families the precious patrimony of the wife, which protects the property of those whose age or moral incapacity prevents them from superintending their own interests, which sustains or repairs the credit of the individual, favours the investment of foreign capital in commerce, brings money to the assistance of agriculture and of civil speculations, and which, in a word, like a powerful lever, sets in motion the most important transactions from this cause alone, that it surrounds them with most solid guarantees."

"This daily and immediate influence of the hypothec on property, and the circulation of capital, has often given rise to bitter complaints of the complication of the wheels which serve to set it in motion. I fully admit that our hypothecary system is susceptible of great improvements. But to expect that we shall ever be able to introduce into it the captivating simplicity of Government Scrip or a bank note, seems to me to be a desire entertained without due reflection, and an utopia impossible of realization. The hypothecary system will ever remain the most difficult part of the Civil Code. For it affects the most numerous and the gravest interests, bringing into conflict the most opposite although equally deserving of favour, and the legislator would fail in his commission if, from affection for a systematic simplicity, he reduced them tyrannically under an absolute yoke, rather than reconcile them by appropriate modifications, at the risk of sacrificing simplicity to civil justice. When civilization has developed among a people the germ of transactions and business, legislation is sufficiently simple when it is distinctly drawn up in forms, when the formalities which it employs are, although numerous, clear, and based upon utility, when their practical operation is qualified by an extensive principle of equity.... Napoleon uttered, respecting the hypothecary system, these profound words, which should be unceasingly called to the recollection of superficial men, whom difficulty terrifies and who only dream of the indefinite simplification of legislation in order to save themselves the trouble of thinking:—"*Since I have heard the Civil Code discussed, I have often perceived that too great simplicity in legislation is the enemy of right. We cannot render the laws extremely simple without cutting the knot rather than untying it, and without abandoning many things to the uncertainty of arbitrary power..... Let the law be less simple, provided it be conformable to the principles of Civil Justice.*"

"The question at this day, agitated among the Jurisconsults of France and Foreign countries, is to ascertain if the Civil Code gives to purchasers and creditors all the security that can be desired, or if there be

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means of further increasing this security, by enlarging the principle of publicity and making it penetrate the legal hypothecs of women and minors."

"Two hypothecary Codes, that of Naples and of Piémont, have laboured to reproduce the principal bases of the Civil Code of France. On the contrary, in Bavaria, in Lombardy, in Belgium, Holland and in the Canton of Geneva, new paths have been opened or established and our hypothecary system has there fallen into greater or less discredit. This adoption on the one part, this rejection on the other, are weighty facts, the causes of which ought to be investigated".....

"The Neapolitan Code has nevertheless made some slight modifications in our Code; and I shall briefly here advert to those of the most importance, and which may administer to the perfecting of our Code."

"Whilst expressly providing that the neglect of registration cannot prejudice the wife or the minor, the Neapolitan Code has put in motion a greater number of Agents than the French Code for procuring the registration of legal hypothecs. It obliges Notaries, who receive deeds constituting dower, to register them for the wife, under penalty of deprivation, costs and damages. More than this, the Acts of tutorship can only be completed by the Clerk on proof made of a registration effected on the property of the tutor. When the marriage is dissolved or the minority has ceased, this Code wills that the wife and the minor have a delay of a year to make their registration, to count from the dissolution of marriage, or from the majority."

"According to the same Code, contracts passed in foreign countries are not deprived of all hypothecary effect; only the tribunals must take cognizance of them and order their registration, if there is opportunity."

"Bolder attempts are to be found in the hypothecary Code of Bavaria, in the Genevan, Milanese, Belgian and Dutch Codes."

"The Bavarian and Milanese Codes have not been restrained by any formality or any consideration, in order to establish credit between individuals on solid foundations."

"All the real rights which encumber the immoveable security given to the lender, or the property sold to the purchaser, must be exposed to the light of day. It was desired that the creditor should be completely certain that his hypothec could not deceive him; it was desired that the purchaser should not have, under any pretences, to dread unexpected dispossession. To arrive at this result, it has been decreed that when the proprietor alienated his property to two different proprietors, the property belonged the first registered, whatever might be the date of the deed."

"Every individual who pretends to exercise a realty right on an immoveable property possessed by a third party, whether by title of servitude, upon a contingency by possession, lease, usufruct, mortgage, right of redemption or reversion, conditional surrender or feoffment of trust, whether by title of conventional or legal hypothec, must verify the same by a registration existing at the moment of the alienation made against the third party in possession. In default of which he is at once debarred of his right, and has only a simple claim against him with whom he has contracted."

"Registration is necessary whether the right of proprietorship has been entirely or partially transferred by deed *inter vivos*, or whether it has been transferred by succession or testament. No one can lose his property, without the registration of the title of forfeiture."

"For better securing possessors against the rights of children subsequently born or against actions of rescission or nullity, the law prescribes on the one hand that the donor shall only have a personal action against the donee, on the other hand that actions of nullity or of revocation should be subject to a very short prescription."

"When a question of contested right arises, the assumed right can effect a provisional registration called prenotation; and if the claim be maintained, this prenotation becomes a definite registration, with retroactive effect from the day on which it is dated. Transfers of mortgages are also subject to registration, so that the transferees do not run the risk of being deceived by anterior conveyances of which they were ignorant."

The Registers are kept according to the following arrangements:

FIRST COLUMN.	SECOND COLUMN.	THIRD COLUMN.
Description of the property.	Resignation of the owner.	Hypothecs with which the immoveable property is encumbered.
Its estimated value.	Description of his title—the restrictions which limit it or can make it void, such as reservation of alimentary nourishment—right of re-emption, &c.	Transfers of Mortgages, which show the progress of the hypothecary claim.
Real rights, such as titles, seigniorial dues,—servitudes, &c., with which the property is encumbered.		The erasure of hypothecs.

The first column specifies the state of the property in regard to other parties (*tiers*); the second shows the state of the property in its bearings with its actual proprietor, and by it the creditor or the purchaser discovers with a glance of the eye the probabilities of dis-

possession which encumber those with whom they are contracting.

Two Tables specify, one the name of the registered properties, the other that of the proprietors.

"By this glance at the principal foundations of the Bavarian and Milanese Codes, we see that the Legislator has left very far behind him the Civil Code of France, whether it be in that which concerns the transfer of property, or in that which concerns legal hypothecs."

"So exclusive a respect for the most absolute publicity, so lively and energetic application of a principle which our legislators have never more than partially sanctioned, cannot be explained by the love of logic alone. If he who gives laws to a people was only a logician, he would soon drive his subjects into despair, and the men who have drawn up the Bavarian Code and the Edict of Milan, had intelligence enough to know that the best legislation is not that which adheres most closely to the inflexible rules of the syllogism, but that which is best adapted to the customs of a nation."

"The Code of Holland decrees the abolition of legal hypothecs in favour of the Crown, of women and of minors, and only allows these hypothecs in as far as they are conventional and special. It proscribes the judiciary and legal hypothec. It wills that every hypothec should be stipulated, special and public. As to privileges, they cease to import a *jus in re*; they have no longer any right of mortgage, and have effect only between the creditors of a common debtor. Privileged creditors have only preference over creditors by note of hand, but they are anticipated by the hypothecary creditors. Registration secures the hypothec without renewal. The cession of an heritage is suppressed; the privileges of the vendor and the copartner are abolished. The mode of payment is subjected to important modifications which do not seem to me to have been in all cases happily conceived; for example, the right of overbidding (*la sur-enchère*) is not authorized, and the creditors remain almost disarmed against the fictions of value so frequent amongst us."

"All these reforms, realized or projected in a foreign country to a greater or a less extent, should be the more important to us, since there exists in France a very strong if not a general opinion, which holds our present hypothecary system in great distrust. To the enthusiasm which the Civil Code excited at its first appearance, reflexion and practical experience have succeeded, which have caused more than one error to arise. Criticism has raised its voice; and, when it has for its advocates such men as the unfortunate Jourdan, carried off too soon for the science of law which he lighted up by the vivid brilliancy of his philosophical and historical perception, it has made use of vehement and cutting, I should almost say, of criminary language. The hypothecary labour of the legislator of 1804 has been pitilessly sacrificed to the more advanced theories of our German neighbours. The work of Napoleon, Portalis and Treilhard has been stigmatized as a jumble of *heterogeneous elements, of inexplicable provisions, and irreconcilable contradictions, producing only multiplied suits and difficulty on all sides.*"

"For my part, I purpose to constitute myself neither the absolute defender, nor the exclusive adversary of the hypothecary system, the object, as it is, of so many attacks. Great faults exist in the Code; grievous omissions are obvious. But, viewing it as a whole, its defects are not all so enormous, they are not so numerous as those think who reproach it with destroying the credit which landed property ought to enjoy."

"Perhaps under this last head, sufficient attention is not paid to the fact that we would render the hypothecary system responsible for a state of things, which belongs, in part, to the very nature of property."

"Let us not demand of hypothecary legislation effects which it can never produce. Let us forbear from seeking through it to engender a rapidity in business, convenience in the recovery of debts incompatible with the complicated forms which protect real property; let us discontinue to exact that it should impart to the person, who has only his immoveable property to offer as security, and who is ordinarily suspected of suffering from pecuniary embarrassments from the very fact that he is contracting debts, that confidence, which is the attribute of him, who, by his commercial relations, his good conduct, his industry and reputation, stands high in public credit and commands capital. We must not strive against impossibilities."

"A good hypothecary system cannot be conceived which should not conform to the law which determines the transfer of real property."

We have thought that, the principal provisions of the Registration Ordinance being partly extracted from the hypothecary Code of France, the observations which Mr. Troplong has made on the hypothecary system of France would be perused with interest and their reproduction approved. Other nations of Europe having also organized their hypothecary Code, differing more or less from the Code of France, we have thought it our duty to bring to view their principal provisions, in order that they may be compared, and the importance and utility of introducing them or not into our hypothecary system be duly considered.

We shall now occupy ourselves with the amendments which we think necessary in the hypothecary system introduced by the Ordinance.

It is a self evident fact, and one admitted by all, that the hypothecary law of the Special Council is bad, as much in its exceptional principle as in its details, and that the country should be rid of it as soon as possible. But it is equally evident that it is impossible, without manifest injustice, to return to the former plan by repealing this law and the very system itself of the publicity of hypothecs, the principle of which it has introduced. Once entered on this path, it is impossible for legislation to go backwards or stop. It becomes necessary, then, to substitute another general law and one which harmonizes in every particular with the law of the country in regard to the system established by the Ordinance. This law should be formed upon or borrowed from the Civil Codes of other countries. In the first case, it might, perhaps, be more proper to confide this important task to a Commission composed of the most eminent Jurisconsults of the country. In the second case, the Civil Code of France, with some modifications which our Civil Law and our particular usages require, would appear to be that which would suit us the best, being more in harmony with the old French Law which governs us. The Neapolitan Code and the German Codes which recognize tithes and seigniorial rights, might also be consulted with advantage.

There is a suggestion of importance, which we think ought to occupy the first place, and it is the publicity of future hypothecs, and the means of accomplishing the certainty of this publication. The different seig-

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nors of Lower Canada possess plans of their seigniories: would it not be advisable to oblige them to number each lot of land conceded and to be conceded in their domains, and in the different concessions or ranges? This labour is easily accomplished, and would cost but little, since every seignior having a plan of his seignior, on which the properties are divided into lots and ranges, the only trouble would be to give a number to each lot and to inscribe on it the name of the actual possessor, as in the following table:

Plan of the Seignior of *Parish of*

Lot No. 1, Owned by A. B.	No. 2, By C. D.	No. 3, By E. F.	No. 4, By F. G.	No. 5, By H. I.	No. 6, By K. L.	No. 7, By M. N.	No. 8, By O. P.	No. 9, By Q. R.	No. 10, By S. T.	No. 11, By U. V.	No. 12, By X. Y.	And so on:
<i>First Range.</i>												

This plan thus made, the Registrar of each county would take a copy of it, for the perfecting of which a reasonable salary should be allowed him, paid out of the public funds. By this means the Registrar would have in his office all the plans of the seigniories in his county. The Province should pay the cost of a number of these plans to be distributed in each seignior to the Notaries who practise there. And by making it imperative on the Notaries, under a penalty, to state in every Act affecting immovable property, the number of the property, sold or hypothecated, we should obtain easily and certainly the publicity of hypothecs for the future. A Notary, with the plan of the seignior before him, will easily be able to find the number of the lot in question, upon learning the name of the person who possessed it at the time of the numbering of the lots of the seignior. In order to make this plan answer the end proposed, it would be necessary that Acts affecting immovable property should be passed by the Notaries who reside in the seignior in which the property to be affected by the Acts is situate.

Having in his possession a plan of each seignior of his county, the Registrar should have a book for each seignior in which each number should occupy a leaf, and on which he should enter all the registrations which have been made in his office concerning the property, the number of which shall be found to be therein enrolled. By this means, the Registrar could at all times know and certify the number, the specification and amount of the hypothecs, charges and rights with which each lot might be encumbered. We are only speaking of future hypothecs; for as to the general or special hypothecs bygone, it is, we believe, impossible ever to succeed in tracing them with the smallest hope of certainty or success. . . . We submit the utility which would be the result of giving to these books the form of the Bavarian registers, of which we have spoken above. In the townships, where all the lots are numbered, nothing is more easy than to accomplish the publicity of hypothecs; and it is from the want of a similar arrangement that the publicity of hypothecs in the seigniories has been to this day a perfect chaos, an inextricable labyrinth from which we shall never escape, we believe, except by the numbering of the lots.

Another suggestion which we take the liberty of making, in order to assure more completely the publicity of hypothecs and charges, and to increase the ope-

ration of the system of registration, would be to declare, that an Act would bear a hypothec only from the day on which it shall have been deposited in the office of the Registrar. This provision would have the effect of ensuring the regular and general operation of the law, and at the same time of overcoming that antipathy which the country people have for every thing, good or bad, to which they have not been accustomed and of which they do not understand the effects. This important provision for imparting strength to the operation of the system of the publicity of hypothecs, is to be found in the Civil Codes of France, Bavaria, Naples, &c. It is the surest guarantee for the operation of the system of publicity of hypothecs, and the adoption of it is essential to this system.

We think it our duty to suggest that the extent of the Counties of Rimouski and Dorchester, and above all, the numerous population of this latter county, make the establishment of two Registry Offices in each of these counties necessary, either by establishing two distinct and separate offices, or, which would perhaps be better, by placing in them two offices under the control and responsibility of the actual Registrars of these counties, who might have the power to have under them the necessary officers for the due management of these offices. Some parishes in the county of Rimouski have already addressed a request to the Executive, in which they ask that the office should be fixed in a locality more in the centre of the county than the one where the office is actually placed; but, supposing that this office was fixed in the centre of the county, the people of the establishments and parishes towards the limits of the county, would always have a distance of more than twenty leagues to travel to the office.

At the time of our visitation of the Office of the county of Dorchester, an intention was manifested of addressing the Legislature in order to obtain two offices, one for that part of the county of Dorchester which was formerly the county of Beauce, and the other for that part which formed the old county of Dorchester.

A considerable number of individuals have expressed to us the desire which they had of seeing, in each county, offices fixed so near that the journey from the different parishes of a county to these offices might be rendered easy by its limited extent. Many have even given it as their opinion that the establishment of an office in each parish would be more favourable to the operation of the registration law, by doing away with the expensive and long journeys which are involved in the present system. We confess that this system would be more convenient for the country people, but it would have the effect of multiplying the number of the Registrars, who, already too few, do not receive enough from their offices to live moderately, and of complicating the system of registration.

Since the operation of the Ordinance has been, for the reasons which we have enumerated in the first part of this Report, almost null as regards old Acts, and because this failure of operation may and must necessarily have very grievous effects on the fortunes of the country people, we take the liberty of suggesting, whether or not it would not be equitable to grant another delay for the registration of these Acts, and to give to those which may be registered during this delay, according to their respective dates, priority over posterior Acts registered before the 1st November 1844, the last period fixed for the registration of old Acts. Nobody could complain of this provision, for the creditors or purchasers posterior to these Acts, who have caused

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their titles to be registered before the 1st November 1844, could not complain, since they have only been able to calculate on the efficaciousness of the registration of their titles in order to the acquiring of a priority of claim or for contracting, so long as the fixed delay for the registration of old Acts had not expired, and because they should be prepared to wait for anterior creditors or purchasers, whose Acts although registered posterior to the prescribed delay, would have priority over them. This delay, of course, could not prejudice creditors or purchasers posterior to the 1st November 1844, who themselves, have made contracts or purchases under the guarantee of the law, which, as far as they are concerned, declares to be null all anterior Acts which are not clothed with the formality of registration.

Another subject to which we beg to call the attention of the Legislature, is the abolition of the dower, or at least of the customary dower created by the sole operation of the Civil Law of the country. The existence of this dower is incompatible with every system of publicity of hypothecs. The omission of a similar provision in the Ordinance of the Special Council will, in future, be a source of grave difficulties, and the cause of a great number of dispossessions. We think that the prefix (*douaire préfix*) or conventional dower should also be subjected to the same fate; for it is a serious obstacle in the alienation of property. It is true that the actual law allows the sale of property affected by it, but then the object which it had in view in establishing this dower has completely failed.

How shall we effect the publicity of hypothecs? Is it by registration by means of memorial (summary) or by transcription? The Ordinance of the Special Council has introduced the first method, and the Provincial Statute 7 Victoria, chapter XXII has allowed the use of the second.

Hear what Mr. Troplong says on both the modes of publication. "The Bavarian, Milanese and Genevan Codes have adopted registration by memorial. This method has appeared to be more in unison with the instrument of publicity in use for the hypothec; it has been found to be as simple as it possibly can be, without taking away at all from its clearness. It has been thought to give greater regularity in the writings, because it facilitates the means of placing opposite to each other, in the same Register, the alienations of real rights and the constitutions of the hypothecs. On the contrary, the law of Brumaire, VIIIth year, had given the preference to transcription; and on many accounts, I think, deservedly so. Registration by memorial is a delicate proceeding, which might be vitiated by an omission or an act of negligence; it consists of an attentive summary of the principal circumstances, the enunciation of which ought to be at once brief and faithful. But this summary may easily fall into a mistake from inaccuracy, and at once the most precious rights are compromised. This danger is not to be feared in transcription, which consists of a literal and material copy of the Act which it is desired to render public."

We also prefer transcription. We have had the opportunity of seeing many memorials in the offices which we have visited. We believe that more than a third of these are informal and incomplete. In some of them the forms specified in the Ordinance have been copied *verbatim*, without making such changes in them as the nature of the Acts or other circumstances might require. We have also seen registrations of

many judgments rendered in 1843, the memorials of which were as follows: "Memorial to be registered of a judgment rendered in Her Majesty's Court of Common Pleas, within this division, being the division contained in the territorial division of Quebec, in the term, &c." And this, because the formula No. 7 of the Ordinance for the registration of judgments commences thus.

There are so few persons in the country parts who are able to draw up a Memorial. This duty requires legal knowledge and habits of analysis and concentration which it is not possible to find among the people. How many Memorials are there drawn up by Notaries, the sufficiency of which may be contested? The method of transcription, since the passing of the Statute cited above has been almost exclusively followed, as may be seen by Table No. I, of which we have already spoken. This method, besides the security which it obtains for the party registering, has moreover the advantage of being less expensive. Thus for an Act containing four hundred words, the certificate of registration will cost four shillings, according to the method of transcription; and by Memorial, the registration will cost six shillings and six pence, that is to say, two shillings and six pence for drawing up the Memorial, two shillings and six pence for the registration of it, and one shilling and six pence for the certificate. The Notaries usually draw up these Memorials; and moreover, when the registration was made by Memorial only, the Registrars, we have been informed, received many more Acts in their Offices; the reason is easily guessed. For the rest, these two methods of registration may be left to the option of those interested.

There is an important point on which we think that we ought to make some remarks, and that is the salary of the Registrars. It will be seen by the Table No. III, annexed to this Report, how small has been the remuneration received by the officers for the registration of instruments passed since the Ordinance came into operation. This remuneration is so low that it scarcely covers the expenses of the Deputies and the offices. All the Registrars, without exception, complain of it, and with reason. They have an immense responsibility, the working of the hypothecary system requires much labour, care and attention; and nevertheless, the majority of these Officers do not receive the daily wages of a mechanic. Under such a state of things, it is impossible that the actual Registrars should continue to hold office, and it will come to pass that the offices, if the Registrars are not sufficiently remunerated to enable them to live honourably out of the revenue of their office, will fall into the hands of persons disqualified in every particular. We have no interest, direct or indirect, in the emoluments of the Registrars, but we think that, in justice to those Officers who have all discharged with honour to themselves and advantage to the public, the important duties which have been confided to them, and who, above all, have had the merit of bringing into operation a system so surrounded with difficulties as that introduced by the Ordinance, we think, we repeat it, that it is our duty to call attention to this subject. We may be permitted to suggest that, by reducing the actual tariff, and giving the force of law to the provision of which we have spoken above, which would decree the existence of the hypothec only from the day of its registration, a reasonable salary would doubtless be obtained for the Registrars. By this means registration would become obligatory on all, and would be within the means of every fortune; which is not the case under the actual system.

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In France, the Exchequer collects the dues for registration according to a tariff fixed by law, and pays their salaries to the Registrars. We believe that the same rule prevails in the other countries where the publicity of hypothecs exists. But how far this system would be admissible in our country, is a question, the solution of which presents very great difficulties.

For the present, we think that the suggestion which we have just made might be put in practice, and if not successful, we might adopt another mode of remunerating the Registrars.

We conclude our report by a final observation. We have had an opportunity of seeing a very considerable number of Notarial Acts bearing as a heading that they have been passed before "Notaries Public for the Province of Canada." Since no Notaries commissioned for the Province of Canada exist, the legality of these Acts will be doubtless called in question. Already the newspapers have reported a decision of one of the Courts of the District of Montreal which has declared null an Act excepted against as null on this point. Would it not be proper that the Legislature in its next session pass a law to assure the legality of these Acts? We cannot refrain from pointing out an unpardonable ignorance on the part of several Notaries, who, since the Registration Ordinance came into force, have passed obligations containing simply a general hypothec on the part of debtors in favour of creditors who, believing their claims to be well secured, have made haste to register them in order to preserve a hypothec which no longer exists, and acquire over other creditors a delusive priority. And unfortunately, the number of these creditors who find themselves without any guarantee on real property, is very considera-

ble. We cannot conceal the fact that the ignorance of these Notaries will be the cause of the loss of these claims; we say it with pain, but the body of Notaries requires a severe reformation, a reformation which will eject from that profession all those whose want of intelligence, of civil and legal knowledge, and whose morals ought to exclude them from a profession as honourable as it is important, and on the due exercise of which depends the prosperity or the ruin of families. Besides, this reform is necessary, is essential to the perfect working of the system of publicity of hypothecs. The body of Notaries of the District of Quebec has itself perceived this need of reform, since in the absence of a law regulating the qualifications for the exercise of this profession, it has adopted regulations tending to prevent the crying abuses which have been passed over so long in the admission of candidates into the Notariate. This also is a subject to which we beg to call the attention of the Legislators of the country.

An Ordinance, 25 Geo. 3. ch. 4, is in existence, which authorizes the examination and visitation of the Offices of Notaries, and which provides for the punishment of those who shall not conform themselves to its provisions; but this part of the Ordinance has never been put into execution on account of, we suppose, the important omissions which it contains in regard to the authority which ought to appoint the Visitors and in regard to the tribunal which shall degrade from the profession the Notary who shall have been guilty of infringing the provisions of the Law.

J. CRÉMAZIE,

Visitor R. O. D. Q. & G.

Quebec, January 1846.

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TABLE No. I

SHEWING the total number of old and new Acts registered in the Districts of Quebec and Gaspé.

NAMES OF THE COUNTIES.	Total registered in each County.	Old Acts.		New Acts or those passed since Dec. 1841 and registered.	By Memorials.		By transcription or at length since March, 1844.	Hypothecs erased.	Acts under Sign Manual.	REMARKS.
		General hypothecs up to 1st Nov. 1844.	Special hypothecs up to 1st Nov. 1844.		From 31st Dec. 1841 to 1st March, 1844.	Since 1st March, 1844.				
Rimouski.	2733	1927	494	570	1110	....	1614	....	27	(A) In the County of Islet the Acts are kept which were registered in the former Office of the Hypothecary District of St. Thomas, which was formed of the Counties of Islet and Bellechasse.
From 1st January, 1842 to 20th June, 1845.... Kamouraska.	3216	1085	1817	1076	1438	110	1668	3	15	
From 1st January, 1842 to 24th June, 1845.... (A) Islet.	5077	1508	1066	630	3697	262	1118	6	1	
From 1st January, 1842 to 9th July, 1845.... Bellechasse.	2589	1858	455	731	....	323	2261	9	1	(B) The registrations filed in the Office of the former Hypothecary District of Chaudière, which comprised the Counties of Beauce and Megantic, are included in those of the County of Megantic.
From 1st March, 1844 to 23rd July, 1845.... Gaspé.	431	231	156	77	....	183	248	4	123	
From 1st January, 1842 to 23rd August, 1845.... Bonaventure.	859	435	308	280	405	....	451	12	297	(C) The registrations received in the Office of the former Hypothecary District of Dorchester which comprised the Counties of Dorchester and Lotbinière, are included in those of the County of Dorchester.
From 1st January, 1842 to 1st September, 1845 Saguenay.	1588	675	177	506	581	....	1004	5	4	
From 1st January, 1842 to 1st September, 1845 (B) Megantic.	1001	250	892	141	720	7	274	10	22	(D) This County, until 1st March, 1844, was part of the Hypothecary District of Quebec.
From 1st January, 1842 to 1st September, 1845 (C) Dorchester.	4380	2408	478	1972	1298	127	2855	106	5	(E) This island was detached from the County of Montmorency by the Provincial Statute of Montmorency, 8 Vict. ch. 28.
From 1st March, 1844 to 1st September, 1845.. (D) Montmorency.	1171	824	353	347	....	149	1022	....	....
From 1st January, 1845 to 21st November, 1845.. (E) Orléans.	43.	9	6	33	....	7	36	....	....	(F) In the County of Quebec are comprised the registrations made in the Office of the former Office of the Hypothecary District of Quebec, which was formed of the Counties of Quebec and Montmorency.
From 19th July, 1845 to 21st November, 1845.. Portneuf.	1877	1217	940	586	1192	39	646	4	....	(G) Until 1st March, 1844, was part of the District of Dorchester.
From 1st January, 1842 to 1st September, 1845 Quebec.	10,881	6828	4550	4053	5648	37	5106	800	....
From 1st January, 1842 to 1st September, 1845 (F) Lotbinière.	1360	874	565	486	....	189	1171	13	....
From 1st March, 1844 to 1st September, 1845.. (G) Totals.....	37,206	20,129	12,287	11,488	16,101	1,418	19,477	972	495	

TABLE No. II

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SHEWING the operation of the Ordinance in regard to the old Acts in the Districts of Quebec and Gaspé.

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COUNTIES.	Total of old Acts registered since 31st December, 1841.	Total of proprietors in each County according to the last Census.	Sum total of proprietors in each County multiplied by 3.	Difference.
Gaspé.....	354	1122	3366	3012
Bonaventure.....	579	1086	3258	2679
Rimouski.....	2163	1956	5668	3495
Kamouraska.....	2140	1871	5613	3505
Islet.....	4447	1922	5766	1319
Bellechasse.....	1858	1991	5973	4015
Dorchester.....	2408	4845	14535	12127
Mégantic.....	860	816	2448	1588
Portneuf.....	1291	2331	6993	5702
Montmorency.....	824	1112	3336	2512
Saguenay.....	1082	1324	3972	2890
Quebec.....	6828	3445	10335	3507
Lotbinière.....	974	1933	5799	4825
Totals.....	25708	25654	57062	51176

TABLE No. III

SHEWING the operation of the Ordinance in regard to the new Acts in the Districts of Quebec and Gaspé.

COUNTIES.	New Acts registered during the last three years.	Number each year.	Number of Notaries in each County.	Each Notary supposed to pass, yearly, 100 Acts.	One half of these Acts requiring registration.	Total of Acts which should have been registered each year.	Total during the last three years.	Difference.	REMARKS.
Gaspé.....	77	25	(a) 0	100	50	50	150	73	(a) There is no Notary in this County, the Acts are passed there by the Justices of the Peace and Missionaries.
Bonaventure...	280	93	2	200	100	100	300	20	
Rimouski.....	570	190	10	1000	500	500	1500	930	
Kamouraska...	1076	338	15	1500	750	750	2100	924	
Islet.....	630	210	20	2000	1000	1000	3000	2370	
Bellechasse...	731	....	(b) 12	1200	600	600	....	....	(b) This Office has been in existence since the 1st March, 1844.
Dorchester....	1972	657	20	2000	1000	1000	3000	1123	
Portneuf.....	586	194	9	900	450	450	1350	764	
Saguenay.....	506	168	8	800	400	400	1200	694	
Mégantic.....	141	....	(c) 3	300	150	150	450	....	(c) Do do
Montmorency..	347	....	(d) 6	600	300	300	900	....	(d) Do do
Quebec.....	4053	1351	34	3400	1700	1700	5100	3749	
Lotbinière....	486	(e) 9	900	450	450	1350	(e) Do do
Totals...	11455	3226	148	14900	7450	7450	20400	10652	

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Queen's Most Excellent Majesty.

R E P O R T

OF THE

INSPECTOR OF REGISTRY OFFICES

FOR THE

DISTRICTS OF MONTREAL, THREE RIVERS AND SAINT FRANCIS.

To His Excellency The Right Honorable CHARLES MURRAY, Earl Cathcart, of Cathcart, in the County of Renfrew, Knight Commander of the Most Honorable Military Order of the Bath, Administrator of the Government of the Province of Canada, &c. &c. &c.

MAY IT PLEASE YOUR EXCELLENCY,

His Excellency Lord Metcalfe having been pleased to appoint me Inspector of Registry Offices for the Districts of Montreal, Three Rivers and Saint Francis, under an Ordinance passed in the fourth year of Her Majesty's Reign, chapter the thirtieth, and intitled, "An Ordinance to prescribe and regulate the registering of Titles of Lands, Tenements, and Hereditaments, Real or Immovable Estates, and of charges and incumbrances on the same, and for the alteration and improvement of the Law, in certain particulars in relation to the alienation and hypothecation of Real Estate," and, under the fifty-fifth clause whereof, it became my duty "to enquire into and examine the state and condition of such Offices, and the Registers, Books, Indexes, Memorials, Documents and Papers therein appertaining to such Offices respectively, and to ascertain whether the provisions of the said Ordinance be or be not therein well and sufficiently executed,—and of which visit and examination a Report in writing shall be made to the Governor of the Province;" and in obedience to which, I have the honor to REPORT:

That, in pursuance of the duty assigned to me, I have inspected and examined the Books, Papers and Records of the Registry Offices for the Districts of Montreal, Three Rivers and Saint Francis, with all the minuteness requisite to ascertain if the requirements of the various Ordinances and Statutes in relation to the subject have been and are fully complied with.

And here it may be proper to remark that, as it was not the object of enquiry to carry the investigation beyond the ascertaining if those legal requirements and restrictions intending to secure the efficient working of the system, as regards the public, had been observed, it did not come within the scope of my duty to institute an investigation of a nature calculated to discover clerical and other errors (if any) which, accidentally or otherwise, may have occurred in the Books or Papers of any Office, and by which the interests of individuals may be supposed to be affected,—the Law itself, by the 4th Victoria, chap. 30, sect. 8, having provided a remedy in such cases, and under which each Registrar has entered into a recognizance with Sureties, in sums which have been deemed to be sufficient to answer any claim which may be preferred against him in the Courts of Law or otherwise, for any damage or injury which might be sustained from such a cause.

In case, however, any interests should be supposed to attach to an investigation of that matter, it may not be deemed improper if I should here advert to the difficulty attending it.

The number of Registry Offices in the three Districts of Montreal, Three Rivers and Saint Francis, is twenty-three, numbering in the whole three hundred and twenty-

four folio volumes, containing up to the different periods of inspection, *one hundred and sixty-eight thousand six hundred and seventy-seven pages*. Properly to collate this immense mass of manuscript, would be, if the means were at hand, a labour of years; but from the fact of most of the Documents enregistered being copied into the Books of Registration at full length, and immediately returned to the parties, enregistering them, there is an impossibility of comparing the official entry with the Instrument.

Although it did not fall within the circle of my duties to institute such an enquiry, I should have conceived it proper to investigate any charge or complaint which might have come under my notice, having reference to this subject, as it might have involved the capacity of the individual complained of, as regards the due execution of the very important duties of the Office, and, in that point of view, I conceive it would have been my duty, if the circumstances required it, to have brought it under Your Excellency's notice; but it affords me great satisfaction to be able to report that, during the period my attention has been devoted to this enquiry, and in the course of which I necessarily had communication with many hundred persons interested in the proper discharge of the duties of Registrar, no specific ground of complaint was preferred upon which I could institute an enquiry,—a fact which cannot fail to redound to the great credit of those gentlemen who had the arduous duties of carrying out a system new in this portion of the Province, involving many difficult points of practice at the time of its going into operation, and requiring unceasing care and great labour.

It is scarcely to be supposed that, in the first establishment of a system of Registration, it could be so adapted to the peculiar legal features of this portion of the Province as at once to spring into an existence and action so perfect, as fully to meet all the difficulties which those features are calculated to throw in its way. Prejudice against the system itself in some, and less ingenious motives in others,—a vast number of important claims sometimes obscure and difficult of discovery, which the Civil Law of the country (however justly it may be admired in other respects as a monument of wisdom) has introduced, and which are of a nature to trammel the easy attainment of that security which modern improvements require, in a rapid transfer of property,—the system of general Mortgages so adverse to the spirit of the age;—these, and many other considerations which it is unnecessary for me to refer to in this Report, present difficulties which, it is evident, can only be overcome by time and experience, by a careful pruning of and engrafting upon the existing Law, and which the hand of experience would most tenderly apply as the general working of the system would suggest as proper to be done.

Nor is it to be doubted that, at the first introduction of such a system, it may press unequally upon some classes

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of claims, and that some cases may arise in which an apparent injustice may be done; but experience has taught that no great practical benefit can be attained, without at its institution giving rise to such complaints, too often exaggerated by its enemies, but which must unavoidably be submitted to, to secure the general good.

Private interest must yield to public advantage. It can be no argument against the propriety of a law which has made great advances towards conferring upon the country, security in its monetary transactions, that, in some instances, it may interfere with a class of hidden claims. The advantage of such a system in this country stands out in bold relief. Of vast resources, of almost unlimited extent, intersected by the most magnificent streams, and with lakes, on whose banks the redundant population of Europe might find a home, rich in soil, abounding with unexplored wealth, with a climate of unparalleled salubrity,—it requires but the influx of capital which security of title alone can draw rapidly, to be developed.

That great benefit has already attended the introduction of the system, is apparent in every part of the country. Its advantages are beginning to be felt by the great mass of the people. Many who formerly sought other secure investments for surplus capital are now employing it in the acquisition of Real Estate, the necessary improvement of which, by themselves or their tenants, to secure an adequate return, gives an impetus to all branches of industry, operates as an inducement to the establishment of others, and gradually and silently promotes that prosperity and advancement, the inseparable attendant on undoubted security. In this view, the system has recommended itself to the merchant, the trader and the agriculturalist. But there is another and more important benefit flowing from it, interesting to the moralist as tending to raise the character of the country in just proportion to its increase of means and wealth, by checking speculation to any dangerous extent by those whose possessions give them an appearance of wealth and substantiality, but whose incumbrances exceed their value. This, the system is rapidly exposing, and consequently diminishing those occurrences which have frequently brought want and wretchedness on those who have been the victims of their misplaced confidence, in what appeared to be ample landed security,—and thus removing from the path of the fair trader, many difficulties he had to contend with, in competing with a reckless speculator, thereby ensuring to the public, punctuality, honor and honesty. It is pleasing to contemplate that at the very infancy as it were, of the system of Enregistration in this country, so important a feature should already be so apparently in process of development.

That these are some of the advantages attending the introduction of the system of Enregistration in this part of the Province, must be apparent to all who contemplate it, and have an opportunity of witnessing the wholesome effect it is exercising, although it must be admitted that it has to contend with difficulties peculiar to this portion of the Province, and to which no legislation could at once so adapt that system as in all particulars successfully to surmount them.

The first of these in point of magnitude and importance, is the system of *General Mortgages*, which obtained until the coming into operation of the 4th Victoria, chap. 30, is one which presents the most serious impediment to the attainment of the desired end. To the period of the enactment of that law, the usual mode resorted to for the establishment of indebtedness, was the execution of an Instrument before Public Notaries, by which the debtor acknowledged the amount due, and for the security of the payment whereof, in general terms mortgaged his estate, present and future, without any specific description. In many cases, at the time of passing the Instrument, the debtor, in point of fact, held no Real Estate; in that case, description was manifestly impossible; in other cases, although possessed of lands, the matter was altogether overlooked,—his creditors confiding in that provision of the Law of the Country which secured to him his privilege of payment according to his priority.

However objectionable this mode of giving the highest legal impress to debts might be, the full extent of the evil was not appreciated until these instruments became subject to Enregistration under the existing law. Many of these instruments having been recorded in the various Registry Offices now in operation, it became evident that although the rights of the creditors were thereby secured, another paramount object, and in the attainment of which the public are interested, had altogether failed, the Registration conveying no information as to the particular property over which the Mortgagee's rights were thus legally secured! and thus, as regards this class of Instruments, defeating the view of the Legislature in one of the principal features of the system. That this is a difficulty of great importance in the way of the perfect working of any system of Registration is evident, and the removal or correction of which has been the subject of much enquiry and reflection, and for the attainment of which it would have been most difficult to legislate, if the principle that private interest must give way to public advantage has any limit, that limit would seem here to be called into view, and restrain its application. The evil is too great in its extent to be remedied by enactments whose progressive operations would not extend over a long period of time. From the very nature of the Instruments from which spring this difficulty, I have found it impossible, up to this period, to establish with any degree of accuracy, the proportion as regards the amount they bear to the other business of the various Offices, no *data* in reference to them, without a minute examination of every entry in the Books of Registration, could be obtained, upon which reliance could be placed, in a degree sufficient to warrant any proposition having in view the immediate correction of the evil. Many schemes have been devised, but all more or less obnoxious to the charge of being remedies almost as bad as the disease, either from their disregard to vested rights, their being too expensive and tardy in their operation, or calculated to excite distrust and dissatisfaction. The least objectionable mode among them would appear to be that of an enactment calling upon all Mortgagees to deposit within a limited time, at the different Registry Offices, descriptions of the property upon which they intend their respective claims to attach, and that from such period all enregistered *General Mortgages* shall cease. By such a proceeding the object might ultimately be attained, but not without pressing most heavily on creditors, and that too but through the ministry of expensive Commissions in the various Counties to superintend the work.

The question then resolves itself into a choice of evils, the least of which would appear to be that of awaiting the extinction of the difficulty by the operation of the prescriptive Law of the Country, a tardy alternative, but one free from those dangers to which legislation on the subject, it is to be feared would lead. Any law having in view the rights of absentees on this subject, would in its operation extend over a period of time so nearly approaching to that required to effect a result of the same public advantage by prescription, as to render the propriety of its adoption, with all its train of attendant disadvantages, a matter of doubt.

The second great difficulty in point of importance and frequency of occurrence, in the way of the effectual working of the system of Registration, is to be found in the imperfect and loose manner in which the descriptions or designations of property intended to be sold or hypothecated are given in the Instruments executed for the purpose, thereby rendering it a matter of impossibility for the Registrar to make those entries in the books of the office which the law requires, and which are absolutely requisite to obtain the end of that law. Thus, in Deeds of Sale and other Instruments, it often occurs that the property sold or hypothecated is stated to be situated "in the Seignory of A," and the land by which it is bounded to be "the property of B, or his representatives,"—a description altogether insufficient to establish with any degree of certainty the precise locality of the estate, or to enable the Registrar, when required, to give that information which it is the object of the law should be easily and expeditiously attained, and this

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and similar want of sufficient description is of such frequent occurrence as to be a source of great unnecessary and unjust anxiety and difficulty to the Registrar, and the means of rendering it impossible for him to make those entries in the Index to Estates, as required by law, and which would enable him at all times readily to give Certificates of the liabilities of property in his County. Great as this difficulty is at the present time, it is one which admits of remedy. As the vast majority of *Actes* enregistered are executed before Public Notaries, the difficulty might at once be removed as regards the future by the enactment of a law, requiring that on all descriptions of property, whether in Deeds translativè thereof, or in those establishing a Mortgage, shall set forth if held *à titre de cens*, the Seignior, Parish, Concession and number of the Lot as entered in the Seignior's *Terrier*, together with the names of the actual possessors of the adjoining tracts, and, in cases of property in the Townships or free and common soccage tenure, the name of the Township, number of the Range and Lot, according to the original Patent, and this on pain of such penalty as the Legislature in its wisdom might deem right and proper. This would entail no burthen on the parties to the Instrument, but be of manifest advantage to them, would greatly facilitate the operations in the Registry Office, relieve the Registrar of much responsibility, inasmuch as he would thereby be enabled to make his entries with regularity and precision, under their respective heads, and secure to the public the easy attainment of correct information as regards the estate itself.

The third impediment to the efficient operation of the law in that particular, is the exemption of Seigniorial dues from Enregistration. The 6th Victoria, chapter 15, section 2, by which the second section of the Ordinance 4th Victoria, chapter 30, was repealed, relieves all such dues from Registration. That this had the effect of paralyzing one of the beneficial effects expected to flow from the Law of Enregistration, experience has now established; parties intending to purchase, or to make advances on Real Estate, are interested to ascertain the amount of Seigniorial dues, for, as to anything known to the contrary, they may nearly approach the entire value of the property, and the possibility of such being the case would naturally operate as a check on the facility of effecting monied transactions on lands under that tenure. It is true that the information may be sought for and generally obtained from the Seignior, but as he is under no obligation to give it, and, the case may be supposed, he may be interested in withholding it, in the hope that a subsequent tenant may improve the property and thereby enhance its value to such an extent as to secure the ultimate payment of the accumulation of arrears, or, should the Seignior's interest turn in another direction, he might raise a suspicion that they are greater than they really are, and thereby defeat the intention of the parties in furtherance of his own views. In any aspect of the case, the law as it now stands does not meet the clear wants of the public as regards this class of debts,—nor does it understand why such claims should be exempted from Registration more than any other,—and it would add much to public confidence, and the facility of effecting money transactions in regard to Real Property under the Seigniorial Tenure, if such of the Seignior's privileged and unenregistered claims for the future were restricted to the *lods et ventes* on the last mutation, and five or seven years' *cens et rentes*; under such a regulation an intending purchaser could at once, and with facility, ascertain the exact amount of incumbrance, or it would be in the power of the vendor to establish by the production of the Seignior's receipt for the last mutation fine, the entire freedom of the property from such charges. But in thus restricting the privilege of the Seignior, for the very evident advantage of the public, justice would also require that some provision should be made for the preservation of his interests, which would be materially influenced by the adoption of a law so stringent in regard to his claims. Some measure calculated to facilitate the Seignior in ascertaining the amount due to him,—a matter by no means easy for him at all times to establish, as many Deeds conveying property are entered into between parties, which do not come to the Seignior's knowledge for months afterwards,—it would therefore be clearly unjust to de-

prive him of one of the higher orders of privileged debts, of the very existence of which he was kept in ignorance by the cupidity of the parties. The same law, therefore, which imposes upon the Seignior the obligation of enregistering arrears within a reasonable time, should also place him in such a position, that he may with facility acquire all the information requisite to enable him to preserve his rights. This might be attained by an enactment that no future Deed translativè of property should have effect between the parties thereto, but from the date of its Enregistration. By such a mode, the Registry Office would become to the Seignior, what it would be sought thereby to make it to the public, the guardian and certain expositor of all matters connected with the landed interest of the country. And there is reason to believe the settlement of this difficulty would go far to remove that growing dislike to this remnant of the Feudal system, which has been for some years progressively advancing in the public mind, and be one important step towards its gradual adaptation to the spirit of the age.

The fourth cause of difficulty in the way of establishing by entries in the Books of Registration, the nature and full extent of the liabilities of an estate conveyed, is the practice which has obtained of declaring, by the Instrument of conveyance, the property to be generally subject to the conditions of some prior Deed, the accomplishment of which the purchaser undertakes. The former Deed not being registered, leaves the matter as regards the books of Registration in a state of obscurity in relation to third parties. The immediate parties to the instrument know the liabilities, but the public have no ready means of ascertaining them. This will appear clearer by illustration from Instruments actually registered, viz.:

1st. By last Will and Testament, a party bequeaths to one of his children an Estate, on condition that he "shall pay, deliver and execute in favor of his brother and sister, (not named,) all the charges, clauses and conditions mentioned and set forth in a certain Act of Donation (not further referred to) made by the Testator in favour of his son!"

2nd. A Deed of Donation provides that, "the Donee shall pay to the Donor's six children, their respective rights as established by the Inventory of the *Communauté* which existed between the Donor and his Wife."

3rd. By Deed of Sale, the Purchaser undertakes "generally" in the place and stead of the Vendor, "to pay and acquit all the charges, clauses and conditions of a certain Deed of Donation in favour of the Vendor!"

It is evident that in reference to such Instruments as these, no system of Registration can surmount the difficulties they throw in the way of establishing, with any degree of practical benefit, the liabilities of the estates to which they refer; and to overcome this evil, it seems the only remedy will be an enactment, that any Instrument conveying Real Property shall for the future, not only contain a sufficient description thereof, but also set forth the nature and amount of the liabilities thereby imposed upon it, under the pain of nullity, or such other penalty as may be considered sufficient to correct the evil.

Thus, then, the four great disadvantages the system of Registration has to contend with in this Province, are—

1st. General Mortgages.

2nd. The loose and insufficient description of Real Property in Deeds.

3rd. Arrears of Seigniorial Dues.

4th. The practice which obtains to some extent, of not establishing the liabilities of an estate conveyed but by a general reference to other and former Deeds between other parties.

From a consideration of which it must be evident that, until these difficulties are surmounted, it will continue to be a matter of regret that some of the important advan-

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tages which ought to result from the system must be limited in their extent. The fact of the precise locality of the estate not being defined with sufficient accuracy, and in some cases the extent of its liabilities to be ascertained only by reference to other Instruments between other parties, will, as regards those cases, in general operate as a bar to the Registrar's granting a Certificate establishing with that degree of requisite certainty, the freedom from or extent of liability of an estate.

In those parts of the late Lower Province where lands are held in free and common socage, the difficulty arising from an imperfect description are but seldom experienced. The generally well-known number and position of each estate as laid down on the original Diagrams of Townships, render it easy to enter under their respective heads, all Instruments registered, and enables the Registrar at once and with facility to give any information required.

There is also another matter to which I beg leave to direct Your Excellency's notice, and although it has no influence on the mere working of the system, is of paramount importance to the country at large. I allude to the utter state of insecurity as regards accidents by fire, with but two exceptions, of the Books and Records of the different Registry Offices in the Districts of Montreal, Three Rivers and St. Francis. The Offices are kept for the most part in the private dwelling-houses of the Registrar, and in all cases, in buildings offering no means of security against fire, beyond that which is to be found in all well-regulated establishments, and gives just cause to apprehend that accidents may occur by which the Records of an Office may be destroyed, and thereby entail upon the country an incalculable amount of loss and difficulty. The exceptions I allude to are those of Montreal and Vaudreuil, the Office in the former County being secure in a fire-proof building, and in the latter Mr. Charlebois, the Registrar, has erected from his own private funds a sufficient safe or vault. This is, I respectfully conceive, a matter of such great importance, and daily becoming more so, that it would appear to be desirable that some public provision should be made for the construction of sufficient vaults in the different Counties for the protection of those Records. In the Counties of Montreal, Saint Maurice, Sherbrooke, and Saint Hyacinthe, this security might be obtained by a transfer of the Registry Offices to the Court Houses erected in those Counties,—in the other Counties no such facility is offered, and there seems to be no mode of guarding against an evil so threatening and pregnant with disastrous consequences, but that of causing the construction of proper vaults, which might be effected at a small outlay when considered in reference to the great public advantage to be attained by the adoption of a plan by which a structure answering every purpose might be erected, which would hereafter form the wing of a Court House or other public building, when the means or the necessities of the Counties should induce the erection of such a building. In four instances, in the Counties of Berthier, Drummondville, Beauharnois and St. Ours, the Offices are held in untenanted wooden buildings, which, if they offer less liability to accidents by fire originating within the buildings, are, from their slight construction and want of protection after Office hours, unfit repositories for the valuable Records of populous Counties.

It is not to be doubted that the very limited income accruing to the Registrars from their official receipts, as will appear by Appendix A. after deducting the necessary charges for maintenance of their Offices, forbids the supposition that these gentlemen ought to or could be called upon to provide sufficient vaults from their official resources,—resources, in many instances, so very inadequate to the labour and responsibility attached to the Office as to make it a question, with some, whether it be proper to continue under a responsibility so great, for so trifling a remuneration. Even if it were otherwise, and that the official resources of the Registrar would conveniently admit of his making the necessary outlay, the propriety of permitting such a system to obtain would be doubtful, it being proper that Offices of so much importance should,

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like those of the Prothonotary and Sheriff, be held in a public building, where the public could be accommodated, without the inconveniences and interruptions which must at times be felt when the Office is held in private dwellings, which from their distribution are generally but ill adapted for such purposes. This matter, the security of the Records of Registration, is of such clear and striking importance, that I conceive it unnecessary to urge other reasons in its favour which readily suggest themselves on considering the subject.

Another cause of public complaint, in some instances, and which, although it does not interfere with the operation of the system, is undoubtedly the source of inconvenience to many. This is the want of centrality in the location of some of the offices. In some cases the public interest is best consulted by the selection of a locality important from being a place of general resort, from many peculiar advantages it may hold out, and thus be a sufficient warrant for the establishment of a Registry Office there, although very far from being central in its position as regards other parts of the County; but where these inducements do not offer, in some cases it would be a clear benefit to the great majority of the inhabitants of a County, if the office were more centrally placed,—and as a ready and less cumbrous means of obtaining such removal, it would appear to be advisable to authorize the Governor of the Province to effect such change by Proclamation, thereby relieving the parties from the necessity of an application to the Legislature, and the Statute Book from an unnecessary accumulation of Bills. In illustration of the inconvenience which it is stated arises from this want of centrality in the establishment of some of the offices, I beg to refer to the County of Terrebonne in the District of Montreal. The Village of Terrebonne, where the Registry Office is now held, is within a few acres of the eastern boundary of the County; whatever claims to distinction the Village of Terrebonne might formerly have had, they are now altogether surpassed by the thriving Village of St. Thérèse, the position of which is four miles more central, possessing a vast superiority of commercial and agricultural wealth in its immediate neighbourhood and surrounding country, as well as being the highway of communication between the County and Montreal, and most other parts of the District. It is therefore evident that the great body of the people of the County from these considerations find it to be their interest to resort there. The Census of the County, taken in 1844, exhibits a population of 20,646 souls, and which may be divided thus: Those nearest to Ste. Thérèse in point of communication, are:—

Ste. Thérèse.....	3460
St. Jérôme.....	3527
St. Martin.....	3334
Ste. Rose.....	2414
¼ of Lacorne.....	271
	13,006.

Those nearest Terrebonne, in point of communication, are:—

Terrebonne.....	1769
St. François.....	926
St. Vincent.....	2050
¼ of Lacorne.....	813
Ste. Anne.....	1735
Abercrombie.....	347
	7640
	5366

shewing a numerical majority of 5366 in favour of Ste. Thérèse. In such and similar cases, it is evident there ought to be some expeditious mode of meeting the interests of the County.

The 8th Victoria, chapter 27, sect. 5, enacts that all documents entered for Registration on or before the 1st November, 1844, shall be entered and transcribed in books to be provided for that purpose, within six months after the enactment of that law. This law has been fully complied with by every Registrar, with the exception of those of the Counties of Rouville and Huntingdon.

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In that of Rouville 88 Registrations, being from Nos. 1540 to 1628 inclusive, made on or before the first of November, 1844, were not transcribed within six months from the passing of the 8th Victoria, chapter 27, as stated under the proper head in Appendix A.

In the County of Huntingdon, 282 entries for Registration, which ought to have been transcribed in the books, as directed by that statute, were not done within the period prescribed, and a few inaccuracies set forth in Appendix B. have also been discovered in the transcripts of Registration transmitted by Thomas Austin, Esquire, having reference to certain real estate, now comprised within the County of Huntingdon, all which I respectfully apprehend will require some action of the Legislature for the preservation of the rights of the parties interested in the proper completion of these Records.

It is also my duty to Report, that owing, I presume, to the great pressure of business in the Registry Office for the County of Montreal, for a period preceding the 1st November, 1844, as well as to the mode in which the business of the office was conducted, it is to be feared, that all that care, attention and correctness so essential in the filing and registering Instruments, were not observed with that scrupulous accuracy and regularity which alone would establish with requisite certainty the order in which these Documents for Registration were received, or the correctness of their Registration. Had the late Registrar and his Deputy lived, perhaps these difficulties would not have occurred, and which it appears the representatives of the former gentleman have endeavoured as far as in their power to remedy, and which it is to be hoped has in general been successful, but for the establishment of which with legal certainty, the Records of the Office supply no data. In the view of anticipating the evils attendant on those doubts, the grave having closed over those in whose power alone it was to remove them, it is submitted with great deference whether it would not be a just and proper yielding to the force of circumstances now beyond control, to give by some suitable proceeding and enactment, to the Books in which the Registrations of the late Mr. Dowling are entered and transcribed, the impress of legality.

The fact also that the 19th section of the 4th Victoria, chap. 30, not having enjoined the signature, by Registrars or their Deputies, of marginal references, and entries in the Books and Registers, it is respectfully submitted whether it would not be advisable to enact that, for the future, such marginal references and entries should be so authenticated.

I also beg leave to suggest, that in consequence of the great amount of work to be done in the Registry Office for the County of Montreal, the restriction of transcribing into but one volume at a time for Registrations at length, is insufficient to enable the Registrar, with the utmost attention and economy of time, to keep pace with the business of the County, thereby causing arrears, and preventing that despatch the public interest requires. This difficulty, I humbly conceive, may be removed by a classification of the Registrations, under six divisions or heads, viz :

- 1.—Instruments translatif of property.
- 2.—Mortgages.
- 3.—Wills and Judgments.
- 4.—Marriage Contracts.
- 5.—Bonds to Her Majesty and Custom House Bonds.
- 6.—Tutelles and Curatelles.

To each of which a separate set of books might be assigned with indexes *in addition* to the general Index and Minute Book. By this classification, several Copyists might be employed at the same time, the business of the office regularly despatched, searches more expeditiously made, and the public relieved from that delay which is inseparable from the present limited means of transcribing Registrations in an Office presenting so much and increasing labour as that of the County of Montreal.

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In the County of Missisquoi also, it will be found by Appendix A. that various omissions and irregularities have occurred during the administrations of some of Mr. Dickenson's predecessors in office, which may lead to inconvenience if not remedied.

Doubts being entertained as to the legal interpretation of the word "subsequent," as it occurs in the 19th line of the 4th section of the 4th Victoria, chap. 30, which may lead to litigation, I most respectfully suggest that advantage would accrue to the public by a removal of those doubts, and by the true interpretation of that word being settled by the Legislature.

Experience has demonstrated that inconvenience may accrue to the public from the residence of the Registrar being at a distance from his Office, and the recurrence of which I respectfully conceive, it would be proper to prevent by the enactment of a law, that Registrars should have their permanent residence within the Parish where their offices are situate.

Occurrences have also proved that the public, as well as the Registrars themselves, may be exposed to inconvenience by the continuance of that portion of the 4th Victoria, chap. 30, sect. 6, which restricts Registrars to the appointment of one Deputy. Illness, and attendance on Courts of Justice, whether as witnesses or otherwise, have rendered this an evil, in the correction of which the public are interested. It is, therefore, humbly suggested as advisable, that Registrars should be empowered to appoint, in case of emergency, a second Deputy.

The great falling off in the amount of fees received by the Registrars of Counties since the 1st November, 1844, consequent upon the reduction of Registrations since that period, is a subject of serious and just complaint by many of those gentlemen. From a reference to this matter, in the statements of the revenue of the different Offices which has been set forth, whenever they could be obtained, in Appendix A. it appears that the amounts received since that period generally have fallen short of what would be deemed a reasonable compensation for the labour and responsibility attached to the duties of the office. The sums stated in the Appendix are the gross receipts which, after the deduction of the salary of the Deputy and the payment of the contingent expenses of the office, on the most economical scale, leave a sum in favor of the Registrar altogether insufficient; and it is to be feared, if some relief is not had in this particular, it will be difficult for gentlemen of the requisite standing and capacity to continue in the discharge of duties which require great labour and attention, and place them and their sureties under important liabilities. It is, therefore, a matter deserving early consideration, whether it would not be advisable to fund the Fees of Office and compensate the Registrars by such fixed allowance and salary as may be deemed a reasonable remuneration for such labour and responsibility.

The state of the various offices, the amount of work done up to the different periods of last inspection, the state of the Books and Records in each County in the Districts of Montreal, Three Rivers and Saint Francis, together with other requisite information in reference to them, will be found in the Appendix under their respective heads.

I have now, may it please Your Excellency, completed that practical review of the obstructions and difficulties which stand in the way of the proper working of the system of Registration as by law established in this portion of the Province, upon a removal of which there is reason to believe that system will operate with efficiency and vigour as regards the great interests of the country.

There are some questions which in process of time may arise out of individual interests, and which might furnish materials for a speculative treatise on those legal subtleties to which Registration will probably give rise, and which time and experience alone will mark as fit

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objects for improvement, but which in no way affect or influence the working of the system as regards the public at large, and the discussion of which therefore would be out of place in an enquiry having for its object the ascertainment whether the provisions of the law now in force have been duly observed.

E. A. CLARK,
*Inspector of Registry Offices,
Districts of Montreal, Three Rivers and St. Francis.*

Montreal, April, 1846.

LIST OF REGISTRY OFFICES.

In the District of Montreal.

1. Montreal.
2. Vaudreuil.
3. Beauharnois.
4. Huntingdon.
5. Rouville.
6. Chambly.
7. Verchères.
8. Richelieu.
9. St. Hyacinthe.
10. Shefford.
11. Missisquoi.
12. Ottawa.
13. Lake of Two Mountains.
14. Terrebonne.
15. Leinster.
16. Berthier.

In the District of Three Rivers.

1. St. Maurice.
2. Drummondville.
3. Yamaska.
4. Nicolet.
5. Champlain.

In the District of Saint Francis.

1. Sherbrooke.
2. Stanstead.

RECAPITULATION.

In the District of Montreal,—Offices.....	16
In the District of Three Rivers, do	5
In the District of St. Francis, do	2
Total Offices,.....	23

COUNTY OF MONTREAL.

This Office is established in the City of Montreal.

GEORGE H. RYLAND, Esquire, *Registrar.*
HENRY WESTON, Esquire, *Deputy.*

The County contains within its limits the following

Seigniories.

1. Montreal.
2. Isle Bizarre.

Fiefs.

1. Nazareth.
2. St. Joseph.
3. Augustin.
4. Lagauchetière.
5. Clauss.
6. Terneville and Thoret.

Parishes.

1. Montreal.
2. St. Laurent.
3. St. Joachim de la Longue Pointe.
4. Ste. Anne du Bout de l'Isle.
5. Ste. Geneviève.
6. St. Michel de Lachine.
7. St. Raphaël de l'Isle Bizarre.
8. St. Joseph de la Rivière des Prairies.
9. Sault au Recollet.
10. Pointe aux Trembles.

All the transcriptions of Registration made under the late Mr. Dowling have been completed, and the Books written up, with the exception of the Index to Estates, and with regard to this book, Mr. Dowling, the late Registrar, considered that the number of General Mortgages, as well as the want of sufficient designation of property in most of the various Instruments filed, rendered it impossible to keep it with any degree of practical utility, and therefore that any labor bestowed upon it would be uselessly expended.

Since the ninth day of July, 1845, the day on which Mr. Ryland assumed the duties of the Office, the work has progressed with all possible celerity; 356 registrations by that gentleman remaining to complete the work, and 403 entries to complete the Journal or Minute Book. These arrears were unavoidable in consequence of the press of business, and are being made up as rapidly as the means provided by law will admit.

As regards the Estate Book, Mr. Ryland, for the same reasons assigned by Mr. Dowling, has found it impossible to keep it.

The number of Instruments filed in this Office are, Under Mr. Dowling :

By Memorial,	6620
At full length,	6756
	13376

Under Mr. Ryland, from 9th July, 1845 :

At full length,	1946
Memorials,	90
	2936
	15412

Being 15,412 Instruments contained, as far as copied, in 44 volumes, and 27,402 folio pages of manuscript.

Mr. Dowling having been of opinion that entry in the margin of the Register, setting forth the day of the month, the year, and the hour of the day of each Registration, as required by the 4th Victoria, chap 30, section 19, is sufficient without the signature of the Registrar or his Deputy, this practice was followed, and the various Registrations during the period Mr. Dowling held the office are without signature.

The Books are certified according to law, with the exception of three of the late Mr. Dowling's, but which are with the proper Officer for the purpose, and are in process of accomplishment.

Nor was it Mr. Dowling's practice to approve by signature or initials, any marginal notes or *renvois* which might accidentally occur in copying an Instrument in the Register.

The Memorials are numbered and filed of record. The Books and Papers of this Office are in a state of safety, the building being provided with sufficient vaults. It is, however, to be observed, that the building being private property and subject to application to other purposes, at the expiration of the lease, renders it important that some measure should be resorted to for the permanent security of the Records.

The Oaths of Allegiance and Office were duly taken and filed according to Law.

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Recognizances were entered into by the late Mr. Dowling, and Mr. Ryland. The Securities of Mr. Dowling are :

The Honorable DOMINICK DALY,
JOHN M. TOBIN, Esquire,

And were duly entered into on the 5th March, 1844, before the Honorable Mr. Justice Gale, J. K. B., and filed at the Office of the Prothonotary, on the 6th March, 1844. Those of Mr. Ryland are :

JAMES CLEARICE,
HENRY LEMESURIER,

were duly entered into at Quebec, and registered as directed by Law.

The revenue of this Office since the 9th July, 1845, was £496, a sum scarcely sufficient to meet the actual disbursements of the Office, and yielding no remuneration whatever to Mr. Ryland.

COUNTY OF VAUDREUIL.

This Office is established in the Village of Vaudreuil.

HYACINTHE F. CHARLEBOIS, Esquire, Registrar.
FRANCOIS ORRÉ LORANGER, Esquire, Deputy.

The County contains within its limits the following

Parishes :

1. Vaudreuil.
2. Rigaud.
3. New Longueuil.
4. St. Ignace.
5. St. Joseph de Soulanges.
6. St. Jean de l'Isle Perrôt.

Townships.

1. Newton.

Villages.

1. Vaudreuil.
2. Rigaud.
3. New Longueuil.
4. St. Ignace.
5. St. Jean de L'Isle Perrôt.
6. Point Fortune.

The limits of this County are well understood and defined. This Office is in excellent order, and much important business has been transacted there. The number of Instruments or Documents enregistered were, on the 26th November, 1845, the period of inspection, as follows :—

Prior to 1st Nov., 1844, in Register Letter A.	1011
Do do do do do B.	1582
Since that date up to 26th November, 1845, in Register A.	68
“ B.	338
	406
	2999

To which are to be added transcripts from Montreal Office, comprised in 14 bound volumes containing 6736 pages.	2952
	5951

Being 5951 Acts or Instruments, all of which are duly and fairly enregistered and copied according to law, in twenty-one volumes, containing 11,542 pages of manuscript. The vast proportion of enregistration in this County is at full length, and but little advantage has been taken of the increased facility of effecting Mortgages under 7th Victoria, chap. 22, sec. 11.

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The notices required by the 7th Victoria, chap. 22, were duly given. The books are paraphed and certified according to law, and properly written up, with the exception of the Minute Book and Index to Estates, the first of which, the Minute Book, still required some entries to complete it, and which, it is alleged, could not be accomplished at an earlier period, partly in consequence of the great press of business, and partly in consequence of the Registrar finding that entries were more conveniently and correctly made in this Book after the Instruments had been copied in the Book of Register, and which is done in a manner to prevent any accumulation of arrears of Acts or Documents to be copied. And, as to the last, or Index to Estates, the Registrar has not made any entries whatever, stating that he was led to this from the uncertain and defective mode of describing real estate in most of the Instruments enregistered, rendering impossible so to do with any practical utility. From this cause, the uncertain and defective description of property, he also finds an almost insurmountable obstacle to the granting Certificates of search as regards estates, generally confining himself where the interests of the party will admit of it, in his Certificate, to a declaration of the liability or freedom from liability of the person who applies for such Certificate.

With the exception of the Registry Office for the County of Montreal, this is the only Registry Office in the District of Montreal, where the Books and Records are kept in a state of perfect safety from accidents by fire; Mr. Charlebois, the Registrar, having caused the construction of a fire-proof vault or safe connected with his Office, where all the Books and Records of the Office are most securely deposited,—thus giving to all interested an assurance of the safety of their Registrations, which is the source of a confidence, which it is much to be regretted does not obtain as regards this subject in the other Counties.

The revenue of the Office up to the 1st Nov., 1844, was.	£902 11 0
From the 1st Nov., 1844, to 26th Nov., 1845.	112 10 0
Total.	£1025 1 0

The Oaths of Allegiance and Office, directed by 4th Victoria, chap. 30, sec. 8, to be taken by Registrars and their Deputies, were duly taken and subscribed by Mr. Charlebois and his Deputy, and lodged in the Office of the Clerk of the Peace, on the 30th March, 1844.

The recognizance also required by the 4th Victoria, chap. 30, sec. 8, was duly entered into by Mr. Charlebois, on the 13th March, 1844, and filed at the Office of the Prothonotary for the District of Montreal, on the 30th of the same month. The Sureties are :

DONALD McMILLAN, of Rigaud.
A. G. CHARLEBOIS, of Rigaud.
JOSEPH CHARLEBOIS, of Rigaud.
JOSEPH CHALLETTE, of St. Polycarpe.

The recognizance is also duly recorded in the Office of the Provincial Registrar, and a duplicate original thereof lodged in the Archives of the Office of the Inspector General.

COUNTY OF BEAUHARNOIS.

This Office is established at the Village of Durham.

D. K. LIGHTELL, Esquire, Registrar.
W. F. LIGHTELL, Esquire, Deputy.

The County contains within its limits the following Parishes, Townships and Villages.

Parishes.

1. St. Clement de Beauharnois.
2. St. Timothée.
3. Ste. Martine.
4. St. Jean Chrysostôme.

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5. St. Anicette.
6. St. Malachie d'Ormstown.

Townships.

1. Hemmingford.
2. Hinchinbrooke.
3. Dundee.
4. Godmaulchester.

Villages.

1. Huntingdon.
2. Beauharnois.
3. Durham.
4. Ste. Martine.

There are no difficulties as to the territorial boundaries: they are well understood.

This Office is in good order. The number of Instruments enregistered was, on the 24th November, 1845, the day of inspection:

By Mr. Lighthall and his predecessor in office, up to 25th January, 1842, Acts,	1551
By Mr. Lighthall from that period to 24th November 1845,	
In Register A.....	1088
Do. B.....	1642
	2730
	4281

Being 4281 Acts or Instruments, all of which are duly copied and completed in seventeen volumes, containing 7466 pages of manuscript.

The great proportions of Enregistrations in this County are at full length.

In this County great advantage has been taken of the facility in effecting Mortgages, &c. under the 7th Victoria, chapter 22,—a number of Acts having been passed under its provisions, and the facility thus afforded is in this County considered to be a great benefit. The notices required by the 7th Victoria, chapter 22, were duly given.

The books are all regularly paraphed and certified, and completely written up with great neatness, with the exception of the Index to Estates; and, in this book, Mr. Lighthall stated he had made no entries, in consequence of the want of proper designation of the estates intended to be described in the Documents enregistered, rendering it impossible to do so.

The Records in this Office are as safe as a detached wooden building, (at a sufficient distance from any other,) erected by Mr. Lighthall for an office, and exclusively devoted to that purpose, can possibly make them.

In Register A. volumes 1 and 2, from No. 265 of 21st October, 1842, to No. 1088, being 823 entries; in Letter B. volumes 1, 2, 3, and 4, from No. 128 of 11th October, 1842, to No. 1642, being 1534 entries, forming together the number 2357 entries, the Registrar in many instances has made no marginal reference to the day, the month, the year and hour of the entry, as required by the 4th Victoria, chapter 30, section 19, and when made, has not signed them, and for which Mr. Lighthall assigns as a reason, that it filled up the space required for discharges,—in many cases the shortness of the Document would leave a margin insufficient for the introduction of a discharge or acquittance; finding this to be a great evil, inasmuch as in many instances no space would be left for the acquittance, and as reference to the Instruments was to be had with great facility from the Minute Book, he discontinued the practice of making marginal entries, deeming its discontinuance a lesser evil than that of having no space left to enter the discharge.

The revenue of the office from 30th March, 1844, to 1st Nov. 1844, was £80 0 0
From 1st Nov. 1844, to 24th Nov. 1845..... 251 10 0

£331 10 0

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The Oaths of Allegiance and Office, by law required to be taken and subscribed, were duly lodged in the office of the Clerk of the Peace for the District of Montreal, on the 14th March, 1844. The recognizances required under the 4th Victoria, chapter 30, section 8, were also duly entered into by Mr. Lighthall on the 14th March, 1844, before the Honorable Mr. Justice Gale, J. K. B., and filed at the Office of the Prothonotary on the same day.

The Securities are:

- THOMAS NYE, Esquire, *Montreal.*
WILLIAM STEPHENS, Esquire, *Montreal.*

The recognizance is also already recorded in the Office of the Provincial Registrar, and a duplicate original filed with the Inspector General.

COUNTY OF HUNTINGDON.

This Office is established in the Village of Laprairie.

- JEAN BTE. LUKIN, Esquire, *Registrar,*
W. F. HAWLEY, Esquire, *Deputy.*

The County contains within its limits the following Parishes, Seigniories, Villages and Townships.

Parishes.

1. Caughnawaga.
2. Laprairie.
3. St. Rémi.
4. St. Constant.
5. St. Isidore.
6. St. Philomène.
7. St. Edouard.
8. St. Phillippe.
9. St. Jacques le Mineur.
10. St. Cyprien.
11. St. Valentin.
12. St. Bernard.
13. Part of Ste. Marguerite de Blairfindie.
14. Longueuil.
15. St. Luc.
16. St. Joachim de Chateauguay.

Seigniories.

1. Chateauguay.
2. Deléry.
3. Lacolle.
4. Laprairie.
5. LaSalle.
6. St. George.
7. St. Normand.
8. Thwaite and St. James.

Villages.

1. Chateauguay.
2. Laprairie.
3. Lacolle.
4. Napierville.
5. St. Philippe.
6. St. Constant.
7. St. Rémi.
8. St. Edouard.
9. Caughnawaga.

Townships.

Sherrington.

The territorial boundaries of this County are well understood.

The number of Instruments enregistered in this office is as follows:

From 14th May, 1839, to 27th November, 1841, under first system of enregistration..... 19

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<i>Brought forward.....</i>	19
By Thomas Austin, Esquire, as Registrar for District of Saint Johns.	
From 4th February, 1842, to 9th February, 1844, (at that period this County formed a portion of the District of St. Johns) and transmitted to this Office.....	1737
From 5th April, 1844, to 1st November following:	
Under Mr. Lukin, in Register A.....	182
do. B.....	2093
	2275
From 1st November, 1844, inclusively, to 20th November, 1845, in Register A.....	22
do. B.....	428
	450
Transcripts from County of Beauharnois.....	330
	4811

Being 4,811 Documents, a part of which are entered in eleven volumes containing 3,880 pages of manuscript.

As regards the state of this Office, a special Report was made.—Appendix B.

The vast proportion of Registration in this County is at full length, and in but three instances has recourse been had to the facility of effecting sales, &c., under 7th Victoria, chapter 22.

The notices required by the 7th Victoria, chapter 22, were duly given.

The Books are paraphed.

In this County, no Index to Estates has been kept, Mr. Lukin finding it impossible so to do, in consequence of the insufficient designation of property in the Deeds enregistered.

The Minute or Day Book was completed up to No. 900 only, on the 20th November, the day of last inspection. The reason assigned for this was, the impossibility of inserting therein the page of the Register wherein the Act would be found till after it had been copied in the Register, and which could not be done at the moment in consequence of the arrears accumulated by reason of a great press of business.

Certificates of Search are given as regards Documents filed since 5th April, 1844, as well as in matters having reference to the 330 transcripts from the County of Beauharnois, but for the reasons assigned in Appendix B, Mr. Lukin has deemed it advisable to refuse Certificates in connection with the 1737 transcripts from District of St. Johns.

The Records of this Office, with the exception of those also referred to in Appendix B, are kept in a private dwelling house constructed of wood, surrounded by buildings of the same description, and offers no further security from accidents by fire than is to be found in any well conducted establishment.

For Revenue, see Appendix B.

The Oaths directed to be taken by 4th Victoria, chap. 22, sec. 8, were duly taken and subscribed by the Registrar and his Deputy, and lodged in the Office of the Clerk of the Peace for the District of Montreal, on the 22d March, 1844.

The recognizance required by 4th Victoria, chap. 30, sec. 8, was also entered into by Mr. Lukin, on the 16th March, 1844, before the Honorable Mr. Justice Gale, J.K.B.; and filed in the Office of the Prothonotary, for the District of Montreal, on the same day. The Sureties are :

JOSEPH GREGOIRE, of *St. Cyprien*.
EDWARD WHEELER, DOUGLASS, of do.

It is also duly recorded in the Office of the Provincial Registrar, and a duplicate original lodged with the Inspector General.

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COUNTY OF ROUVILLE.

This Office is established in the Village of St. Athanase.

HENRY AUBERTIN, Esquire, *Registrar*.
LOUIS GABRIEL MARCHAND, Esquire, *Deputy*.

This County contains within its limits, the following Parishes, Villages and Seignories :—

Parishes.

1. St. Jean Baptiste.
2. St. Hilaire.
3. St. Mathias.
4. Ste. Marie.
5. St. Grégoire.
6. St. Athanase.
7. St. George.

Villages.

1. Henryville.
2. St. Athanase.
3. Ste. Marie.
4. St. Mathias.
5. St. Jean Baptiste.
6. Clarenceville.

Seignories.

1. Rouville.
2. Ste. Marie de Monnoir.
3. Bleury.
4. Sabrevois.
5. Noyan.
6. Caldwell's Manor.
7. Foucault.

The territorial limits of this County are well known. The number of Instruments fyled in this Office to 19th November, 1845, the day of last inspection :

Prior to 1st November, 1844, in Register B...	1927
do. A...	262
	2189
Since 1st November, 1844, to 19th Nov., 1845:	
In Register A.....	27
Do. B.....	553
	580
	2760

Being 2,760 Acts or Instruments, a portion of which is completed according to law, in eleven volumes, containing, together with the transcripts from Messrs Austin and De Salaberry, 6,239 pages of manuscript.

Of the Acts filed prior to the 1st November, 1844, 88 thereof, from No. 1540 to No. 1628 inclusively, were not copied before the 29th September last, as required by 8th Victoria, chapter 27, in consequence, as it is alleged, of the pressure of business, and 211 of those filed since 1st November, 1844, were also in arrear from the same cause.

The very great proportion of Registration in this County, is in full length; and but in three or four instances has the facility of effecting Mortgages by 7th Victoria, chapter 22, been resorted to.

The notices required by 7th Victoria, chapter 22, were given. The books which by law require to be properly paraphed and certified, and as far as they have gone, are kept with great regularity and neatness.

Mr. Aubertin has not kept an Index to Estates, the want of correct descriptions in Deeds enregistered having rendered it impossible to do so with accuracy.

The Registry Office being kept in a dwelling house built of wood in the vicinity of others constructed of the same materials, affords no peculiar safety to the Books and Records, although Mr. Aubertin has endeavoured to

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remedy the risk as much as lies in his power, by keeping them packed, after office hours, in portable cases.

The revenue of the Office up to 1st November, 1844, was.....	£658
From 1st November, 1844, to 19th November, 1845,.....	218
	£871

The oaths required by 7th Victoria, chapter 22, were taken and subscribed by Mr. Aubertin and his Deputy, and filed in the office of the Clerk of the Peace in this District on the 23rd of March, 1844. The recognizance also required by 4th Victoria, chapter 30, section 8, was duly entered into by Mr. Aubertin, on the 9th March, 1844, before the Honorable Mr. Justice Day, J. K. B., and on that day filed of record at the office of the Prothonotary for the District of Montreal.

The Sureties are :

- PIERRE JODOIN, of Montreal.
- NARCISSE DESMARTEAU, of Montreal.
- JOSEPH DACIER, of St. Athanase.
- RICHARD HUBERT, of Montreal.

It is duly recorded in the Provincial Registrar's Office, and with the Inspector General.

COUNTY OF CHAMBLY.

This Office is established at the Village of Chambly.

- THOMAS AUSTIN, Esquire, Registrar.
- WILLIAM H. AUSTIN, Esquire, Deputy.

This County contains within its limits the following Seigniories, Parishes and Villages.

Seigniories.

- 1. Chambly.
- 2. Montarville.

Parishes.

- 1. Chambly.
- 2. St. Johns.
- 3. Longueuil.
- 4. St. Luc.
- 5. Blairfindie.
- 6. St. Bruno.
- 7. Boucherville.

Villages.

- 1. Chambly.
- 2. St. Johns.
- 3. Longueuil.
- 4. Blairfindie.
- 5. St. Bruno.
- 6. Boucherville.

The limits of that part of the County bordering on the County of Huntingdon are not well defined, in consequence of which parties residing on the borders are obliged for safety to enregister in both Counties.

The number of Instruments or Documents filed in this office on the 18th March, 1846, the period of the last inspection, was as follows :

To 1st November, 1844, in Register A.....	297	
Do. B.....	1005	1302
From 1st November, 1844, to 18th March, 1846, the period of last inspection :		
In Register A.....	56	
do. B.....	374	430
		1732

Being 1,732 Instruments in fourteen volumes, containing 3736 pages of manuscript. All the documents filed prior to 1st November, 1844, were duly copied into the Registers prior to the 29th September last, as required by law ; but of those filed since that period, 250 thereof remain still to be copied into the Register.

Register B. volume 1, of the District of St. Johns, of which the present County of Chambly formed a part, from page 32 to page 477, has been used by Mr. Austin as a County Register, as volume 2. B. thereof ; in this volume the 112th and 113th pages were accidentally left blank by the copyist, and are cancelled by a certificate written thereon.

Register A. volume 2, of the said District of St. Johns, from page 486 to page 762, has been converted into Register B. volume 3, of the County Office.

Mr. Austin has not attempted to keep an Estate Book, the descriptions of property in the various Acts enregistered being so imperfect, he found it impracticable.

The increased facility of effecting Mortgages by 7th Victoria, chap. 11, has been taken advantage of but in two or three instances.

The notices required by the 7th Victoria, cap. 22, were duly given.

The Books are certified according to law. There are, occasionally, approved *renvoies* or marginal notes of an unimportant character, and the Books, as far as brought up, are fairly and neatly written.

The Office being kept in Mr. Austin's private residence, the Records partake of the general safety of that gentleman's property and no more, and are exposed to the usual accidents by fire.

The revenue of the Office up to the 1st November, 1844, was.....	£422	18	7
From 1st November, 1844, to 1st November 1845.....	111	19	11½
From 1st November 1845 to 18th March 1846.....	53	1	8½
For discharges, &c.....	6	2	6
	£594	2	9

The oaths required by 4th Victoria, chap. 22, section 8, were taken and subscribed by Mr. Austin and his Deputy, and filed with the Clerk of the Peace for the District of Montreal, on the 14th March, 1844.

The recognizances required by the 4th Victoria, chap. 30, section 8, were entered into by Mr. Austin, as Registrar of this County, on the 9th March, 1844, before the Honorable Mr. Justice Day, J. K. B., and filed at the Office of the Prothonotary for this District on the same day.

The Securities are :

- The Honorable GRANT DE LONGUEUIL.
- C. H. CASTLE, Esquire, of Montreal.

A duplicate original was recorded at the Office of the Registrar of the Province and lodged with the Inspector General, as by law directed.

COUNTY OF VERCHÈRES.

The Registry Office of this County is established at the Village of Verchères.

- PIERRE MENARD, Esquire, Registrar.
- LOUIS F. CHAGNON, Esquire, Deputy.

The County comprises within its limits the following Seigniories, Parishes and Villages :

Seigniories.

- 1. Contrecoeur.
- 2. Varennes.
- 3. Verchères!
- 4. Cournoyer.
- 5. Belœil.

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Parishes.

1. Varennes.
2. Verchères.
3. Contreccœur.
4. St. Antoine.
5. St. Marc.
6. Belœil.

Villages.

1. Varennes.
2. Verchères.
3. Contreccœur.

The limits of the County are well defined and understood. This Office is in good order.

The number of Instruments received at this Office is as follows :

To 1st November, 1844, in Register A.....	613
do. B.....	782
	1395
Since 1st November, 1844, to 18th	
March, 1846, in Register A.....	150
do. B.....	193
	343
	1738

Being 1738 Instruments, all of which are duly and fairly enregistered, and copied according to law, in five volumes containing 2212 pages of manuscript.

But little advantage has been taken, in this County, of the facility of effecting Mortgages under 7th Victoria, chap. 22.

The notices required by the 7th Victoria, chap. 22, were duly given.

The Books are all properly certified, and the work fully brought up and completed, with the exception of the Estate Book, which Mr. Menard found it impossible to keep, in consequence of the absence of sufficient descriptions of property in the Deeds enregistered.

The Office is kept in Mr. Menard's private residence. The Books and Papers are kept in a portable box, and, beyond this, there is no security from accidents by fire. The revenue of the Office was :

To 1st November, 1844.....	£321 10 0
From 1st November, 1844, to 18th March,	
1846, being 16 months and 18 days....	91 15 0
	£413 5 0

The Oaths of Office and Allegiance, required by the 4th Victoria, chap. 30, section 8, were duly taken and lodged in the Office of the Clerk of the Peace for this District, on the 12th March, 1844.

The recognizance required by the 4th Victoria, chap. 30, section 8, was duly entered into by Mr. Menard, on the 12th March, 1844, before the Honorable Mr. Justice Day, J. K. B., and lodged at the Office of the Prothonotary of the District on the same day.

The Securities are :

- AIMÉ MASSUÉ, Esquire, of Varennes.
FELIX LUSSIER, Esquire, of Varennes.

It was also recorded at the Office of the Provincial Registrar, and filed with the Inspector General.

COUNTY OF RICHELIEU.

The Office of this County is established at the Village of St. Ours.

- PIERRE R. CHEVALIER, Esquire, Registrar.
CHARLES BAZIN, Esquire, Deputy.

This County contains within its limits the following Seigniories, Parishes and Villages :

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Seigniories.

1. St. Ours.
2. St. Denis.
3. St. Charles.
4. Sorel.
5. St. Aimé.

Parishes.

1. St. Ours.
2. St. Denis.
3. St. Charles.
4. St. Jude.
5. St. Barnabé.
6. Sorel.
7. Ste. Victoire.
8. St. Aimé.

Villages.

1. St. Ours.
2. Sorel.
3. St. Aimé.
4. St. Denis.
5. St. Charles.
6. St. Jude.
7. St. Barnabé.

The territorial divisions are well understood. The number of Instruments enregistered at this office, is as follows.

Prior to 1st November, 1844, in Register A.....	1919
do. B.....	1462
	3381
Since 1st November, 1844, to 16th March,	
1846, being the date of the last inspection:	
In Register A.....	28
Do. B.....	542
	570
	3951

Being 3951 Instruments in ten volumes, containing 4476 pages of manuscript. The greater portion of the enregistrations are at full length, and but little advantage has been taken in this County of the increased facility afforded by the 7th Victoria, chapter 22, in effecting Mortgages.

The notices required by the 7th Victoria, chapter 22, were duly given. The Registers are duly certified and written up to within a few Acts now in progress of being copied. Mr. Chevalier has kept no Minute or Day Book as required by 4th Victoria, chapter 30, section 20, assigning as a reason, that at the time of his appointment to office, he found the Minute Book of his predecessor, Mr. De Salaberry, requiring the entry of 442 Enregistrations, and that he waited the completion of that book to go on with his own work. All the other books are properly written up, with the exception of the Index to Estates, which Mr. Chevalier has found to be impracticable, in consequence of the want of sufficient description, in most of the Acts enregistered.

This Office is kept in a detached wooden building specially devoted to the purpose; the Books and Records are deposited in an iron chest, but neither offering any security against accidents by fire.

The revenue of the Office was,

From 7th March, 1844, to 1st November,	
1844.....	£4 000 0
From 1st November, 1844, to 6th June, 1845,	60 0 0
From 6th June, 1845, to 16th March, 1846,	68 0 0
	£528 0 0

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The Oaths of Allegiance and Office were duly taken and subscribed, and agreeably with the 4th Victoria, chapter 30, section 8 were lodged with the Clerk of the Peace of the District, on the 23rd March, 1844.

Mr. Chevalier also entered into the recognizance required by law, on the 23rd March, 1844, before the Honorable Mr. Justice Gale, J. K. B., and which was filed of record at the office of the Prothonotary on the same day. The Sureties are,

LOUIS LACOSTE, of *Boucherville*.
RENÉ BOUCHER DE LA BRUÈRE, of *St. Hyacinthe*.

It is duly enregistered by the Provincial Registrar, and filed with the Inspector General.

COUNTY OF ST. HYACINTHE.

This Office is established at the Village of St. Hyacinthe.

JEAN FRANÇOIS TÊTU Esquire, *Registrar*.
JEAN FRANÇOIS TÊTU, Jr. Esquire, *Deputy*.

This County contains within its limits the following Seigniories, Parishes, and Villages :

Seigniories.

1. De Ramzay and Bourchemin.
2. Seignior Debartzch, $\frac{3}{4}$ of St. Hyacinthe.
3. Seignior Langan.

Parishes.

1. St Hyacinthe.
2. La Presentation.
3. St. Pie.
4. St. Paul de Yamaska, (Abbotsford)
5. Ste. Rosalie.
6. St. Dominique.
7. St. Simon.
8. St. Cesaire.
9. St. Damase.
10. St. Hugues de Ramzay.

Villages.

1. St. Hyacinthe.
2. St. Pie.
3. St. Cesaire.
4. Burtonville de St. Cesaire.

The limits of this County are well known and understood.

The number of Instruments enregistered at this Office is as follows.

To 1st November, 1844, in Register A.....	1469
do. B.....	1576
	3039
From 1st November, 1844, to 17th March, 1846, the day of last Inspection :	
In Register A.....	24
Do. B.....	656
	680
	3719

Being 3719 Instruments enregistered in nine volumes, containing 4756 pages of manuscript.

The greater proportions of Enregistration in this County are at full length, and very little advantage has been taken of the facility of effecting mortgages under the 7th Victoria, chapter 22.

The notices required by 7th Victoria, chapter 22, were duly given. The Books are properly certified, and the whole business of the Office written up, with the exception of the Index to Estates. This Book has been kept up to

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the present day, as correctly as practicable ; but owing to the want of proper designation of property in Deeds, Mr. Têtu states no reliance can be placed upon it, except as to Special Mortgages ; in respect of General Morgages and Deeds with insufficient descriptions, Mr. Têtu has found it impossible to class them.

In A. volume 1, from page 1 to page 308 inclusive, there are several interlineations and obliterations approved.

This Office being kept in a wooden building partly occupied as a store, and adjoining other buildings of the same description, affords no security from accidents by fire.

The revenue of the Office was as follows :

To 1st November, 1844.....	£800
From 1st November, 1844, to 16th March, 1846, being day of last inspection.....	506
	£1306

The oaths required by law to be taken by the Registrar and his Deputy, were duly taken and subscribed on the 18th March, 1844, and filed with the Clerk of the Peace for the District of Montreal.

The recognizance by law required, is duly entered into at Quebec, and filed.

COUNTY OF SHEFFORD.

This Office is established at Froste Village, in the Township of Shefford.

HIRAM H. FOSTER, Esquire, *Registrar*,
DAVID R. WOOD, Esquire, *Deputy*,

and contains within its limits, the following Townships and Villages :

Townships.

1. Shefford.
2. Stukely.
3. Ely.
4. Alton.
5. Granby.
6. Farnham.
7. Bromc.
8. Roxton.

Villages.

1. Frost Village.
2. Waterloo.
3. Granby Village.
4. Colebrooke.

This Office is in good order.—The number of Documents enregistered was, on the 15th November, 1845, the day of inspection, as follows :

Under former Law of Registration, to 29th December, 1844.....	2011
Under District of Missisquoi, to 29th February, 1844.....	378
Under present division, to 1st November, 1844, in Register A.....	10
do B.....	168
	178
From 1st November, 1844, to 15th November, 1845, in Register A.....	184
do B.....	11
	195
	2762

Being a total of 2762 Enregistrations, all of which, with the exception of a portion of those filed after 1st November, 1844, are completed in fifteen volumes, containing 5,274 pages of manuscript.

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The facility afforded by the 7th Victoria, chapter 22, in effecting Sales and Mortgages has been much resorted to in this County, about one quarter of the number of Instruments enregistered being of that description.

The notices required by the 7th Victoria, chapter 22, were duly given.

The Books are all properly paraphed and certified, and well written up, with the exception of a few of the late Acts, as already alluded to, and this in consequence of a press of business. In this County there is no difficulty in properly keeping an Index to Estates, the tenure being that of Free and Common Soccage, and the boundaries of every lot of ground, and its subsequent division, being well understood, this Book at once gives all the information contemplated by law, and by reason of which the Registrar is enabled to give Certificates without delay or risk.

The Registry Office being kept in the private dwelling house of Mr. Foster, affords no greater safety from accidents by fire than is to be found in any well conducted establishment. The Books and Records are kept in portable cases which may be removed with facility. The limits of the County are well understood and clearly defined.

The revenue of the Office from 29th February, 1844, to 1st November 1844, was,..... £70 0 0
From that period, to 15th November, 1845, 25 0 0
£95 0 0

The Oaths of Allegiance and Office required by the 4th Victoria, chapter 30, section 8, were duly taken and subscribed by Mr. Foster and his Deputy, and were respectively filed at the Office of the Clerk of the Peace for the District, on the 13th and 23rd March, 1844.

The recognizance also required by 4th Victoria, chapter 30, section 8, was duly entered into by Mr. Foster, on the 13th March, 1844, before the Honorable Mr. Justice Gale, J. K. B., and on that day filed of record with the Prothonotary of the District.

The Sureties are :

STEPHEN S. FOSTER, Esquire, of *Shefford*,
SAMUEL WOOD, Esquire, of *Farnham*.

And a duplicate original thereof recorded by the Provincial Registrar, and lodged of record with the Inspector General.

COUNTY OF MISSISSQUOI.

This Office is established at the Village of Frelighsburg.

R. DICKENSON, Esquire, *Registrar*,
MYRON HOLBY SANBORN, Esquire, *Deputy*.

The County contains within its limits the following Townships and Seigniories :

Townships.

1. Stanbridge.
2. Dunham.
3. Sutton.

Seignioriy.

1. St. Armand.

The territorial divisions of the County being well understood, no difficulty is experienced from that source.

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The number of Instruments enregistered in this Office is :

From 8th July, 1830, up to 30th December, 1841, under former law.....	3625
From 1st January, 1842, to 30th March, 1844, in Register A.....	378
do B.....	295
	— 673
From 30th March, 1844, to 1st November, 1844, in Register A.....	10
do B.....	144
	— 154
From 1st November, 1844, to 17th November, 1845, in Register A.....	5
do B.....	235
	— 240
	4692

Being 4692 Acts or Instruments entered in nineteen volumes, containing 7003 pages of manuscript.

The enregistrations are at full length, and but little recourse has been had to the facility in effecting mortgages by 7th Victoria, chapter 22.

The notices required by 7th Victoria, chapter 22, were given. All the business of this office under 7th Victoria, chapter 30, has been properly brought up by Mr. Dickenson, as by law required. But prior to that period, under the administration of Mr. Dickenson's predecessors in this office, errors and omissions have occurred; for instance, from No. 3626, registered on 1st January, 1842, to No. 3656, registered on 15th February, 1842, being 29 Acts, were enregistered by Mr. Anson Kemp after his commission had ceased, and before Mr. Dickenson's began. Some of the parties to these Instruments have re-registered, but it is stated the majority have not.

During the period that Mr. Moore held the Office, blank pages are left for the future insertion of Acts which has never been done. Thus, between No. 2197, (volume 7 page 495) and No. 2199, space of two blank pages is left for the insertion of 2198; also, in the same volume, between No. 2200, (page 501) and No. 2202, space of three pages and a half is left for No. 2201, which is not entered.

Also in volume 6, page 172, a marginal entry is made of an Act passed between Ammi Squeer and Clarinda Sears, of 21st June, 1832, of a deed of sale, but which has not been copied, but a blank space left for it!

In volume 4, page 449, a blank of three pages is left for No. 1201. In the same volume, page 496, No. 1234 is entered in the margin, being a security from Demmit to Bryant for £57 10s., but not filled up, a blank being left for it!

In some instances also the Act is copied into the Register, but no mention made of the period at which the enregistration took place. This occurs in Nos. 2468, 2470, 2481, 2484, the last being Thomas Crofts' Will; also in 2493, a deed of sale from John Gibson to Henry Boright, (this occurs in volume 8;) and in these cases the entries are not authenticated by the signature of the Registrar.

In Volume 9, also, Nos. 2769, 2773, 2774, 2775, 2776, 2777, 2778, 2779, 2780, 2781, 2782, 2785, 2786, 2787, 2788, 2789, 2791, 2792, 2793, 2794, 2795, 2796, 2797, 2798, 2799, 2800, 2801, 2802, 2803, 2804, 2805, 2806, 2807, 2808, 2809, 2810, 2811, 2812, 2813, 2815, 2816, 2817, 2818, 2819, 2820, no date of Registration.

No. 2822, a blank of two pages.

Nos. 2837, 2838, 2839, 2841, 2842, 2843, 2844, 2847, 2848, 2849, 2850, 2851, 2852, 2857, 2858, 2859, 2862, 2867, 2868, 2869, 2870, 2872, 2873, 2874, 2875, 2878, 2881, 2884, 2891, 2902, 2911, no date of Registration.

No. 2912, a blank left for the insertion of this Act.

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Nos. 2913, 2915, 2916, 2917, 2918, 2921, 2922, 2923, 2924, 2925, 2926, 2927, 2928, 2929, 2931, 2932, 2933, 2934, 2936, 2937, 2938, 2939, 2940, 2941, 2942, 2943, 2944, 2945, 2946, 2947, 2948, 2949, 2950, 2951, 2952, 2953, 2954, 2955, 2956, 2957, 2958, 2959, 2960, 2961, 2962, 2963, 2965, no date of Registration.

Nos. 2966, 2967, 2968, 2969, 2970, 2971, 2973, 2974, 2975, 2977, 2978, 2979, 2982, 2985, 2986, 2987, 2988, 2989, no signature.

No. 2990, no date nor signature.

Nos. 2991, 2992, 2993, 2994, 2995, no signature.

Nos. 2998, 3000, 3001, no date nor signature.

Nos. 3002, 3004, no signature.

Nos. 3005, 3006, 3007, 3008, 3009, 3010, 3011, 3012, 3013, 3014, 3015, 3016, 3017, no date nor signature.

No. 3019, no signature.

Nos. 3042, 3047, no date nor signature.

Nos. 3071, 3076, no signature.

No. 3081, no date nor signature.

Nos. 3088, 3089, 3090, 3091, 3092, 3112, 3113, 3114, 3115, 3116, 3145, no signature.

No. 3183, no date nor signature.

Nos. 3196, 3197, 3199, 3316, 3322, no signature.

Nos. 3335, 3361, 3376, 3380, 3381, no date nor signature.

No. 3402, no signature.

Volume II, No. 3402, a discharge in margin not signed.

No. 3605, no date nor signature.

The Books in use under 4th Victoria, chapter 30, are all properly paraphed and certified, and the law of the 29th March last, 8th Victoria, chapter 27, section 5, complied with by Mr. Dickenson. The only safety of which the Books and Records of this County have the advantage of, is that of being kept in a private dwelling house constructed of wood.

The revenue of the Office is stated to be:

From the 30th March, 1844, to 1st November, 1844,.....	£45	0	0
From that day to 17th November, 1845,.....	60	0	0
	£105	0	0

The Oaths of Allegiance and Office directed to be taken by 4th Victoria, chap. 30, section 8, were duly taken and subscribed by Mr. Dickinson and his Deputy, and filed at the Office of the Clerk of the Peace for this District.

The recognizances also required by the 4th Victoria, chapter 30, section 8, were entered into by Mr. Dickinson, on the 13th of March, 1844, before the Honorable Mr. Justice Gale, J. K. B., and filed at the Office of the Prothonotary on that day.

The Sureties are:

WILLIAM CARTER, Merchant, of Montreal,
WILLIAM COWAN, Merchant, of Montreal.

It was also duly recorded with the Provincial Registrar, and lodged with the Inspector General.

COUNTY OF OTTAWA.

This Office is established at Aylmer.

J. F. TAYLOR, Esquire, Registrar.
JOHN McDONALD, Esquire, Deputy.

The County contains the following Townships, Parishes and Seigniories.

Townships.

1. Lochnaber.
2. Buckingham.
3. Templeton.
4. Hull.
5. Eardley.
6. Onslow.
7. Bristol.
8. Clarendon.
9. Litchfield.
10. Wakefield.
11. Portland.

Seigniorly.

Petite Nation.

Parish.

Petite Nation.

The territorial divisions of the County are well known.

This Office is in excellent order. The number of Instruments enregistered on the 15th of August, 1845, was:

Prior to November, 1844, in Register A.....	382	
Do. B.....	159	
		541
Since that date and up to 15th August, 1845, in Register B.....		85
		626

Being 626 Documents, all which are duly and properly entered and enregistered according to law in eight volumes, containing 1513 pages of manuscript. The facility afforded by the 7th Victoria, chapter 22, is but seldom resorted to in this County. The notices required by 7th Victoria, chapter 22, were given.

The Books requiring it are all paraphed and properly written up, and completed according to law, with the exception of the Index to Estates, which Mr. Taylor has not yet commenced, deeming it impossible to do so with any practical efficiency.

The safety of the Records partake of the general care bestowed by Mr. Taylor and his family on his establishment.

The revenue of this Office is about £30 per annum, with the exception of the year 1844, and that produced £49.—Since the 1st November, 1844, the income has been about £22 currency.

Mr. Taylor and his Deputy duly took the oaths required by law, and which are properly filed at the Office of the Clerk of the Peace.

His recognizance also was entered into, as required by law, on the 18th May, 1844, before the Honorable Mr. Justice Day, J. K. B.

The Sureties are:

RUGGLES WRIGHT, Esquire, of Hull.
H. L. ROUTH, Esquire, of Montreal.

It is duly recorded in the Office of the Provincial Registrar, and lodged with the Inspector General.

COUNTY OF TWO MOUNTAINS.

This Office is established at the Village of St. Andrews.

DANIEL DE HERTEL, Esquire, Registrar.
DANIEL DE HERTEL, Jun., Esquire, Deputy.

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The County contains within its limits the following Townships, Parishes and Villages :

Townships.

1. Chatham.
2. Grenville and Augmentations.
3. Gore.
4. Wentworth.
5. Harrington.

Parishes

1. Argenteuil.
2. St. Benoit.
3. St. Eustache.
4. St. Augustin.
5. Ste. Scholastique.
6. St. Colombe.
7. St. Hermas.

Villages.

1. St. Andrews.
2. Grenville.
3. Carillon.
4. St. Benoit.
5. St. Eustache.
6. St. Augustin.
7. Ste. Scolastique.
8. St. Hermas.

This Office is in perfect order, the law of, last March, 8th Victoria, chapter 27, being fully complied with. All the Books are properly paraphed and certified, and brought up with great neatness and regularity. The Index to Estates is fully made up to the day of inspection.

The number of Acts filed in this Office is :

To 1st November, 1844, in Register A.....	2572
Do. do. do. B.....	137
	—2709
From 1st November 1844, to 1st December, 1845, in Register A.....	589
do. B.....	64
	— 653
	3362

Being 3362 Enregistrations in fourteen volumes, containing 7311 pages of manuscript.

The facility afforded by the 7th Victoria, chapter 22, of effecting sales and mortgages has been extensively resorted to.

The notices under the 7th Victoria, chapter 22, were given. As regards the safety of the Records, they are kept in Mr. DeHertel's private residence, packed in portable cases. Mr. DeHertel's oaths of office and of his Deputy were duly taken and filed according to law.

The recognizance was duly entered into on the 7th March, 1844, before the Honorable Mr. Justice Day, J. K. B., and filed with the Prothonotary on the same day.

His Securities are :

CHARLES H. CASTLE, Esquire, of *Montreal*.
LEMOEL CUSHING, Esquire, of *Chatham*.

It was duly recorded with the Registrar of the Province, and filed with the Inspector General.

COUNTY OF TERREBONNE.

This Office is established at the Village of Terrebonne.

ALEXANDER GORRIE, Esquire, *Registrar*.
GIDEON E. PREVOST, Esquire, *Deputy*.

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The County contains within its limits the following Seigniories, Townships, Parishes and Villages.

Seigniories.

1. Terrebonne.
2. LaCorne.
3. Ste. Thérèse.
4. Mille Isles.
5. Isle Jésus.

Township.

1. Abercrombie.

Parishes.

1. LaCorne.
2. Ste. Anne des Prairies.
3. St. Jérôme.
4. St. François de Sales.
5. Terrebonne.
6. St. Martin.
7. Ste. Rose.
8. Ste. Thérèse.
9. St. Vincent.

Villages.

1. New Glasgow.
2. Ste. Anne.
3. St. Jérôme.
4. Terrebonne.
5. St. Martin.
6. Ste. Rose.
7. Ste. Thérèse.
8. St. Vincent.

The limits of the County are not well understood and defined; parties residing on the borders have been obliged to enregister in this and the adjoining County, to preserve their privileges, and not being certain in which County their property is situated.

The Office is in excellent order; the number of Instruments filed was, on the day of inspection, as follows :

Prior to 1st November, 1844.....	2781
And since that period.....	410
	—3191

Being a total of 3191 Acts, all of which are entered and completed in nine volumes, containing 4159 pages of manuscript.

In this County no advantage whatever has been taken of the facility in passing Deeds under the 7th Victoria, chapter 22.

The notices required by 7th Victoria, chapter 22, were all duly given.

The Books are paraphed and certified according to Law; there are various marginal notes in the Books, one of which (the late Mr. McKenzie's Will,) is thus enregistered in volume 3, page 556; they are all noticed and approved by the Registrar.

The Index to Properties has been kept as far as practicable, but Mr. Gorrie conceives the book to be of little use, till the lands are numbered, and descriptions in Deeds more full and correct. The Office is kept in Mr. Gorrie's private dwelling and the Books and Records in portable boxes.

The revenue of the Office, from the 1st November, 1844, to the day of inspection, (17th July 1845), was £70 14 6.

The Oaths of Allegiance and Office were duly taken by Mr. Gorrie and his Deputy, and were filed at the Office of the Clerk of the Peace, on the 9th March, 1844. The recognizance also required by the 4th Victoria, chapter 30, section 8, was duly entered into by Mr. Gorrie on the 4th March, 1844, before the Honorable Vallières de St. Réal, Chief Justice.

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The Securities are :

JONN MORRIS, Esquire, of *Ste. Thérèse*.
D. GORRIE, Esquire, of *Montreal*.

It was duly filed at the Office of the Prothonotary on the same day, and subsequently enregistered with the Provincial Registrar, and lodged with the Inspector General, according to law.

COUNTY OF LEINSTER.

This Office is established at the Village of l'Assomption.

LOUIS ARCHAMBAULT, Esquire, *Registrar*.
G. DeLorimier, Esquire, *Deputy*.

The County contains within its limits the following Townships, Parishes and Villages.

Townships.

1. Rawdon.
2. Kilkenny.

Parishes.

1. L'Assomption.
2. St. Sulpice.
3. Repentigny.
4. St. Jacques.
5. St. Esprit.
6. St. Roch.
7. Mascouche.
8. St. Lin.
9. Lachenaie.

Villages.

1. L'Assomption.
2. St. Sulpice.
3. Repentigny.
4. St. Jacques.
5. St. Esprit.
6. St. Roch.
7. Mascouche.
8. St. Lin.
9. Lachenaie.

The limits of this County are well defined.

The Office is in excellent order. The number of Instruments enregistered at this Office, is :

Prior to 1st November, 1844, in Register A.	2456
Do. B.	2117
	4582

Since that period to 19th March last, the day of last inspection, in Register A.....	33
Do. B.....	773
	806
	5388

Being 5388 Acts or Instruments enregistered, all of which are duly written up and completed according to law, in fourteen volumes, containing 10,558 pages of manuscript.

The Books are all paraphed and certified according to law. The Estate Book in this Office has not been opened ; it was found to be impracticable in consequence of want of proper description of property in the various Instruments filed.

The Office being kept in Mr. DeLorimier's private residence, partakes of the general safety of his property, and no more.

The revenue of the Office up to the	
1st November, 1844, was.....	£1083 13 6
From 1st November, 1844, to 19th March 1846, being last inspection.....	127 11 0
	£1131 4 6

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The Oaths of Office and Allegiance were duly taken by Mr. Archambault and his Deputy, and lodged with the Clerk of the Peace, agreeably with the requirements of the 4th Victoria, chapter 30, section 8.

The recognizance also required by law was duly entered into by Mr. Archambault on the 30th April, 1844, before the Honorable Mr. Justice Day, J. K. B.

The Sureties are :

PETER H. LEODEL, Esquire.
NORBERT DUMAS, Esquire.

It was duly filed at the Office of the Prothonotary for the District ; subsequently recorded in the Office of the Provincial Registrar, and lodged with the Inspector General.

COUNTY OF BERTHIER.

This Office is established in the Village of Berthier.

J. BRE. CHALUT, Esquire, *Registrar*.
CHARLES A. FORNERET, Esquire, *Deputy*.

The County contains within its limits the following Seigniories, Townships, Parishes and Villages.

Seigniories.

1. Berthier.
2. Lanoraie.
3. Dautray.
4. Lavaltrie.
5. York.
6. Maskinongé, (in part.)
7. Daillebout.
8. DeRamsay.

Townships.

1. Kildare.
2. Brandon.

Parishes.

1. St. Ambroise de Kildare.
2. Berthier.
3. St. Berthélemi.
4. St. Gabriel de Brandon.
5. St. Cuthbert.
6. Ste. Elizabeth.
7. Lac Maskinongé.
8. St. Félix.
9. Lavaltrie.
10. Lanoraie.
11. Ste. Mélanie de Daillebout.
12. St. Paul.
13. Ramsay.
14. St. Thomas.
15. Les Isles.
16. St. Charles Borommé.

Villages.

1. Berthier.
2. St. Paul.
3. Industry.

The limits of the County are well understood. The Office is in excellent order, and all the business in connection with it properly brought up.

The number of Instruments or Documents enregistered were, on the 11th March, 1846, the day of the last inspection, as follows :

Prior to 1st November, 1844,.....	Acts 3262
From 1st November, 1844, to 11th March, 1846, being last inspection.....	604
	3866

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Being 3866 Acts or Instruments, all of which are duly and correctly copied, and fairly enregistered in twelve volumes, containing 5925 pages of manuscript. The great proportion of Enregistration in this County is at full length, and no advantage has been taken of the greater facility of effecting sales, &c. under 7th Victoria, chap. 22.

The notices required by 7th Victoria, chap. 22, were duly given. The books are properly paraphed and certified, according to law.

The Index to Estates has been completed to the present date, with all the exactness possible, the Registrar and Deputy Registrar stating that they could not have done so, but from their personal knowledge of the County acquired during an extensive practice as Notaries for a series of years. The Office is held in a wooden building used as a Court House and Public Offices, but offers no security against accidents by fire.

The revenue of the Office to 1st November, 1844, was.....	£978 12 0
From 1st November, 1844, to 13th March, 1846, being the date of the last inspection.....	184 4 0
	<hr/> £1162 16 0

The Oaths of Allegiance and Office were duly taken and subscribed by the Registrar and Deputy Registrar, and filed with the Clerk of the Peace for the District of Montreal, on the 8th March, 1844.

The recognizances also required by law were duly entered into by Mr. Chalut, before the Honorable Mr. Justice Gale, J. K. B., on the 2nd April, 1844, and on the same day lodged in the Office of the Prothonotary for the District of Montreal.

The Sureties are :

ALEXIS MOUSSEAU, Esquire, of *Berthier*.
NORBERT DOUCET, Esquire, of *Berthier*.

The recognizance was duly enregistered with the Provincial Registrar, and lodged with the Inspector General.

DISTRICT OF THREE RIVERS.

COUNTY OF ST. MAURICE.

This Office is established in the Town of Three Rivers.

L. G. DUVAL, Esquire, *Registrar*.
P. N. PACAUD, Esquire, *Deputy*.

This County has within its limits the following Seigniories, Townships, Parishes and Villages.

THE TOWN OF THREE RIVERS.

Seigniories.

1. Fief Ste. Marguerite.
2. Pointe du Lac.
3. Fief Grosbois.
4. Fief Gatineau.
5. St. Antoine de la Rivière du Loup.
6. Fief Dumontier.
7. Seigniorship of Maskinongé (in part)
8. Fief de Lanaudière.
9. Fief Carufel.
10. Fief St. Jean.
11. Seigniorship of Grandpré.
12. Fief St. Maurice.
13. Fief St. Etienne.

Townships.

1. Caxton.
2. Huntingdon.

Parishes.

1. Three Rivers.
2. Pointe du Lac.
3. Machiche.
4. Rivière du Loup.
5. Ste. Ursule.
6. St. Léon.
7. St. Barnabé.
8. Maskinongé.

Villages.

1. Forges.
2. Pointe du Lac.
3. Yamachiche.
4. St. Barnabé.
5. Rivière du Loup.
6. St. Léon.
7. Maskinongé.

The limits of the County are well defined and understood. The Office is in good order, and the work properly brought up; the number of Instruments filed up to the 21st January, 1846, the last day of inspection, was 2648, in ten volumes containing 3382 pages of manuscript. The Index to Estates has also been made as complete as practicable, but the want of sufficient description of property in the deed filed, renders it impossible to keep it correctly. The vast proportion of Enregistrations are at full length, and but little advantage has been taken of the increased facility of effecting Sales and Mortgages under the 7th Victoria, chap. 22.

The notices required by 7th Victoria, chap. 22, were duly given. The Books are all paraphed. The Office being kept in Mr. Duval's private residence, has no further security against fire than other houses similarly situated in a closely built Town.

The revenue of the Office was :

For the year ending 31st December, 1842,	£102 0 0
Do do do 1843,	81 0 0
Do do do 1844,	560 0 0
	<hr/> £743 0 0

The Oaths of Allegiance and Office are duly taken and subscribed by Mr. Duval and his Deputy, which were duly filed with the Clerk of the Peace for the District of Three Rivers. The recognizances required by law were also duly entered into.

The Sureties are :

J. R. DUMOULIN, Esquire, of *Three Rivers*;
JAMES DICKSON, Esquire, of *Three Rivers*;

It is enregistered with the Provincial Registrar, and lodged with the Inspector General.

COUNTY OF DRUMMOND.

This Office is established at the Village of Drummondville.

WILLIAM ROBINS, Esquire, *Registrar*.
BAZILE DAVID, Esquire, *Deputy*.

The County contains within its limits the following

Townships.

1. Acton.
2. Arthabaska.
3. Aston.
4. Bulstrode.
5. Chester.
6. Durham.
7. Grantham.
8. Ham.
9. Horton.
10. Kingsey.
11. Simpson.
12. Stansfold.

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13. Tingwick.
14. Upton.
15. Warwick.
16. Wendover.
17. Wickham.
18. Wotton.

Villages.

1. Drummondville.
2. Danville.

And Islands in the River St. Francis.

The limits of the County are well understood, except as regards the Townships of Upton and Acton, they being partly in the District of Montreal, its line of separation is not correctly understood ; persons residing near the line enregister in both Counties for safety's sake.

The work of this Office is all brought up.

The number of Documents enregistered up to the 8th November last, the day of inspection, was

To 1st November, 1844,.....	4634
From 1st November, 1844, to day of inspection,.....	233
	4867

Being 4867 Documents, all of which are duly enregistered and copied in twenty volumes, containing 8139 pages of manuscript.

Mr. Robins has no difficulty in correctly keeping his Estate Book, all the lands in his County being Township lands, and of which correct descriptions are given in the various Documents enregistered.

The Books and Papers are kept in an uninhabited cottage constructed of wood, at a distance from other buildings, but offering but little security either from fire or other accidents to which Records thus exposed may be subject.

The vast proportion of Enregistration is at full length ; and recourse has been had to the increased facility of effecting sales, &c. under 7th Victoria, chapter 22, but in two instances. The notices required by the 7th Victoria, chapter 22, were duly given. The Books are properly paraphed and completed to the day of inspection, with the exception of a few Instruments then being copied.

The revenue of the Office was :

From 30th March, 1844, to 1st November, 1844,.....	£80	0	0
From 1st November, 1844, to 8th November, 1845,.....	60	0	0
	£140	0	0

The Oaths of Allegiance and Office were duly taken and subscribed by Mr. Robins and his Deputy, and duly filed with the Clerk of the Peace at Three Rivers on 1st April, 1844. The recognizance also by law required was duly entered into by Mr. Robins on the 18th May, 1844.

His Securities are :

ANGUS M'DONALD, Esquire,
J. GILL, Esquire,

It was duly filed with the Prothonotary of the District of Three Rivers, and subsequently enregistered with the Provincial Registrar, and lodged with the Inspector General.

COUNTY OF YAMASKA.

This Office is established at the Baie du Fèbvre,

JEAN O. ARCAND, Esquire, *Registrar.*
WILLIAM LEMAITRE, Esquire, *Deputy.*

And contains within its limits the following

Seignories.

1. La Baie.
2. Courval.
3. Lussandière.
4. St. François.
5. Pierreville.
6. Yamaska.
7. Deguire.
8. Bourg Marie l'Est.

Parishes.

1. St. Antoine de la Baie.
2. St. Zéraphin de Courval.
3. St. François du Lac.
4. St. Michel d'Yamaska.
5. St. David.

Villages.

1. La Baie.
2. St. François.
3. Yamaska.
4. Rivière David.

All the limits of this County are well understood, with the exception of eighteen arpents in front by the whole depth of the Seignory of Nicolet, with regard to which there is some doubt whether it belongs to this County or the adjoining. It forms part of the Municipality of La Baie.

This Office is in good order. The number of Instruments enregistered is as follows :

To the 1st November 1844,.....	1110
From 1st November 1844, to 22nd January, 1846,	330
	1443

Being 1443 Acts, in seven volumes containing 2158 pages of manuscript, all properly written up, with two exceptions, the first of which occurs in entry No. 852, where two Acts were by error entered under this number, the entry of which in the Minute Book is by a piece of paper attached to the page with a wafer. Both Acts, however, are properly copied into the Register. The next is in volume A. 2. one half of the leaf was accidentally left blank ; it has been cancelled by blank lines, and a certificate written on it setting forth the circumstance.

The great proportion of the Enregistrations are of at full length, and the increased facility of passing Deeds under 7th Victoria, chapter 22, has been but very seldom resorted to.

Mr. Arcand has kept his Index to Estates as far as practicable ; but owing to the want of proper designation of property, this Book is necessarily very incomplete, and not to be confided in.

The Office is established within a league and a quarter of the line of the County of Nicolet to the north, and upwards of eight leagues from its southern line, with two rivers to cross ; this is a cause of much inconvenience to those who reside in the centre and southern portions of the County, and who have petitioned that the Office may be more conveniently placed.

The Office is held in a private wooden building, and is therefore exposed to accidents by fire.

The revenue of the Office was :

To 1st November, 1844,.....	£361	9	11½
From that period to 25th July, 1845,.....	69	5	6
	£430	15	5½

The Oaths of Allegiance and Office were duly taken by Mr. Arcand and Mr. Lemaitre, and filed of record according to law. The recognizance also required by the 4th Victoria, chapter 30, section 8, was duly entered into by Mr. Arcand.

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His Sureties are:

- BAZILE PELISSIER.
- A. PARADIS.
- D. CHARLAND.
- J. DEGUISE.

It was recorded with the Provincial Registrar, and lodged with the Inspector General.

COUNTY OF NICOLET.

This Office is established in the Village of Nicolet.

- JOSEPH JOUTRAS, Esquire, Registrar.
- THEOPHILE COTE, Esquire, Deputy.

Within the limits of this County are the following

Townships.

- 1. Blandford.
- 2. Maddington.

Seigniories.

- 1. Nicolet.
- 2. St. Gregoire.
- 3. Bécancour.
- 4. Gentilly.
- 5. St. Pierre.

Parishes.

- 1. Bécancour.
- 2. Gentilly.
- 3. Nicolet.
- 4. St. Gregoire.
- 5. St. Pierre les Becquets.
- 6. St. Monique.

Villages.

- 1. Nicolet.
- 2. St. Gregoire.

The limits of this County are clearly defined, except as to the portion of the Seigniorship of Nicolet bordering on the County of Yamaska, of eighteen arpents in front by the depth of the Seigniorship. Respecting this portion there are doubts entertained as to which County it belongs, whether to Nicolet or Yamaska.

This Office is in excellent order. The number of Enregistrations effected is as follows:

To 1st November, 1844, in volume A.....	68
do. B.....	866
	934
From 1st Nov. 1844, to 21st Jan. 1846, in A....	30
Do. do. do. B....	322
	352
	1286
Being 1286 Instruments or Entries in six volumes, containing.....	1787 pages.
To which add pages of transcripts from Drummondville,.....	966
Total pages.....	2753

The vast proportion of Enregistration is at full length, and but little recourse has been had, to the facility of executing deeds under 7th Victoria, chapter 22, section 11, but in two or three instances.

The notices required by 7th Victoria, chapter 22, were duly given. The Books are properly paraphed according to law, and all the work of the office completed, with the exception of the Index to Estates, which has been kept as correctly and completely as the want of proper description in Acts tendered for Enregistration will admit of. The Book under those circumstances is stated to be but of little use.

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The Books and Records are kept at Mr. Joutras' private residence, in the Village of Nicolet, and partakes of that general care bestowed on his property, but offers no further security from fire.

The revenue of this Office was, up	
To 1st November, 1844.....	£325 0 0
To 21st July, 1845.....	75 0 0
	£400 0 0

The Oaths of Allegiance and Office were duly taken and subscribed by Mr. Joutras and his Deputy, and lodged with the Clerk of the Peace for the District of Three Rivers.

The recognizance also required by the 4th Victoria, chapter 22, section 8, was duly entered into by Mr. Joutras on the 2nd April, 1844.

The Securities are:

- The Honorable JOSEPH DIONNE, Esquire.
- JOSEPH PRINCE, Esquire.

It was subsequently enregistered by the Provincial Registrar, and filed of record with the Inspector General.

COUNTY OF CHAMPLAIN.

This Office is established in the Parish of Batiscan.

- FERDINAND FILTEAU, Esquire, Registrar.
- JEAN BAPTISTE PREVOST, Esquire, Deputy.

The County contains within its limits the following

Parishes:

- 1. Ste. Anne de la Pérade.
- 2. St. François Xavier de Batiscan
- 3. Ste. Geneviève de Batiscan
- 4. St. Stanislas.
- 5. Champlain.
- 6. Cap de la Magdeleine.
- 7. St. Maurice.

The limits of the County are well understood, except as to some islands of small extent in the River St. Maurice, which, it appears, it is not certain whether they be included in this County or not.

This Office is in good order. The number of Enregistrations effected is as follows:

Number of Acts filed prior to 1st November, 1844:	
In Register A.....	1,070
do. B.....	7
	1077
Since 1st November, 1844, to 20th January, 1846, in Register A.....	21
do. B.....	177
	198
To which add transcripts from the St. Maurice Registry Office.....	347
	Total, 1622

Being 1622 Enregistrations for the County, in five volumes, containing 2008 pages of manuscript.

The vast proportion of Enregistration is at full length, and but very few deeds under 7th Victoria, chapter 22, section 11, have been executed in this County. The notices required by the 7th Victoria, chapter 22, were duly given. The Books are all paraphed and certified, and properly written up, with the exception of the Index to Estates; and, in this Book no entry whatever has been made, the great majority of Acts not giving a

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sufficient description. Mr. Filteau found it altogether impracticable. Mr. Filteau received of Henry Paul, Esquire, late Registrar of the late District of Portneuf, a volume purporting to be transcripts from that portion of the District of Portneuf now comprised in the County of Champlain, but the same not being certified by Mr. Paul, nor accompanied by the Minute Book, Index, nor copies of summaries, agreeably with the 7th Victoria, chapter 22, sections 3 and 4, Mr. Filteau does not consider it an official document clothed with sufficient formalities to enable him to grant Certificates thereon.

The Office is kept in Mr. Filteau's private residence, and is without security from fire beyond that which is found in every well conducted establishment.

The revenues of the Office were, up to 1st November, 1844.....£355 9 11
From 1st November 1844; to 20th January, 1846..... 56 0 0
Total.....£411 9 11

The Oaths of Office were duly taken and subscribed by Mr. Filteau and his Deputy, on the 28th March, 1844; and filed with the Clerk of the Peace for the District of Three Rivers.

The recognizance also required by the 4th Victoria, chapter 30, section 8, was duly entered into by Mr. Filteau.

His Securities are :

M. MALHOT, Esquire.
EDOUARD CHARLEBOIS, Esquire.
LOUIS NARCISSE FILTEAU, Esquire.

It was duly filed, according to law, on the 26th March, 1844.

DISTRICT OF SAINT FRANCIS.

COUNTY OF SHERBROOKE.

This Office is established in the Town of Sherbrooke.

WILLIAM RITCHIE, Esquire, Registrar.
CHRISTOPHER ELKINS, Esquire, Deputy.

The County contains within its limits the Town of Sherbrooke, and the following Townships :—

1. Ascot.
2. Auckland.
3. Addstock.
4. Brompton.
5. Bury.
6. Compton.
7. Clifton.
8. Croydon.
9. Clinton.
10. Chesham.
11. Ditton.
12. Dudsworth.
13. Drayton.
14. Eaton.
15. Emberton.
16. Garthly.
17. Hereford.
18. Hampden.
19. Lingwick.
20. Marston.
21. Melbourne.
22. Newport.
23. Orford.
24. Shipton.
25. Stoke.
26. Stratford.
27. Stamford.
28. Westbury.
29. Windsor.
30. Whitton.
31. Wolfstown.
32. Woburn.
33. Weedon.

Villages.

1. Lennoxville.
2. Danville.
3. Watteville.
4. Richmond.
5. Melbourne.
6. Cookshire.
7. Eaton Corner.
8. Robinson.
9. Victoria.
10. Compton Centre.

The limits of the County are correctly defined.

This Office is in excellent order.

The number of Enregistrations in the Office are as follows :

To 1st November, 1844..... 8439
From 1st November 1844, to 11th November, 1845, the day of inspection 276
8715

Being a total of 8715 Enregistrations in twenty-three volumes, containing 9268 pages of manuscript.

The vast majority of the Acts are at full length, and great recourse has been had in this County to the facility afforded by 7th Victoria, chapter 22, of effecting Mortgages, more than one half of these Instruments being of that description.

The notices required by the 7th Victoria, chapter 22, section 12, were not given by Mr. Ritchie, that gentleman assigning as a reason that, in his opinion, the law merely applied to those parts where the Registry Laws were newly introduced.

From the fact of the lands in this County being Township lands, the divisions of which are correctly ascertained, Mr. Ritchie has had no difficulty in keeping the Index to Estates, which is complete to this day. The Books are all properly and completely written up. Mr. Ritchie experiences much inconvenience from the Index to the first 17 volumes of Enregistrations, (and which were made by his predecessor, in office) consisting of fourteen unbound *quire* books, of very inferior paper, and which, from constant reference, are now in a very dilapidated condition, and in which the name of the party only, in whose name the Act is passed, is alphabetically entered, and by reason of which it is not only unsafe, but difficult to give a Certificate without going through the whole seventeen volumes in each case. The cost of properly renewing these Books would be about £75, and for which, under the circumstances, Mr. Ritchie is of opinion an appropriation ought to be made. If compelled to do so at his own cost, it would absorb about eighteen months of the revenue of his office.

The gross revenue of the Office was :

From March, (inclusive) 1844, to 1st Nov. 1844, £57 7 6
From 1st Nov. 1844, to 11th Nov. 1845, the last day of inspection..... 72 4 0
£129 11 6

The Oaths of Office and Allegiance required by the 4th Victoria, chapter 30, were duly taken by Mr. Ritchie and his Deputy, and lodged with the Clerk of the Peace for the District of Saint Francis.

The recognizance also required by law, was duly entered into before the Honorable Mr. Justice Mondelet, on the 7th March, 1844.

The Sureties are :

SAMUEL BROOKS, Esquire.
W. R. WILLARD, Esquire.
L. E. BALL, Esquire.
E. ELLIOT, Esquire.

It is duly enregistered, and lodged with the Inspector General.

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COUNTY OF STANSTEAD.

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This Office is established at Stanstead Plain.

C. A. RICHARDSON, Esquire, Registrar.
WRIGHT CHAMBERLAIN, Esquire, Deputy.

The County contains within its limits the following :

Townships.

- 1. Barnston.
2. Barford.
3. Bolton.
4. Hatley.
5. Potton.
6. Stanstead.

Villages.

- 1. Barnston.
2. Hatley.
3. Stanstead Plain.
4. Potton.

The limits of the County are well defined.

This Office is in good order.

The number of Enregistrations effected therein, was :

Table with 2 columns: Period and Number of Enregistrations. Includes entries for 1830-1844 and 1844-1845.

Being 5184 Enregistrations, in twenty volumes containing 7517 pages of manuscript.

The vast proportion of the Acts is at full length, and the facility of effecting Mortgages has been resorted to, to a very great extent, and it is much to be regretted that many of those Deeds are so informally drawn up as to lead to the belief that hereafter they will be the source of much litigation and confusion.

The Books are all fully made up, but Mr. Richardson experiences the same difficulty as is felt in the County of Sherbrooke, in consequence of there being no Estate Book or General Index for the first twelve volumes of Registers by his predecessors in office, and by reason of which he cannot find out, as regards those volumes, the liability of any particular lot, without the great labour of going through the whole twelve volumes.

Table with 2 columns: Period and Revenue. Shows revenue from 1844-1844 and 1844-1845.

The Oaths of Allegiance and of Office were duly taken and recorded.

The recognizance required by law was also entered into by Mr. Richardson before Mr. Justice Panet, at Quebec, on 18th March, 1844.

The Sureties are :

JOHN LAMBLY, Esquire, of Quebec.
OSBORNE LAMBLY RICHARDSON, Esq. of Quebec.

The same was subsequently duly enregistered with the Provincial Registrar, and filed with the Inspector General.

APPENDIX B.

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Copy of Special Report transmitted to the Honorable Dominick Daly, dated

LAPRAIRIE, COUNTY OF HUNTINGDON,
20th November, 1845.

SIR,

I have the honor to report, that I have this day re-inspected the Registry Office for this County, under the direction of Jean Bte. Lukin, Esquire, Registrar ; and I consider it an imperative duty, immediately to report, for the consideration of His Excellency the Governor General, the result of this my last inspection.

Mr. Lukin held the Office of Registrar from the 14th of May, 1839, till the 17th November, 1841, Thomas Austin, Esquire, succeeding Mr. Lukin for the District comprising the now County of Huntingdon ; and in March, 1844, upon a division of Districts into Counties, Mr. Lukin was appointed Registrar of the County of Huntingdon, and which office he now holds. As such Registrar for Huntingdon, Mr. Lukin received from 5th April, 1844, to 1st November, 1844, 2275 Instruments for Enregistration, and from the 1st November, 1844, to this day, a further addition of 450, making in the whole 2725 Documents for Enregistration ; to this must be added 19 Enregistrations received by Mr. Lukin himself under his former appointment. 1737 transcripts of Enregistrations transmitted by Thomas Austin, Esquire, Registrar for the County of Chambly, having reference to Real Estate now forming part of the County of Huntingdon, and 330 transcriptions of Enregistrations from D. K. Lighthall, Esquire, Registrar for the County of Beauharnois, also having reference to the now County of Huntingdon, forming in the aggregate (as per margin) 4811 Enregistrations in the Registry Office of this County, in which the public are interested.

Vertical table listing received documents by Mr. Lukin from 1839 to 1845, and transcripts from Thomas Austin and D. K. Lighthall, Esquire.

Of the 2275 Instruments filed or deposited in Mr. Lukin's Office for Enregistration, prior to 1st November, 1844, 723 thereof, together with Vol. 5, Letter B. of the Public Registers, were, as now stated to me by the Deputy Registrar, in the month of June last, removed by Mr. Lukin from the Registry Office, as by law established in the Village of Laprairie, to his own private and permanent residence at Napierville, a distance of twenty miles from the Registry Office, and where it is presumed they have since remained, and by reason of which I have been and am unable to inspect them, nor do the official records now in the office afford any information respecting them.

Of the 1552 Instruments or Documents lodged in the Office for Enregistration, remaining, after deducting the 723 so withdrawn by Mr. Lukin from 2275 deposited for Enregistration prior to 1st November, 1844, and which, in conformity to 8th Victoria, chapter 27, section 5, (of 29th March, 1845) ought to have been copied in the Registers before the 29th September last, 282 thereof remain still to be copied, nor are they in any way entered or recorded in the Books of the Office. Of the 450 filed or deposited for Enregistration since 1st November, 1844, none have been copied, leaving a total of 732 Acts or Instruments deposited for Enregistration, which are still in arrear.

The Deputy Registrar, Mr. W. F. Hawley, reported to me, (a duplicate original of which I have now the

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honor to enclose) that in consequence of errors in the transcripts from Thomas Austin, Esquire, Registrar for the County of Chambly, he is unable to grant Certificates of search in matters connected with the 1737 Copies of Enregistrations so transmitted by Mr. Austin to the County of Huntingdon.

The receipts of Mr Lukin as Registrar for the County of Huntingdon were :

From 6th April to 1st November, 1844....	£663 17 3
From 1st Nov. 1844, to 20th Nov. 1845.....	213 3 0
	£877 0 3

Considering that owing to the alleged inaccuracies of certain of the transcripts on the one hand, and the want of that conformity to the law of last March as regards other Acts deposited for Enregistration, as well as the withdrawal of Volume 5 of Register B, and 723 Instruments for Enregistration from their legal place of deposit, on the other hand, and by reason of which, as regards the first, the business of the County is necessarily at a stand,—and as regards the latter, inconvenience of a serious character might arise to the public, I have deemed it my duty to submit the same for the consideration of His Excellency the Governor General, without waiting for that general Report which it will be my duty to submit to His Excellency.

It is but an act of justice to Mr. W. F. Hawley, the Deputy Registrar for this County, to state that in so far as his immediate ministry has been concerned in the affairs of this office, it is marked by neatness and regularity, and that I conceive he is noway blameable for the results of a system adopted and persisted in under the order of his superior officer.

I have the honor to be, Sir,

Your most obedient humble servant,

(Signed,) E. A. CLARK,
*Inspector of Registry Offices,
Districts of Montreal, &c.*

Copy of a Report of William F. Hawley, Esquire, Deputy Registrar for the County of Huntingdon, and referred to in the above Report.

- No. 485. An Obligation dated July 4th, 1841, from Pierre Cartier, Junior, to James McDonald, for the sum of £100,—Abraham Bachard becoming joint security for the payment of the same.
486. An Obligation dated February 5th, 1838, from Antoine Bourdon to James McDonald, for the sum of £54,—Louis René Beauzet becoming joint security for the payment of the same.
488. An Obligation from François Benoit to James McDonald, dated November 19th, 1839, for the sum of 1200 *livres*.—George Benoit becoming joint security for the same.

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- No. 490. An Obligation for the sum of £125 5s., dated the 24th September, 1841, from Pierre Céléstin Ste. Marie to James McDonald,—Pierre and Antoine Ste. Marie becoming joint security for the payment of the same.
491. An Obligation dated August 10th, 1841, from George Philippe Roy Portelance to James McDonald, for the sum of £65 16s,—Hypos lite Denaut becoming joint security for the payment of the same.
495. An Obligation dated the 7th April, 1838, from Augustin Bourdeau to James McDonald, for the sum of 650 *livres*.—Amable Lanctin and Charles Mondeau becoming joint security for the payment of the same.
497. An Obligation dated March 29th, 1841, from Joseph Dupuis to James McDonald, for the sum of 750 *livres*.—J. Bte. Eric Dupré becoming joint security for the payment of the same.
498. An Obligation dated 22nd January, 1841, from Antoine Prudhomme to James McDonald, for the sum of 630 *livres*.—Michael Prudhomme becoming joint security for the payment of the same.
494. An Obligation dated 4th November, 1840, from Louis Marie dit Ste. Marie, père, to James McDonald, for the sum of 1560 *livres*.—Antoine Marie dit Ste. Marie becoming joint security for the same.
499. An Obligation from Seraphino Giraldi to James McDonald, for the sum of £120,—Benjamin Holmes becoming security for the payment of the same, and dated August 6th, 1841.
501. An Obligation from Noël Poupard to James McDonald, dated 4th May, 1840, for the sum of 444 *livres*.—Joseph Poupard becoming joint security for the payment of the same.
502. An Obligation from Thomas Surprenant to James McDonald, dated the 28th March, 1837, for the sum of £32 10s.—J. B. Lanctot, père, becoming joint security for the payment of the same.

In all the above mentioned Documents, the securities are omitted, both in the Index and Journal, in the books of Thomas Austin, Esquire, transmitted to this Office.

Those are the only ones which have fallen immediately under my observation ; and immediately after their discovery, which was on or about the 20th July last, I wrote to Mr. Austin, making him acquainted with their nature, but no steps having been taken by him towards the supervision of his Books, and naturally distrusting their general accuracy from the errors detected, we have declined giving Certificates of Searches, except in reference to our own Books, since that period.

(Signed,) W. F. HAWLEY,
Deputy Registrar.

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GENERAL STATEMENT of number of Acts Enregistered, Volumes and Pages of Manuscript, in the Districts of Montreal, Three Rivers and Saint Francis.

Nos.	OFFICES. COUNTIES.	PER COUNTIES.			PER DISTRICTS.		
		Volumes.	Acts.	Pages.	Volumes.	Acts.	Pages.
<i>Montreal.</i>							
1	Montreal,	44	15,412	27,402			
2	Vaudreuil,	21	5,961	11,542			
3	Beauharnois,	17	4,281	7,466			
4	Huntingdon,	11	4,811	3,880			
5	Rouville,	11	2,760	6,239			
6	Chambly,	14	1,732	3,736			
7	Verchères,	5	1,738	2,212			
8	Richelieu,	10	3,951	4,476			
9	St. Hyacinthe,	9	3,719	4,756			
10	Shefford,	15	2,762	5,274			
11	Missisquoi,	19	4,692	7,003			
12	Ottawa,	8	626	1,513			
13	Two Mountains,	14	3,362	7,311			
14	Terrebonne,	9	3,191	4,159			
15	Leinster,	14	5,388	10,558			
16	Berthier,	12	3,866	5,925			
					233	68,252	113,452
<i>Three Rivers.</i>							
17	St. Maurice,	10	2,648	3,382			
18	Drummondville,	20	4,867	8,139			
19	Yamaska,	7	1,443	2,158			
20	Nicolet,	6	1,286	2,753			
21	Champlain,	5	1,622	2,008			
					48	11,866	18,440
<i>Saint Francis.</i>							
22	Sherbrooke,	23	8,715	9,268			
23	Stanstead,	20	5,184	7,517			
					43	13,899	16,785
				Total,	324	94,017	168,677

MONTREAL, April, 1846.

Montreal :

PRINTED BY LOVELL & GIBSON,

ST. NICHOLAS STREET.

PUBLIC ACCOUNTS

FOR THE

PROVINCE OF CANADA,

FOR THE YEAR

1845.

LAI D BEFORE THE LEGISLATIVE ASSEMBLY

APRIL, 1846.

Montreal:

PRINTED BY S. DERBISHIRE & G. DESBARATS,
Printer to the Queen's Most Excellent Majesty.

1846.

SCHEDULE

OF ACCOUNTS and STATEMENTS respecting the Public Income and Expenditure of the Consolidated Fund of the Province of Canada.

No. 1.—Statement exhibiting the Net Revenue of the Province of Canada for the year 1845, also an Abstract of the Expenditure during the same period, and the State of the Consolidated Revenue Fund on the 31st day of January, 1846.

RECEIPTS.

No. 2.—Statement of the Revenue from Customs Duties in the Province of Canada, during the year ended 5th January, 1846, received between the 1st February, 1845, and the 31st January, 1846.

“ 3.—Statement of the Revenue arising from Duties on Licenses for Shops retailing Spirituous Liquors, Inns, Stills, Billiard Tables, Hawkers and Pedlars, Steamboats, and Ale and Beer Houses, during the year ended the 5th January, 1846, received between the 1st February, 1845, and the 31st January, 1846, applicable to the Consolidated Revenue.

“ 4.—Statement of Revenue arising from Duties on Licenses to Auctioneers and on Sales by Auction during the year ended 5th January, 1846, received between the 1st February, 1845, and 31st January, 1846.

“ 5.—*See Miscellaneous.*

“ 6.—Statement of Monies paid the Receiver General of the Province of Canada, between the 1st February, 1845, and the 31st January, 1846, on account of the Territorial Revenue for the year ended the 31st December, 1845.

“ 7.—Statement of Revenue arising from the Light House, or Tonnage Duty, under the Act, (U. C.) 7th Will. 4th, Cap. 95, during the year ended 5th January, 1846, received between the 1st February, 1845, and 31st January, 1846.

“ 8.—Statement of Duties on Bank Issues paid the Receiver General, pursuant to Provincial Act of Canada, 4 and 5 Vic. Cap. 29, in the year ended 31st December, 1845.

“ 9.—Statement of Revenue arising from Interest on Public Deposits, received between the 1st February and 31st December, 1845.

“ 10.—Statement of Revenue arising from Public Works, and Receipts on Account of Interest on Loans to Public Works in the Province of Canada, between the 1st February, 1845, and 31st January, 1846.

“ 11.—Statement of Revenue arising from Fees on Militia Commissions, Exemptions from Militia Duty, and Militia Fines, paid the Receiver General of the Province of Canada, between the 1st February, 1845, and the 31st January, 1846, pursuant to Act of Upper Canada, 2 Vic. Cap. 9.

“ 12.—Statement of Fines and Forfeitures, including Seizures, paid the Receiver General between the 1st February, 1845, and the 31st January, 1846, on account of the year ended the 31st December, 1845.

“ 13.—Statement of the Casual Revenue paid the Receiver General of the Province of Canada, between the 1st February, 1845, and the 31st January, 1846, on account of the year ended the 31st December, 1845, consisting of Fees on Land Patents and Instruments under the Great and Privy Seals, Copies and Certificates of Land Patents, Marriages, Inns, Country and Town Shops, Hawkers, Billiard and Ferry Licenses, including Fees on Exemplifications, Searches, and other Incidental Payments.

EXPENDITURE.

No. 14.—Statement of the charge for Interest, &c. on the Public Debt of the Province of Canada, from 1st February, 1845, to 31st January, 1846.

“ 15.—Statement of Warrants issued on the Receiver General of the Province of Canada, between the 1st February, 1845, and the 31st January, 1846, on account of the Expenditure for Services provided for by Acts and Ordinances of the late Province of Lower Canada, for the year ended the 31st December, 1845.

“ 16.—Statement of Warrants issued on the Receiver General of the Province of Canada, between the 1st February, 1845, and the 31st January, 1846, on account of the Expenditure for Services provided for by Acts of the late Province of Upper Canada, for the year ended the 31st December, 1845.

“ 17.—Statement of Warrants issued on the Receiver General of the Province of Canada, between the 1st February, 1845, and the 31st January, 1846, on account of Services provided for by Acts of the Legislature of the Province of Canada, for the year ended the 31st December, 1845.

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- No. 18.—Statement of Warrants issued on the Receiver General of the Province of Canada, between the 1st February, 1845, and the 31st January, 1846, on account of the Civil Government for the years 1842 and 1843, as provided by Act 6 Victoria, Cap. 9, and by a Vote of the Session of 1843.
- “ 19.—Statement of Warrants issued on the Receiver General of the Province of Canada, between the 1st February, 1845, and the 31st January, 1846, on account of the Expenditure of the Civil Government, for the year ended the 31st December, 1845, as provided for by Act of last Session, 8 Victoria, Cap. 69.
- “ 23.—Statement of Warrants issued on the Receiver General of the Province of Canada, between the 1st February, 1845, and the 31st January, 1846, in payment of certain indispensable Expenses of the Civil Government of Canada, and for which a provision is required.

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MISCELLANEOUS.

- No. 5.—Statement of Revenue arising from *Tavern Licenses* in *Canada West*, received between the 5th April, 1845, and 31st January, 1846, applicable to the payment of the Rebellion Losses in *Canada West*, under the Act 8 Vic. Cap. 72.
- “ 20.—Comparative Statement of the Net Revenue and Expenditure, of the Consolidated Fund of the Province of Canada, for the years 1844 and 1845.
- “ 21.—Statement of Warrants issued on the Receiver General of the Province of Canada, between the 1st February, 1845, and the 31st January, 1846, on account of the Expenditure for Services provided for in the Civil List, Schedule A, for the year ended the 31st December, 1845.
- “ 22.—Statement of Warrants issued on the Receiver General of the Province of Canada, between the 1st February, 1845, and the 31st January, 1846, on account of the Expenditure for Services provided for in the Civil List, Schedule B, for the year ended the 31st December, 1845.
- “ 23.—*See Consolidated Fund.*
- “ 24.—Statement of Warrants issued on the Receiver General of the Province of Canada, in payment of Expenditure for certain Public Works, on the Certificates of the President of the Board of Works, up to the 31st January, 1846, unprovided, and for which an Appropriation is required.
- “ 25.—Statement of the Affairs of the Province of Canada, on the 31st January, 1846, in which the year 1845 is included.

SCHEDULE

OF STATEMENTS exhibiting the Receipts and Expenditure of the several undermentioned Special Accounts for the year 1845.

- No. 26.—Statement of Monies collected under the Provincial Acts 45 Geo. 3. Cap. 12, 51 Geo. 3. Cap. 2, and 2 Geo. 4. Cap. 7, and of the expenses incurred in supporting and improving the Navigation of the River St. Lawrence, from the Basin of Portneuf, in the District of Quebec, to the division line between the late Provinces of Lower and Upper Canada, for the year 1845, under the Trinity Board of Montreal.
- “ 27.—Statement of Tonnage Duties collected during the season of the navigation of the year 1845, at Quebec and Montreal, under Provincial Act 6 Wil. 4. Cap. 35, continued by Act of Canada, 8 Vic. Cap. 26, and of the sums paid thereout to provide for the Medical Treatment of Sick Mariners, &c.
- “ 28.—Statement of the Funds arising from the Estates of the late Order of Jesuits, in the year ended the 31st December, 1845.
- “ 29.—Statement of Monies arising from the sale of School Lands in that part of the Province heretofore called Upper Canada, pursuant to the Act of Canada 4 & 5 Vic. Cap. 19, and of Warrants issued thereon between the 1st February, 1845, and the 31st January, 1846, on account of the year ended the 31st December, 1845.
- “ 30.—Statement of Monies received from the Rate or Duty imposed by the Provincial Act of Canada 4 & 5 Vic. Cap. 13, on Passengers or Emigrants arriving at the Ports of Quebec and Montreal, including a sum credited the Provincial Government by the Commissary General on account of Emigration, and the amount paid thereout for providing Medical Assistance to Sick Emigrants, and enabling Indigent Persons of that description to proceed to the place of their destination, during the season of the navigation of the year 1845.
- “ 31.—Statement of Monies paid the Receiver General of the Province of Canada, by the District Treasurers, *Canada West*, between the 1st February, 1845, and the 31st January, 1846, pursuant to the Act of the Legislature of Upper Canada, 2d Victoria, Cap. 11, intituled, “An Act to Authorize the Erection of an Asylum within that Province, for the reception of Insane and Lunatic Persons,” showing also the Payments made thereout.
- “ 32.—Statements of the particulars of the Payments and Deductions made from the Revenues constituting the Consolidated Fund of the Province of Canada, for Expenses of Management, Collections, Drawbacks, Return Duties, &c. for the year ended the 5th January, 1846.

No. 1.

Statement exhibiting the Net Revenue of the Province of Canada for the year 1845, also an Abstract of the Expenditure during the same period and the State of the Consolidated Revenue Fund on the 31st day of January, 1846.

Cr.

Dr.

1846.	EXPENDITURE.	Currency.	1846.	REVENUE.	Currency.	Currency.	Currency.
		£ s. d.			£ s. d.	£ s. d.	£ s. d.
January 31.	To Interest on the Public Debt.....	14 141287 13 1	January 31.	By Balance at Credit of the Consolidated Revenue Fund on 31st January, 1845.....	183197 5 5½		
"	" " do of Schedule A.....	50000 0 0	"	" " Net Customs in Cash.....	419001 7 8½		
"	" " do of Schedule B.....	33333 6 8	"	" " Do in Bonds.....	2		
"	" Permanent Charges provided by Legislative Enactments in Canada East.....	5627 11 3	"	" " Net Excise.....	32469 19 8		
"	" " " " provided by Legislative Enactments in Canada West.....	11051 3 2		Less Amount under Act 8 Vict. Chap. 72.....			
"	" " Charges by Acts of Legislature of the Province of Canada.....	94521 19 5		Tavern Licenses Canada West.....	£7052 7 1½		
"	" " Charges under the Estimate of 1842.....	500 0 0		Do do East.....	5140 0 0		
"	" " " " under the Estimate of 1843.....	12 10 0			12192 7 1½		
"	" " " " under the Estimate of 1845.....	128963 18 11		" " Net Territorial.....	20277 11 6½		
"	" " Amount Expended on Public Works in 1843, covered by Act 8 Vic. Chap. 71.....	23003 2 3		" " Light House and Tonnage Duty West.....	22871 5 10		
"	" " Charges for Indispensable Expenses in 1845.....	38091 15 9		" " Bank Imposts.....	689 5 7		
				" " Interest on Public Deposits.....	13020 17 1		
				" " Revenue from Public Works.....	6080 13 11		
				Less—Repairs Lachine Canal.....			
				Do Welland Canal.....	£2230 0 6		
				Old Works.....	3200 0 0		
					5430 0 6		
				" " Militia Commissions, Fines and Exemptions.....	27501 4 3½		
				" " Fines and Forfeitures including Seizures.....	53 15 0		
				" " Casua Revenue.....	3950 4 9½		
					11480 11 0		
				Total Currency.....	524566 16 9½		
				Total Currency.....	707564 2 3		
				February 1st, 1846.—By Balance Brought forward.....	£184111 1 9		

February 1st, 1846.—By Balance Brought forward.....£184111 1 9

INSPECTOR GENERAL'S OFFICE, Montreal, 1846.
W. CAYLEY, Inspector General.

No. 2.

STATEMENT of the Revenue from Customs Duties in the Province of Canada during the year ended 5th January, 1846, received between 1st February 1845, and the 31st January, 1846.

Table with columns: PORTS, Authority under which the Duties are Collected, Gross Amount of Collections, Deductions made in progress of Collection, Other Expenses paid by Warrant on the Receiver's General, and Net Revenue in Currency.

Table with columns: PORTS, Deduct Excess of Expenses above Collections at the Ports of, Less—Payments by Warrant on the Receiver General, for Salaries, Postages, Printing, &c., of the Customs Management Branch, and Net Revenue of 1845.

INSPECTOR GENERAL'S OFFICE, Montreal, 1846. W. CAYLEY, Inspector General.

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No. 33.

STATEMENT of the Revenue arising from Duties on Licenses for Shops Retailing Spirituous Liquors, Inns, Stills, Billiard Tables, Hawkers and Pedlars, Steam Boats, and Ale and Beer Houses, during the Year ended 5th January, 1846, received between 1st February, 1845, and 31st January, 1846, applicable to the Consolidated Revenue.

DISTRICTS.	Shops.		Inn Licenses, previous to 5th April, 1845.		Stills.		Billiard Tables.		Hawkers & Pedlars.		Steam Boats.		Ale & Beer Houses.		Total Gross Revenue.		Expenses of Collection.		Net Revenue.					
	No.	Duty. £ s. d.	No.	Duty. £ s. d.	No.	Duty. £ s. d.	No.	Duty. £ s. d.	No.	Duty. £ s. d.	No.	Duty. £ s. d.	No.	Duty. £ s. d.	£	s.	d.	£	s.	d.	£	s.	d.	
Montreal.....	548	2192 0 0	11	44 0 0	22	2439 7 8½			117	231 0 0					4945 19 8½	135 14 2	4898 7 0							
Quebec.....																								
St. Francis.....	16	120 0 0	64	277 0 0	5	36 12 6			1	10 0 0			4	6 10 0	447 12 6	85 17 8½	361 14 9½	1 18 6½						
Bathurst.....	5	37 10 0	25	159 0 0	6	41 18 1½			1	10 0 0			3	3 0 0	251 8 11½	31 8 6	219 19 7½	31 8 6						
Brook.....	11	82 10 0	21	85 10 0	4	82 4 11½			2	15 0 0	1	7 10 0	9	11 5 0	283 19 11½	49 15 8	234 4 3½	49 15 8						
Colborne.....	18	135 0 0	52	304 10 0	2	80 0 9			2	10 0 0			2	4 0 0	533 10 9	77 3 6	456 7 3	77 3 6						
Dalhousie.....	32	240 0 0	68	414 0 0	1	30 0 0			3	25 0 0	1	7 10 0	13	36 5 0	783 1 0	112 6 5	670 14 7	112 6 5						
Gore.....	52	390 0 0	138	778 0 0	20	457 6 9			10	90 0 0			17	31 10 0	1749 16 9	170 2 2	1579 14 7	170 2 2						
Home.....	87	652 10 0	325	2161 10 0	28	503 2 3	2	80 0 0	10	85 0 0	6	45 0 0			3527 2 3	281 0 1	3243 2 2	281 0 1						
Huron.....	4	30 0 0	26	108 0 0	8	43 5 6									185 15 6	38 16 7	146 18 11	38 16 7						
Johnstown.....	29	217 10 0	75	382 0 0	5	215 19 6			4	30 0 0			3	4 10 0	861 9 6	131 9 3	730 0 3	131 9 3						
London.....	17	127 10 0	70	402 10 0	18	192 19 0			2	20 0 0			18	26 15 0	769 14 0	110 15 0	658 19 0	110 15 0						
Midland.....	29	217 10 0	205	1435 10 0	5	232 2 5			11	100 0 0	3	22 10 0			2007 12 5	205 1 4	1802 11 1	205 1 4						
Newcastle.....	32	240 0 0	93	556 10 0	17	303 16 3			1	10 0 0			4	11 0 0	1115 6 3	143 14 8	971 11 7	143 14 8						
Niagara.....	55	412 10 0	175	1064 0 0	10	196 16 6			13	115 0 0	5	37 10 0	28	59 0 0	1881 16 6	190 5 9	1685 10 9	190 5 9						
Ottawa.....	6	45 0 0	17	92 0 0	1	36 11 3			3	30 0 0					203 11 3	34 1 5	169 9 10	34 1 5						
Prince Edward.....	6	45 0 0	25	138 0 0	1	13 17 6			2	15 0 0			2	5 0 0	216 17 6	37 1 10	179 15 8	37 1 10						
Talbot.....	6	45 0 0	32	177 0 0	4	87 12 6			1	15 0 0					326 12 6	45 11 5½	281 0 9½	45 11 5½						
Victoria.....	12	90 0 0	67	307 10 0	3	45 0 0			1	5 0 0	1	7 10 0	10	20 0 0	475 0 0	66 14 4	408 5 8	66 14 4						
Simcoe.....	11	82 10 0	54	239 0 0	5	57 3 8½			1	5 0 0			3	4 0 0	397 13 5½	75 5 3	319 8 5½	75 5 3						
Wellington.....	10	75 0 0	11	73 17 8	10	211 19 0			2	10 0 0			1	2 0 0	372 16 8	68 10 2	304 6 6	68 10 2						
Western.....	9	67 10 0	64	260 0 0	7	98 12 0			2	10 0 0			2	3 10 0	441 12 0	75 2 6	369 9 6	75 2 6						
Total.....	995	5544 10 0	1698	9483 7 8	189	5440 16 2	2	80 0 0	186	829 0 0	21	157 10 0	140	252 5 0	21787 8 10	2182 16 6½	19604 12 3½	2182 16 6½						

INSPECTOR GENERAL'S OFFICE, MONTREAL, 1846.
W. CAYLEY, Inspector General.

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Add Auction Duties, as per Statement No. 4.....

Total Excise, Currency.....

Add Receipts during the month of January last, on account of 1846.....

Less—Receipts in January, 1845, included in Revenue of 1844.....
Balances outstanding 31st January, 1846.....

Net Revenue in Cash Currency.....

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No. 4.

STATEMENT of Revenue arising from Duties on Licenses to Auctioneers and on Sales by Auction during the year ended 5th January, 1846, Received between the 1st February, 1845, and 31st January, 1846.

DISTRICTS & PORTS.	Licenses to Auctioneers.		Sales by Auction.	Total Gross Revenue.	Expenses of Collection.	Net Revenue.
	No.	Duty.				
Montreal	15	£ 75 0 0	£ 5227 15 10	£ 5302 15 10	£ 181 11 4	£ 5121 4 6
Quebec	14	70 0 0	1786 0 10	1856 0 10	44 13 0	1811 7 10
St. Francis	2	10 0 0	13 5 2½	23 5 2½	0 17 8½	22 7 6
<i>By Collectors of Ports of</i>						
Amherstburg	2	10 0 0	.. ..	10 0 0	0 10 0	9 10 0
Belleville	2	10 0 0	0 16 0	10 16 0	0 10 9	10 5 3
Brockville	4	20 0 0	16 11 3	36 11 3	1 16 6	34 14 9
Cobourg	3	15 0 0	.. ..	15 0 0	0 15 0	14 5 0
Cornwall	2	10 0 0	5 15 11	15 15 11	0 15 9	15 0 2
Goderich	2	10 0 0	1 1 3	11 1 3	0 11 0	10 10 3
Hamilton	4	20 0 0	5 9 0	25 9 0	1 5 6	24 3 6
Kingston	5	25 0 0	220 4 5	245 4 5	12 5 3	232 19 2
Niagara	3	15 0 0	4 9 2½	19 9 2½	0 19 5½	18 9 9
Prescott	2	10 0 0	9 14 8	19 14 8	0 19 9	18 14 11
Port Darlington	..	.. ..	2 7 2	2 7 2	0 2 5	2 4 9
“ Dalhousie	1	5 0 0	1 4 4	6 4 4	0 6 2	5 18 2
“ Dover	1	5 0 0	0 15 10	5 15 10	0 5 9	5 10 1
“ Hope	2	10 0 0	11 14 3	21 14 3	1 1 9	20 12 6
“ Stanley	4	20 0 0	3 2 3½	23 2 3½	1 3 1½	21 19 2
Toronto	15	75 0 0	569 17 3	644 17 3	32 4 10	612 12 5
Totals, Currency	83	415 0 0	7890 4 8½	8295 4 8½	282 15 0½	8012 9 8

INSPECTOR GENERAL'S OFFICE, Montreal, 1846.

W. CAYLEY,
Inspector General.

No. 5.

STATEMENT of Revenue arising from *Tavern Licenses in Canada West*, received between 5th April, 1845 and 31st January, 1846, applicable to the payment of the Rebellion Losses in Canada West, under the Act 8 Vic. Cap. 72.

DISTRICTS.	No. of Licenses.	Amounts.	Expenses of Collection.		Net Revenue.
			£ s. d.	£ s. d.	
Bathurst	3	9 0 0	1 14 6	7 5 6	
Brook	2	6 0 0	0 15 0	5 5 0	
Colborne	18	58 10 0	9 11 10	48 18 2	
Eastern	9	51 10 0	7 6 9	44 3 3	
Gore	87	514 10 0	57 17 3	456 12 9	
Home	51	329 0 0	26 11 0	302 9 0	
Huron	2	11 0 0	2 5 4	8 14 8	
Johnstown	3	13 10 0	2 0 9	11 9 3	
London	45	268 15 0	38 13 6	230 1 6	
Midland	13	110 10 0	11 2 0	99 8 0	
Newcastle	8	43 10 0	5 10 10	37 19 2	
Niagara	5	26 0 0	2 15 1	23 4 11	
Ottawa	3	9 0 0	1 10 0	7 10 0	
Victoria	8	42 0 0	5 19 6	36 1 6	
Simcoe	5	20 0 0	3 18 7½	16 1 4½	
Wellington	9	33 0 8	6 4 6	26 16 2	
Western	52	234 0 0	35 19 0	198 1 0	
Totals	323	1779 15 8	219 14 5½	1560 1 2½	
Add Receipts during the month of January last on account of Tavern Licenses for 1846				£	5492 5 11
Net Revenue in Cash, Currency				£	7052 7 1½

INSPECTOR GENERAL'S OFFICE, Montreal, 1846.

W. CAYLEY,
Inspector General.

STATEMENT of Monies paid the Receiver General of the Province of Canada, between the 1st February, 1845, and the 31st January, 1846, on account of the Territorial Revenue for the year ended the 31st December, 1845.

SOURCES OF REVENUE.	Currency.	Total Currency.
	£ s. d.	£ s. d.
<i>King's Posts.</i>		
Received from the Hudson's Bay Company, One Year's Rent, to the 10th Oct. 1845.....	.....	600 0 0
<i>Forges at St. Maurice.</i>		
Received from the Hon. Mathew Bell, Two Years' Rent, to 31st December, 1843, at £425 per annum.....	.....	850 0 0
<i>Rent of Beach and Water Lots.</i>		
Received from J. B. Forsyth, Six Years' Rent of Four Water Lots at Quebec, from the 5th June, 1839, to the 5th June, 1845, at £11 7s 7d per annum....	68 5 6	
“ “ A. Gilmour, One Year's Rent of a Beach and Water Lot, to 24th June, 1845.....	22 2 0	
“ “ Geo. Black, 2 do do of a do do do to do leased to J. S. Campbell, to 24th June, 1845, at £26 5s 7d per annum....	52 11 2	
“ “ Geo. Taylor, 1 do do of a Water Lot, to do	35 19 1	
“ “ James Gibb, Rent of a Water Lot, from 3d June, 1839, to 24th June, 1845, at £38 15s. per annum.....	234 15 6	
“ “ Hon. Mathew Bell, on Account of the Rent of Water Lots.....	181 14 3	
		595 7 6
<i>Quints.</i>		
From Sundry Persons.....	.....	3476 4 10
<i>Lochs et Ventes.</i>		
From Sundry Persons.....	.....	742 18 4
<i>Commutation on Change of Tenure.</i>		
From John Bonner, on a Property at Quebec.....	444 2 0	
“ Charles Smith } ditto.....	300 0 0	
“ and Archd. Campbell } ditto.....	120 0 0	
“ James Douglas ditto.....	67 0 0	
“ John Jones ditto.....	235 10 0	
“ A. C. Webster ditto.....	22 0 0	
“ John Fraser, on the Seigniorship of St. Anne du Grand Etang.....		1188 12 0
Rent of the Ferry from Prescott to Ogdensburg, to 27th July, 1845.....	75 0 0	
On Account do from Windsor to Detroit.....	27 10 0	
Do do from Brockville to Morris-town.....	10 0 0	
Rent of do from Kingston to Wolfe Island, for Two Years to 1st November, 1845.....	5 0 0	
do at Niagara Falls, to 1st May, 1845.....	7 10 0	
		125 0 0
Received from J. G. McKenzie, Trustee to the Estate of the late H. Gates, on Account of Timber Duties due by Charles Shireff.....	.....	52 19 3
“ from Peter Patterson, on his Purchase of the Seigniorship of Beauport for £8,300 Currency, One Maille d'Or, of one ounce weight, valued at.....	.....	1 19 0
<i>Receipts for Crown Lands, &c.</i>		
From the Commissioner of Crown Lands, being the Balance in his hands on the 31st December, 1844.....	13150 2 11	
“ do do do on Account of Timber Duties for the year 1845.....	5000 0 0	
		18150 2 11
Total Receipts.....		
	£	25783 3 10
<i>Payments in Deduction by Warrants.</i>		
Hon. F. W. Prinrose, Twelve Months Salary, as Clerk of the Terrars of the Queen's Domain, to the 31st December, 1845.....	100 0 0	
Ditto His Per Centage on his Collections as Inspector General of the same, to ditto.....	367 19 6	
Ditto Services as Queen's Counsel in certain causes connected with the Collection of the Casual and Territorial Revenue, to the 30th June, 1845.....	35 4 9	
Alex. Simpson, being to indemnify him on account of his Purchase, and the Commutation of Tenure of a certain Piece of Land, erroneously supposed to be within the Domain of the Crown at Quebec.....	93 14 3	
		596 18 6
<i>Carried forward.....</i>		
	£	25783 3 10

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No. 6.—STATEMENT of Monies paid the Receiver General, &c.—Continued.

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SOURCES OF REVENUE.	Currency.	Total Currency.
<i>Brought forward</i>	£ s. d. 596 18 6	£ s. d. 25783 3 10
<i>Payments in Deduction by Warrants.—Continued.</i>		
Hon. F. W. Primrose, to enable him to pay for Repairs to certain Mills in the Seigniorie of Lauzon.....	800 0 0	
John Thomson, for Timber and Materials furnished for ditto, to the Etchemin Saw Mills, including Workmen's Wages, to the 15th October, 1845.....	1514 19 6	2911 18 0
Net Revenue Currency.....	£	22871 5 10

INSPECTOR GENERAL'S OFFICE,
Montreal, 1846.W. CAYLEY,
Inspector General.

Since the foregoing Statement has been completed, an Abstract of the Accounts of the Commissioner of Crown Lands has been furnished this Department, and is as follows:—

SOURCES OF REVENUE.	Currency.	Total Currency.
Amount Received from Sales of Crown Lands.....	£ s. d. 65352 12 3	£ s. d.
Ditto from ditto, by Instalments.....	582 2 7	
Ditto from Instalments, Canada West.....	2684 15 6	
Ditto from Rents.....	162 2 7	
Ditto from Instalments, Canada East.....	355 16 5	
Ditto from Rents and Arrears, including Quit Rents.....	1046 8 6	
Ditto from Military Reserves.....	770 16 9	
Ditto from fees on Grants of Lands.....	1360 11 10	
Ditto from Gain on Scrip.....	117 0 2	
Ditto from Casual Fees.....	7 18 9	
Ditto from G. M. Douglass, One Year's Rent of Grosse Isle.....	10 0 0	
Ditto from Interest on Bank Deposits.....	324 19 2	
Balance of Woods and Forest Account.....	33656 2 7	
Total Receipts.....	£	106431 7 1
<i>Deductions for Management, &c.</i>		
To Amount paid for Surveys.....	3599 9 5	
Ditto for Inspections.....	258 17 6	
Ditto for Printing and Advertising.....	464 4 6	
Ditto for Agents' Commission.....	2160 8 6	
To Balance of Expenditure on Owen Sound Settlement.....	820 5 4	
Ditto of Kennebec Road.....	601 15 8	
Ditto of Lambton Road.....	350 0 0	
Ditto of Ashfield Settlement.....	484 14 10	
To Amount of Remissions.....	166 13 9	
" Sundry Small Payments.....	349 2 9	
" Proportion of General Disbursements, in the Six Months ended the 30th June, 1845.....	2092 19 10	
" do of do in the Six Months ended 31st December, 1845, (estimated at 80 per cent.).....	2264 1 0	
Total Net Currency.....	£	13612 13 1
Cr.		92818 14 0
By this Amount absorbed in Militia Scrip during the year.....	13327 9 6	
Ditto do in Land Rights during do.....	55042 16 7	
Ditto paid A. W. Cochran, One Year's Allowance in lieu of Fees as late Auditor General of Land Patents, Lower Canada.....	30 0 0	
Ditto paid the Receiver General, on Account of Timber Duties.....	5000 0 0	
Ditto paid the same, on Account of Arrears due on Indian Annuities.....	19947 10 0	
Balance Currency.....	£	93347 16 1
		529 2 1

N. B.—The particulars of the Deductions cannot be given, as no Detailed Accounts have been rendered this Department for the year 1845.

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No. 7.

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STATEMENT of Revenue arising from the Light House or Tonnage Duty, under the Act U. C. 7th Will. 4th, Cap. 95, during the year ended 5th January, 1846, received between the 1st February, 1845 and 31st January, 1846.

PORT WHERE COLLECTED.	Amount			
	Currency.			
	£	s.	d.	
Amherstburg.....	8	18	0	
Bath.....	5	0	0	
Belleville.....	3	0	0	
Brockville.....	18	16	0	
Chatham.....	11	0	0	
Cobourg.....	11	5	5	
Dunnville.....	2	17	0	
Goderich.....	5	12	0	
Gananoque.....	2	11	0	
Hamilton.....	66	0	9	
Hallowell.....	4	8	0	
Kingston.....	223	5	0	
Newcastle.....	2	8	0	
Niagara.....	34	2	0	
Oakville.....	38	5	6	
Prescott.....	15	0	0	
Port Burwell.....	13	2	0	
“ Credit.....	2	3	0	
“ Colborne.....	0	12	0	
“ Darlington.....	1	10	0	
“ Dalhousie.....	37	9	0	
“ Dover.....	4	19	8	
“ Hope.....	4	0	0	
“ Sarnia.....	7	19	0	
“ Rond-Eau.....	17	10	0	
Sandwich.....	12	2	0	
Toronto.....	138	5	0	
Windsor.....	11	2	9	
Total.....	£ 703	3	1	
Balances outstanding.....	£22	8	6	
Off do do 31st January, 1845.....	8	11	0	
		13	17	6
Net Revenue in Cash Currency.....	£ 689	5	7	

INSPECTOR GENERAL'S OFFICE, Montreal, 1846.

W. CAYLEY,
Inspector General.

No. 8.

STATEMENT of Duties on Bank Issues paid the Receiver General, pursuant to Provincial Act of Canada, 4 & 5 Vic. Cap. 29, in the year ended 31st December, 1845.

						Currency.		
						£	s.	d.
Amount of Duties received from the Bank of Montreal for the year ended 31st October, 1845.....						4661	16	6
Do do Quebec Bank, do do do.....						529	19	10
Do do Bank of Upper Canada, do do do.....						1761	6	11
Do do Bank of British North America, do do do.....						1283	11	8
Do do Banque du Peuple at Montreal, do do do.....						623	10	6
Do do City Bank at do do do.....						1810	17	11
Do do Commercial Bank at Kingston, do do do.....						1562	2	6
Do do Gore Bank at Hamilton, do do do.....						787	11	3
Total Currency.....					£	13020	17	1

INSPECTOR GENERAL'S OFFICE, Montreal, 1846.

W. CAYLEY,
Inspector General.

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No. 9.

STATEMENT of Revenue arising from Interest on Public Deposits received between the 1st February and 31st December, 1845.

				Currency.		
				£	s.	d.
Amount of Interest received from the Bank of Montreal.....				1117	6	9
Do do do Quebec Bank.....				241	18	6
Do do do Bank of Upper Canada.....				2159	8	11
Do do do Bank of British North America.....				116	3	8
Do do do Banque du Peuple at Montreal.....				476	14	5
Do do do City Bank at do.....				516	16	0
Do do do Commercial Bank at Kingston.....				1285	1	1
Do do do Gore Bank at Hamilton.....				167	4	7
Total Currency.....				£	6080	13 11

INSPECTOR GENERAL'S OFFICE,
Montreal, 1846.

W. CAYLEY,
Inspector General.

No. 10.

ACCOUNT of Revenue arising from Public Works and Receipts on Account of Interest on Loans to Public Works in the Province of Canada, between 1st February, 1845, and 31st January, 1846.

WORKS.	Gross Amount.			Deductions for expenses of Collection, Management, &c.			Net Amount Currency.		
	£	s.	d.	£	s.	d.	£	s.	d.
Welland.....	19886	10	5½	5961	8	4½	13925	2	0½
Lachine.....	5717	3	9	4146	19	8	1570	4	1
Chambly.....	175	8	4½	522	12	2½	..	..	..
Burlington.....	3062	7	3	161	12	4	2900	14	11
Cornwall.....	51	12	5	200	8	2	..	..	..
Beauharnois.....	64	8	3½	311	0	7½	..	..	..
Cobourg.....	1126	13	0½	125	0	0	1001	13	0½
Toronto.....	916	0	11	186	15	11	729	5	0
Oakville.....	659	4	1	121	8	9	537	15	4
Port Hope.....	687	10	0	..	..	..	687	10	0
Kettle Creek.....	747	17	11½	37	7	10½	710	10	1
Windsor.....	178	2	6	8	18	1	169	4	5
Dunnville.....	3	8	3	..	..	..	3	8	3
Port Dalhousie.....	30	18	5	..	..	..	30	18	5
Port Colborne.....	9	6	8	..	..	..	9	6	8
Port Dover.....	1	7	4½	..	..	..	1	7	4½
St. Anns Lock.....	1526	7	11½	402	5	6½	1124	2	5
Chatham.....	50	0	0	..	..	..	50	0	0
Chaudière.....	196	5	2	35	1	0	151	4	2
Delaware.....	121	9	5	..	..	..	121	9	5
Dunnville.....	27	10	0	..	..	..	27	10	0
Narrows of Lake Simcoe.....	4	5	0	..	..	..	4	5	0
Paris.....	117	10	0	..	..	..	117	10	0
Trent.....	53	2	6	..	..	..	53	2	6
St. Maurice.....	56	2	6	..	..	..	56	2	6
St. Anns.....	50	5	0	..	..	..	50	5	0
Union.....	766	6	0	..	..	..	766	6	0
Ottawa Slides.....	946	1	5	553	12	5	1158	15	0
Carried over.....	£	37223	4 8½	12774	10 11½	25191	5 7½		

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No. 10.—ACCOUNT of Revenue arising from Public Works, &c.—Continued.

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WORKS.	Gross Amount.			Deductions for expenses of Collection, Management, &c.			Net Amount Currency.		
	£	s.	d.	£	s.	d.	£	s.	d.
<i>Brought over</i>	37223	4	8½	12774	10	11½	25191	5	7¾
River Trent Slides.....	6	0	0	129	11	8	..	..	..
Hamilton & Port Dover.....	442	10	0	..	..	..	442	10	0
London & Brantford.....	1071	6	0	..	..	..	1071	6	0
Port Stanley & London.....	996	9	1	..	..	..	996	9	1
West York Road Trust.....	300	0	0	..	..	..	300	0	0
Yonge Street.....	1000	0	0	..	..	..	1000	0	0
Cascades.....	..	..	..	32	19	1	..	..	..
							29001	10	8¾
Deduct—Excess of expenses on account of do Chamby Canal.....	£347	3	10	..	..	..	..	..	..
do of Cornwall Canal.....	148	15	9	..	..	..	..	..	..
do of Beauharnois Canal.....	246	12	4	..	..	..	..	..	..
do of River Trent Slides.....	123	11	8	..	..	..	..	..	..
do of Cascades Road.....	32	19	1	..	..	..	899	2	8
Totals in Currency.....	£41039	9	9½	12937	1	8½	28102	8	0¾
Less—Balances outstanding 31st January, 1846.....	..	..	..	1010	16	2½	..	..	..
Less—Balance at Credit of Welland Canal.....	..	..	..	0	1	4½	..	..	..
Balances outstanding 31st January, 1845.....	953	15	10¾	1010	14	10	..	..	..
Less—So much refunded out of the Tolls of the Cobourg Harbour Collected in 1844.....	544	4	10	409	11	0¾	601	3	9¼
Net Revenue in Cash Currency.....	£						27501	4	3½

INSPECTOR GENERAL'S OFFICE,
Montreal, 1846.W. CAYLEY,
Inspector General.

No. 11.

STATEMENT of Revenue arising from Fees on Militia Commissions, Exemptions from Militia Duty and Militia Fines, paid the Receiver General of the Province of Canada, between the 1st February, 1845, and the 31st January, 1846, pursuant to Act of Upper Canada, 2 Vic. Cap. 9.

REGIMENT OR CORPS.	Fees on Commissions.			Exemption Money.			Fines.			Currency.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
1st Hastings.....	4	0	0	..	..	..	..	..	..	..	..	..
4th do.....	3	15	0	..	..	..	..	..	..	..	..	..
4th Durham.....	1	10	0	..	..	..	..	..	..	..	..	..
2nd Carleton.....	2	15	0	..	..	..	..	..	..	..	..	..
12th Gore.....	5	10	0	..	..	..	..	..	..	..	..	..
3rd Prince Edward.....	10	5	0	..	..	..	..	..	..	..	..	..
From Colonel Prince.....	10	0	0	..	..	..	..	..	..	..	..	..
Do Thompson.....	1	10	0	..	..	..	..	..	..	..	..	..
Do Burke.....	14	10	0	..	..	..	..	..	..	53	15	0
Total Currency.....	£						£			53	15	0

INSPECTOR GENERAL'S OFFICE,
Montreal, 1846.W. CAYLEY,
Inspector General.

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STATEMENT of Fines and Forfeitures including Seizures paid the Receiver General between the 1st February, 1845, and the 31st January, 1846, on account of the year ended the 31st December, 1845.

		Currency.	Total Currency.
		£ s. d.	£ s. d.
Amount received from the Clerk of the Peace for the District of Quebec,	- - -	188 8 0	
Do do do do of Three-Rivers,	- - -	0 15 0	
Do do do do of Montreal,	- - -	219 17 2	
Do do do do of Montreal, being fines payable to the Montreal Municipal Council	- - -	33 9 6	
Do do Sheriffs in Western Canada	- - -	299 17 0	
Do do Sheriff of Quebec	- - -	48 3 4	
Do do Magistrates in Canada West	- - -	46 17 6	
Do do Magistrates in Canada East	- - -	15 6 3	
Do do Clerk of the Peace of the Dalhousie District	- - -	1 0 0	
Do do Inspectors of Licenses Canada West	- - -	131 11 11	
Do do The Attorney General (West) being Proceeds of Penalty for Smuggling	- - -	66 16 1	
Total Net Fines.....			1052 1 9
<i>Seizures.</i>			
At the Port of Montreal	- - -	94 16 7	
Do do Quebec	- - -	45 3 0	
Do do St. Johns	- - -	25 11 2	
Do do Phillipsburg	- - -	74 11 1	
Do do Stanstead	- - -	73 17 4½	
Do do Dundee	- - -	14 14 0½	
Do do Lacolle	- - -	91 19 2	
Do do Compton	- - -	39 18 6½	
Do do Clarenceville	- - -	8 15 6	
Do do Hommingford	- - -	10 0 9	
Do do Huntingdon	- - -	79 17 7½	
Do do Russelltown	- - -	24 15 7	
Do do Eaton	- - -	9 12 6	
Do do Frelighsburg	- - -	55 15 5	
Do do Potton	- - -	14 3 8½	
Do do Sutton	- - -	32 12 6½	
Do do Amherstburg	- - -	25 2 2	
Do do Brockville	- - -	7 16 8½	
Do do Chatham	- - -	8 4 2	
Do do Chippewa	- - -	176 4 3½	
Do do Cobourg	- - -	1 18 4	
Do do Cornwall	- - -	43 18 4½	
Do do Dunnville	- - -	4 4 11	
Do do Fort Erie	- - -	215 17 9	
Do do Hamilton	- - -	120 13 6	
Do do Hallowell	- - -	30 17 2	
Do do Kingston	- - -	423 15 8	
Do do Maria Town	- - -	62 5 5	
Do do Newcastle	- - -	5 7 4	
Do do Niagara	- - -	80 1 8	
Do do Oakville	- - -	5 4 10½	
Do do Prescott	- - -	43 1 7	
Do do Port Credit	- - -	6 13 2½	
Do do Port Colborne	- - -	24 4 9½	
Do do Port Darlington	- - -	0 15 6	
Do do Port Dalhousie	- - -	55 3 0½	
Do do Port Hope	- - -	5 13 3	
Do do Port Stanley	- - -	11 4 6	
Do do Queenston	- - -	41 19 7	
Do do Rivière aux Raisins	- - -	1 3 1½	
Do do Sandwich	- - -	27 11 4	
Do do Sault St. Marie	- - -	4 7 6½	
Do do Toronto	- - -	506 9 11	
Do do Turkey Point	- - -	3 9 2½	
Add—Balances outstanding in 1844, and paid in 1845.....		2639 13 5½	
		9 16 8	
Total.....£		2649 10 1½	
Less—Proceeds of Seizures refunded to Claimants and authorized expenses. £ 67 18 7			
Do Balances outstanding of 1845.....	243 8 5½	311 7 0½	
Net Seizures.....£			2338 3 0½
Total Net Currency.....£			3390 4 9½

INSPECTOR GENERAL'S OFFICE, Montreal, 1846.

W. CAYLEY,
Inspector General.

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No. 13.

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STATEMENT of the Casual Revenue paid the Receiver General of the Province of Canada, between the 1st February, 1845, and the 31st January, 1846, on account of the year ended the 31st December, 1845, consisting of Fees on Land Patents and Instruments under the Great and Privy Seals, Copies and Certificates of Land Patents, Marriage, Inns, Country and Town Shops, Hawkers, Billiard and Ferry Licenses, including Fees on Exemplifications, Searches and other Incidental Payments.

RECEIPTS.		Gross Amount.	Deductions for Commission, &c.	Net Amount
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
<i>Provincial Secretary's Department, (Eastern Section.)</i>				
Fees on 16 Commissions for Advocates, at 30s. each	24 0 0			
" 14 do for Notaries, at do	21 0 0			
" 36 Licences to Medical Practitioners, at 28s. 4d. each	51 0 0			
" 15 do to Branch Pilots, at 15s. each	11 5 0			
" 19 Miscellaneous Commissions, at 25s. each	23 15 0			
" 5 Commutations on change of Tenure	17 2 6			
" 6 Patents for Inventions, at 40s. each	12 0 0			
" 8 Letters Patent <i>de Terrier</i> , at 25s. each	10 0 0			
" 2 Land Patents, at 51s. 4d. each	5 8 8			
" 20 do at 48s. 10d. each	48 16 8			
" 21 do at 47s. each	49 7 0			
" 8 do at 30s. each	12 0 0			
" 4 do at 24s. each	4 16 0			
" 35 do at 17s. each	29 15 0			
" 8 do	21 19 11			
" 25 Copies of do at 12s. 6d. each	15 12 6			
Miscellaneous Fees on Copies of Land Patents, &c.	16 0 0			
Fees on 1929 Licenses for Shops, Inns, Hawkers and Billiard Tables, &c., at 5s. each	482 5 0			
" 65 Ferry Licenses, at 15s. each	48 15 0			
" 100 Notarial and other Certificates, at 2s. 6d. each	12 10 0			
" 1 Great Seal Certificate	0 5 0			
Received from the Military Chest Fees on Grants of Lands to Military Pensioners.				
Fees on 36 Land Patents, at 48s. 10d.	87 18 0			
" 27 do at 47s.	63 9 0			
" 3 do at 50s. 8d.	7 12 0			
" 66 Copies of do at 12s. 6d.	41 5 0			
		1117 17 3	396 10 5	721 6 10
<i>Provincial Secretary's Department, (Western Section.)</i>				
Fees on 21 Commissions for Notaries Public, at 40s.	42 0 0			
" 3 do for Deputy Provincial Surveyors, at 40s. each	6 0 0			
" 8 Licenses for Medical Practitioners, at 20s.	8 0 0			
" 27 Commissions for various Officers of Customs, at 40s.	54 0 0			
" 8 do for Judges, &c. of District Courts, £5	40 0 0			
" 9 Patents for Inventions, at £5	45 0 0			
" 3 Ferry Licenses, at 32s. 6d.	4 17 6			
" 2 Exemplifications, at 70s.	7 0 0			
" 93 Notarial and other Certificates, at 2s. 6s.	11 12 6			
Miscellaneous Fees	6 0 0	224 10 0	11 4 6	213 5
<i>Provincial Registrar's Department.</i>				
Fees on 7 Copies Land Patents, at 13s. 4d.	4 13 4			
" 3 do at 12s. 6d.	1 17 6			
" 230 Certificates of do at 2s. 6d.	28 15 0			
" 2 do at 5s.	0 10 0			
" 69 Searchers, at 1s. 3d.	4 6 3			
" 12 Exemplifications, at 41s. 3d.	24 15 0			
" 6 do various prices	25 2 1			
Miscellaneous Fees	8 12 4	98 11 6	.. . . .	98 11 6
<i>Marriage Licenses, (Canada East.)</i>				
Fees on 28 Licenses, at 40s.	56 0 0			
" 64 do at 35s.	112 0 0			
" 2 do at 25s.	2 10 0			
" 250 do at 20s.	260 0 0			
	£ 430 10 0			
<i>Marriage Licenses, (Canada West.)</i>				
Fees on 2457 Licenses, at 20s. £2457 0 0				
" on account of the same for 1846. 24 0 0				
	2481 0 0	2911 10 0	435 15 7	2475 14 5
<i>Carried forward.</i> £		4352 8 9	843 10 6	3508 18 3

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No. 13.—STATEMENT of the Casual Revenue paid the Receiver General, &c.—Continued.

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RECEIPTS.		Net Amount.	
		£	s. d.
<i>Brought forward</i>		3508	18 3
<i>Fee Fund, (Canada West.)</i>			
	£ s. d.		
Received from the Treasurer of the Brock District	9 19 5		
“ do Home do	2 11 3		
“ do Johnstown do	1 15 4		
“ do Niagara do	4 5 0		
“ do Talbot do	1 4 5		
“ from the Treasurer of the Home District, being arrears of Members' Wages. ....	.. . . .	19 15 5	4 0 10
<i>Bankrupt Court Fees, (7 Victoria, c. 16.)</i>			
Received from J. C. Bruneau, Circuit Judge, District of Montreal.....	83 1 8		
“ from Hypolite Guy, do do	194 7 2		
“ from J. P. Parkyn, Clerk of Bankrupt Court at Quebec.....	36 6 10		
“ from E. B. Lindsay, Registrar and Treasurer of the Trinity House Quebec, being the Re-payment of a like sum advanced to him in virtue of the Act 4 & 5 Vict. c. 15, for the Building of Light Houses, Canada East.....	.. . . .	313 15 8	6000 0 0
Re-payment by John T. Badgley, Secretary Treasurer to the Montreal Harbour Commissioners so much on account of the sum of £20684 13 4, due the Provincial Government .....	.. . . .	1684 13 4	
Refunded by Alexander McMillan, as Returning Officer for the County of Lanark.....	.. . . .	1 0 0	
“ by the Receiver General on Postages.....	.. . . .	0 7 11	
Anonymous Restitution of Monies appertaining to the Public.....	.. . . .	101 0 0	
<i>School Monies Returned.</i>			
Received from the Treasurer of the Bathurst District, being balance of Monies unexpended for Common Schools.....	143 4 8		
“ from the do Home do do	8 7 4		
		151 12 0	
Total Receipts.....	£	£ 11785 3 5	
<i>Payments in deduction by Warrants.</i>			
Thos. D. Harrington, being to repay him that amount for Fees Collected by him on Drafts of Commission which are payable to the Queen's Counsel, who prepared them....	230 18 4		
D. B. Papineau, Commissioner of Crown Lands, being to refund that amount to Wm. D. Bowen, being for Fees paid to the Receiver General of Upper Canada by the late Daniel Bowen on a Grant of Land.....	22 15 9		
<i>Payments out of School Monies Returned.</i>			
Hamnett Pinhey, Superintendent of Common Schools in the District of Dalhousie, being towards the support of a County Model School, at Bytown for the year 1844.....	£37 7 6		
Ed. Clarke, being his Salary as late Common School Teacher, Canada West, for the year 1841	13 10 10		
	50 18 4	304 12 5	
Total Net Currency.....	£	£ 11480 11 0	

INSPECTOR GENERAL'S OFFICE,

Montreal, 1846.

W. CAYLEY,

Inspector General.

STATEMENT of the charge for Interest, &c., on the Public Debt of the Province of Canada
from 1st February, 1845, to 31st January, 1846.

To whom Paid.	SERVICE.	Sterling.			Currency.		
		£	s.	d.	£	s.	d.
Bank of England.....	For 1 Year's interest to 31st December, 1845, on £800,000 Sig. Debentures, at 4 per cent., is.....	32000	0	0			
	For ½ per cent Commission thereon.....	160	0	0			
	For 1 Year's interest to 1st April, 1846, on £500,000 Sig. Debentures, at 4 per cent., is.....	20000	0	0			
	For ½ per cent, Commission thereon.....	100	0	0			
	For Advertisements on Loan to 31st December, 1845.....	42	12	0			
	For Printing on Account of New Loan to 31st December, 1845.....	105	6	2			
			52407	18				2
Glynn, Mills, Halifax & Co....	For 1 Year's interest to 31st December, 1845, on £400,000 Sig. Debentures, at 5 per cent., is.....	20000	0	0	63762	19	0
	For 1 per cent Commission thereon.....	200	0	0			
	For 3 Years' interest to 31st December, 1845, on.....	75,880	7	8			
	Welland Canal Debentures, at 5 per cent., is.....	£11,382	1	2			
	For 2 Years' interest to 31st December, 1845, on £300 Welland Canal De- bentures, at 5 per cent., is.....	30	0	0			
	For 1 per cent. Com. on £11,412 1 2..	114	2	5			
		£11,526	3	7			
	Less Amount charged per Accounts of 1844.....	6,394	11	2			
	For Postages to 31st December, 1845... ..	2	3	8			
	For Balance of arrears of interest due to 31st December, 1845.....	127	12	3			
		5131	12	5			
		25461	8	4			
Baring Brothers & Co.....	For 1 Year's interest to 31st December, 1845, on £469,650 Sig. Debentures, at 5 per cent., is.....	23482	10	0	30978	1	2
	For 1 per cent. Commission thereon.....	234	16	6			
	For Advertisements and Postages to 31st Decem- ber, 1845.....	25	8	4			
	Less Balance of Interest in favour of the Province,	19	9	4			
			5	19				0
		23723	5	6			
Bosanquet & Co.....	For 1 Year's interest to 31st December, 1843, on £300 Sig. Welland Canal Debentures, at 5 per cent., is.....	15	0	0	28863	6	4
	For 3 Years interest to 31st December, 1845, on £870 Sig. Welland Canal Debentures, at 5 per cent., is.....	130	10	0			
	For Postages to 31st December, 1845.....	0	13	9			
		146	3	9			
					177	17	3
Receiver General.....	For this Sum paid for interest on the Debentures held in the Province to 31st January, 1846.....	13431	13	0
D. Davidson.....	For 1 Year's interest on £20,000 Chambly Canal Loan to 1st November, 1845.....	1200	0	0
Noah Freer.....	For 1 Year's interest on £15,000 Chambly Canal Loan to 1st November, 1845.....	900	0	0
					139313	16	9
	For Premiums on Bills of Exchange.....	£			1973	16	4
	Total Currency.....	£			141287	13	1

INSPECTOR GENERAL'S OFFICE,
Montreal, 1846.W. CAYLEY,
Inspector General.

STATEMENT of Warrants issued on the Receiver General of the Province of Canada, between the 1st February, 1845, and the 31st January, 1846, on Account of the Expenditure for Services provided for by Acts and Ordinances of the late Province of Lower Canada, for the year ended the 31st December, 1845.

ENACTMENTS.	NAMES.	SERVICE.	Amount.		Total Currency.	
			£	s. d.	£	s. d.
55 Geo. 3. cap. 10.	B. C. A. Gagy, Adjutant Genl. Militia .. }	For payment of Pensions to Wounded Militiamen for the year ended the 31st October, 1845.....	..	..	381	10 8
6 Geo. 4. cap. 8...	S. W. Monk, Prothonotary	Allowance for preparing Abstracts of Baptisms, Marriages and Burials in the District of Montreal for the year 1843.....	51	5 0		
	Monk, Coffin and Papi- neau do..... }	Do do for the year 1844.....	59	10 0		
	Perrault & Huot, do.... }	Do do in the District of Quebec do..	30	15 0		
	Wilkie & Tremblay, do.. }	Do do in the District of Gaspé, for the years 1843 & 1844.....	17	5 0		
	Ed. Barnard do..... }	Do do in the District of Three-Rivers, for the year 1844.....	13	10 0		
					172	5 0
1 Will. 4. cap. 16..	Rev. Jos. Signay, Roman Catholic Bishop }	Twelve months allowance for Ground Rent of the Bishop's Palace at Quebec, to the 31st December, 1845 .....	..	..	1111	2 0
4 Will. 4. cap. 7..	R. N. Watts.....	Aid to the Agriculture Society in the County of Drummond for the year 1844.....	..	..	36	5 0
2 Vic. cap. 2.....	Wm. Ermatinger	Twelve Months Salary as Superintendent and Inspector of Police at Montreal to the 31st December, 1845	300	0 0		
	Do	Amount of the Pay and Clothing for 2 Policemen, at Montreal, from 1st September, 1844, to the 31st December, 1845.....	151	7 9		
	J. A. Taschereau	Salary as Superintendent and Inspector of Police at Quebec, from the 1st January to 20th August, 1845, at £300 per annum.....	191	11 6		
	Wm. K. McCord.....	Do as do from the 6th October, to the 31st December, 1845, at £500 per annum.....	118	4 2		
	J. A. Taschereau & W. K. McCord }	Amount of the Pay and Clothing for 2 Policemen for the year ended the 31st December, 1845.....	121	15 0		
					882	18 5
3 Vic. cap. 15....	E. R. Fabre.....	Being for distributing the Acts of last Session in Canada East.....	..	..	45	0 0
3 Vic. cap. 16 ...	Valere Guillet.....	On Account of the Expenses of the House of Correction at Three-Rivers, for the year 1845.....	..	..	50	0 0
4 Vic. cap. 17....	John Porter	To Pay the Interest on Debentures issued by the Trustees of the Quebec Turnpike Trust for the 18 months ended the 31st December, 1845 .....	..	..	2445	13 11
4 Vic. cap. 30....	E. A. Clark	On Account of his Expenses as Inspector of Registry Offices in the Districts of Montreal, Three-Rivers and St. Francis.....	300	0 0		
	Jacques Cremazie.....	Do as do for the Districts of Quebec and Gaspé	100	0 0		
					400	0 0
25 Geo. 3. cap. 4..	J. Peticlaire, N. P.	For 45 Extracts of Deeds, creating Mutation within Her Majesty's Domain at Quebec, between 25th November, 1841, and the 10th October, 1845....	..	..	2	16 3
1 Will. 4. cap. 8. } continued by 8 } Vic. cap. 26. }	Wm. Morris, Receiver General	Amount paid him for Bounty for the Destruction of Wolves .....	..	..	100	0 0
		Total Currency.....	..	..	£5627	11 3

INSPECTOR GENERAL'S OFFICE,

Montreal, 1846.

W. CAYLEY,

Inspector General.

STATEMENT of Warrants issued on the Receiver General of the Province of Canada, between the 1st February, 1845, and the 31st January, 1846, on Account of the Expenditure for Services provided for by Acts of the late Province of Upper Canada, for the year ended the 31st December, 1845.

ENACTMENTS.	NAMES.	SERVICE.	Amount.	Total Currency.
			£ s. d.	£ s. d.
<i>District Schools.</i>				
47 Geo. 3. and various other Acts.	John Somerville....	Twelve Months Salary as Master of the Brock District Grammar School, for the year ended the 30th June, 1845.....	100 0 0	
	John Brown.....	Do do as do Bathurst do to 31st December, 1845.....	100 0 0	
	Rev. M. Williamson	Six do as do Colborne do to 30th June, 1845.....	£50 0 0	
	Rev. R. J. C. Taylor	Do do as do do do to 31st December, 1845.....	50 0 0	
	Thomas Wardrop...	Eleven do as do Dalhousie do from the 1st July, 1841, to 31st May, 1845, at £100.....	£91 13 4	
	Rev. John Robb....	Seven do as do do do to 31st December, 1845, at do.....	58 6 8	
	William Kay.....	Sixth do as do Eastern do to the 30th June, 1845.....	150 0 0	
	John Rae.....	Twelve do as do Gore do to 31st December, 1845.....	50 0 0	
	John Haldan, Jr....	Do do as do Huron do to do do.....	100 0 0	
	Marcus C. Crombie.	Do do as do Home do to do do.....	100 0 0	
	Andrew Scott.....	Six Months do as do Johnstown do to 31st December, 1844.....	£50 0 0	
	John Windeat.....	Do do as do to 31st Dec., 1845.....	50 0 0	
	Benjamin Bailey...	Twelve do as do London do to do.....	100 0 0	
	S. Lightburne.....	Do do as do Midland do to do.....	100 0 0	
	Robert Hudspeth...	Do Months Salary as Master of the Newcastle District Grammar School, to do.....	100 0 0	
	Dr. John Whitelaw.	Do do as do Niagara do to do.....	100 0 0	
	Rev. Colin Gregor..	Do do as do Ottawa do to do.....	100 0 0	
	William Cockell...	Do do as do Prince Edward do to do.....	100 0 0	
	Frederick Gore....	Do do as do Simcoe do to 30th June, 1845.....	100 0 0	
	Rev. Geo. Salmon..	Do do as do Talbot do to 31st December, 1845.....	100 0 0	
Alexander Burdon..	Do do as do Victoria do to do.....	100 0 0		
Arthur C. Verner...	Six do as do Wellington do to 30th June, 1845.....	50 0 0		
A. P. Salter.....	Eighteen do as do Western do to 31st December, 1845, at £100.....	150 0 0	2000 0 0	
<i>Maintenance of Light Houses, (Canada West.)</i>				
7 Wil. 4. cap. 96.	Thomas A. Begly ..	To enable him to pay for supplies furnished for the same	792 13 3	
	A. Levy.....	For articles furnished for do.....	53 9 2	
	J. McIntyre.....	Do do do do.....	407 10 0	
	J. H. Townsend....	Work done for do do.....	47 1 6	
	D. Christie.....	On account of Oil furnished the same.....	1337 11 11	
	Thomas A. Begly..	To pay Salaries of the Light House Keepers for the year ended, 31st December, 1845.....	1172 10 0	
	John Davidson....	Do to do at the Burlington Bay Canal...	34 6 4	
John McIntyre....	Being for the Charter of Schooner Isabella for delivering the supplies.....	318 0 0		
4163 2 3				
<i>Militia Pensions.</i>				
7 Wil. 4. c. 103. & 1 Vic. cap. 44.	William Morris, Receiver General	On account of Militia Pensions for the year 1845.....	.. .. .	3655 15 11
<i>Adjutant General of Militia.</i>				
2 Vic. cap. 69. & 3 Vic. cap. 71. & 4 Geo. 4. cap. 27.	Richard Bullock....	Twelve Months Salary to the 31st December, 1845.....	600 0 0	
	Do.....	Do Allowance in lieu of Contingencies to do.....	85 0 0	
	Walter O'Hara....	Do Salary as Assistant Adjutant General of Militia to do	200 0 0	
885 0 0				
<i>Agricultural Societies.</i>				
4 & 5 Vic. cap. 23.	Martin McMartin...	Allowance to the Agricultural Society for the Eastern District for the year ended March, 1845.....	200 0 0	
	J. S. Wettenhall....	Do Gore do for the do ended February, 1845.....	145 15 0	
345 15 0				
				11049 13 2
Add—Warrant outstanding in 1843 and paid this year..				1 10 0
Total Currency.....			.. .. .	£11051 3 2

STATEMENT of Warrants issued on the Receiver General of the Province of Canada, between the 1st February, 1845, and the 31st January, 1846, on Account of Services provided for by Acts of the Legislature of the Province of Canada, for the Year ended the 31st December, 1845.

Enactments.	To whom paid.	SERVICE.	Amount.	Total Currency.
			£ s. d.	£ s. d.
		<i>Fee Fund.</i>		
4 & 5 Vic. caps. } 3 & 8, and 8 } Vic. caps. 13 } & 37.	H. C. Barwick	Treasurer of the Brock District, to make up the deficiency of that Fund, from the 1st January to the 9th June, 1845	275 19 2	
	Thos. M. Radenhurst	Do Bathurst do for the year ended the 30th June, 1845	308 9 1	
	John Gilchrist	Do Colborne do for the Six Months ended the 31st December, 1844 £136 8 3		
	Fredk. Ferguson	Do do do for the Six Months ended the 30th June, 1845 59 0 9		
	Daniel O'Connor	Do Dalhousie do for the do	195 9 0	
	Alexander McLean	Do Eastern do for the Year ended do	100 10 4	
	Henry Beasley	Do Gore do for the do do	152 16 0	
	Henry Ransford	Do Huron do for the Six Months ended do	308 14 2	
	J. S. Howard	Do Home do for the do ended the 31st December, 1844	116 7 10	
	A. N. Buell	Do Johnstown do for the Year ended the 30th June, 1845	101 10 2	
	John Harris	Do London do for the do do	259 19 1	
	Daniel McDougall	Do Niagara do for the Year ended the 31st December, 1845	237 5 8	
	Z. Burnham	Do Newcastle do for the Six Months ended the 30th June, 1845	210 4 7	
	Thos. H. Johnson	Do Ottawa do for the Year ended do	17 5 2	
	David Smith	Do Prince Edward do for the do ended the 31st December, 1845	254 5 10	
	Edmund Lally	Do Simcoe do for the Eighteen Months ended the 30th June, 1845	192 0 4	
	Henry Webster	Do Talbot do for the Year ended the 31st December, 1845	338 8 8	
Philip Ham	Do Victoria do for the Six Months ended the 30th June, 1845	194 16 6		
William Hewatt	Do Wellington do for the do do	75 1 2		
J. B. Baby	Do Western do for the Year ended do	108 1 6		
				373 16 2
	J. B. Meilleur, who paid over the same to the following persons, for distribution, viz:	COMMON SCHOOLS (CANADA EAST.)	£ s. d.	
		<i>Payments made out of the Balance appropriated for the year 1842.</i>		
4 & 5 Vic. cap. } 18, and 7 Vic. } cap. 9.	Charles De Witt and Rev. M. Bourassa	Special Commissioners entrusted with the Distribution of certain Monies applicable towards the Repairs or Erection of School Houses in the Municipal District of Beauharnois	212 10 0	
	Hon. B. Joliette and Rev. M. Gagnon	Do do of Berthier	232 18 11	
	Dr. R. A. Fortier and Narcisse Dionne	Do do of Chaudière	480 10 2	
	Rev. L. Proulx and Edouard Lagueux	Do do of Dorchester	171 6 0	
	George Balleine	Do do of Gaspé	209 0 0	
	Hon. J. B. Tasché	Do do of Kamouraska	190 9 7	
	Amable Jetté	Do do of Leinster	208 5 0	
	William Baker	Do do of Missisquoi	325 15 9	
	Stephen Fournier	Do do of Montreal	102 11 3	
	Guillaume Crepeau, Pascal Pepin, and E. Cox	Do do of Nicolet	400 10 0	
	William Cuthbert	Do do of Bonaventure	141 10 0	
	F. X. Larue, sen	Do do of Portneuf	187 2 10	
	Rev. A. Gosselin and Rev. C. F. Cazault	Do do of Quebec	199 15 4	
	Rev. M. Demers	Do do of Richelieu	146 3 1	
	Rev. M. Noel and Rev. M. Bourret	Do do of Saguenay	239 10 2	
	Eusébe Cartier	Do do of St. Hyacinthe	386 1 3	
	J. B. Varin, Timothy Franchère & Dr. P. Davignon	Do do of St. Johns	1098 10 3	
	Thomas Tait	Do do of Sherbrooke	84 5 2	
	J. J. Girouard and D. De Hertel	Do do of Two Mountains	127 10 0	
	Valere Guillet	Do do of Three-Rivers	347 14 0	
Dr. T. Lachaine	Do do of Terrebonne	216 4 11		
			5708 3 8	
		<i>Carried over</i>	£ 5708 3 8	3873 16 2

No. 17.—STATEMENT of Warrants issued on the Receiver General, &c.—Continued.

Enactments.	To whom paid.	SERVICE.		Amount.		Total Currency.			
		£	s. d.	£	s. d.	£	s. d.		
		<i>Brought over</i>				5708	3 8		
		<i>Payments for the Years</i> . . . 1844							
4 & 5 Vic. cap. 18, and 8 Vic. cap. 41.	Rev. M. Bourassa, } H. Morin, and } De Wit }	Special Commissioners entrusted with the Distribution of the Monies for Common Schools in the Municipal District of Beauharnois		1583	8 1	778	1 11		
		Do	Berthier	994	17 1	490	16 6		
		Do	Bonaventure	253	3 1	142	6 5		
		Do	Chaudière	1230	4 4	513	15 10		
		Do	Dorchester	1093	6 1	504	17 2		
		Do	Gaspé	339	0 0	150	0 0		
		Do	Kamouraska	1042	1 1	508	15 10		
		Do	Leinster	930	7 9	513	18 11		
		Do	Missis-quoi	972	4 8	413	14 11		
		Do	Montreal	1488	17 0	719	2 8		
		Do	Nicolet	1386	10 5	726	8 4		
		Do	Portneuf	531	5 3	309	12 2		
		Do	Quebec	1990	18 9	982	18 11		
		Do	Richelieu	1728	19 11	825	11 9		
		Do	Rimousky	553	11 0	276	13 9		
		Do	Saguenay	513	16 6	295	1 5		
		Do	St. Hyacinthe	911	16 4	436	1 0		
		Do	St. Johns	2561	6 4	1234	6 7		
		Do	St. Thomas	1241	6 8	603	9 11		
		Do	Sydenham	411	1 4	122	5 10		
		Do	Sherbrooke	954	17 7	430	11 0		
		Do	Terrebonne	586	3 2	324	11 9		
		Do	Three-Rivers	927	15 2	472	0 11		
		Do	Two Mountains	1182	11 5	611	1 3		
								12486	4 9
								25409	9 9
								£ 43603	18 2
		8 Vic. cap. 41.	J. B. Meilleur	Nine Months' Salary, as Superintendent of Common Schools in Canada East, from 1st April to 31st December, 1845, at £500 per annum				375	0 0
Do	of a Clerk to do at £175 per an.					131	5 0		
Do	Contingent Expenses of Postage, Stationery, and Printing, to 30th June, 1845					165	14 0		
James Porteous	Postages in the quarter ended the 5th October, 1845					58	18 10		
J. B. Meilleur	On account of Travelling Expenses in Visiting Common Schools in Canada East					100	0 0		
W. H. Lemoine	Salary as Extra Clerk, (98 days, at 5s)					24	10 0		
						855	7 10		
		Total Canada East				£ 44459	6 0		
		<i>(Canada West.)</i>							
4 & 5 Vic. cap. 18, and 7 Vic. cap. 29.	Rev. N. Bosworth	Superintendent of Common Schools for the Brock District, being the Amount to which that District is entitled to for the year 1845				768	17 3		
		Do	Bathurst for do			882	12 9		
		Do	Colborne for do			572	10 4		
		<i>Carried forward</i>		£ 2224	0 4	44459	6 0		
						3873	16 2		

No. 17.—STATEMENT of Warrants issued on the Receiver General, &c.—Continued.

Appendix (C.)

Appendix (C.)

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Enactments.	To whom paid.	SERVICE.	Amount.	Total Currency.	
		<i>Brought forward</i>	£ s. d. 2224 0 4	£ s. d. 44459 6 0	£ s. d. 3873 16 2
		<i>Canada West.—Continued.</i>			
4 & 5 Vic. cap. 18, and 7 Vic. cap. 29.	Hannet Pinhey....	Superintendent of Common Schools for the Dalhousie District, being the Amount to which that District is entitled to for the year 1845	563 17 4		
	Samuel Hart.....	Do Eastern for do.....	1269 5 8		
	Patrick Thornton...	Do Gore for do.....	2057 19 5		
	Hamilton Hunter...	Do Home for do.....	3135 2 8		
	John Bignal.....	Do Huron for do.....	244 14 11		
	Ritchie Waugh.....	Do Johnstown for do.....	1411 15 4		
	William Elliott.....	Do London for do.....	1354 16 5		
	John Strachan.....	Do Midland for do.....	1376 11 6		
	John Steele.....	Do Newcastle for do.....	1421 13 6		
	Jacob Keefer.....	Do Niagara for do.....	1495 11 9		
	Rev. C. Gregor.....	Do Ottawa for do.....	336 13 1		
	Thomas Donnelly.....	Do Prince Edward for do.....	608 5 7		
	Rev. S. B. Ardagh.....	Do Simcoe for do.....	560 11 2		
	William Clark.....	Do Talbot for do.....	483 9 2		
	William Hutton.....	Do Victoria for do.....	697 2 3		
	Alexander Allan.....	Do Wellington for do.....	713 17 1		
	George Duck.....	Do Western for do.....	907 4 10		
	Hannet Pinkey....	Superintendent of Common Schools in the District of Dalhousie, being towards the support of a County Model School at Bytown, for the year 1845	37 7 6		
		Total for Common Schools Canada East and West	20999 19 6		
		[Memo. of Payments made out of the Monies refunded by the Superintendents of Schools in the <i>Bathurst and Home Districts, Canada West</i> ,—see Casual Revenue.]			
	Ditto.....	Superintendent of Common Schools in the District of Dalhousie, being towards the support of a County Model School at Bytown, for the year 1844	37 7 6		
	Edward Clarke....	Being his Salary as late Common School Teacher, Canada West, for the year 1841	13 10 10		
		£ 50 18 4			
		<i>Services on behalf of Prisoners in cases of Felony.</i>			
4 & 5 Vic. cap. 24.	J. Green.....	Services as Clerk of the Crown at Quebec, on behalf of the same, to the 30th June, 1845		5 1 8	
	A. M. Delisle.....	Do as Clerk of the Peace at Montreal, for do to the 31st December, 1845.....		16 10 0	
	Benjamin Delisle...	Do as High Constable at do to do.....		7 1 6	
	William Downes....	Do do at Quebec, to do.....		33 19 10	
	C. E. Schiller.....	Do as Superintendent of Witnesses at Montreal, do		40 10 3	
					103 3 3
		<i>Geological Survey.</i>			
4 & 5 Vic. cap. 50, and 8 Vic. cap. 16.	William E. Logan..	Twelve Months' Salary as Provincial Geologist, for the year ended the 31st December, 1845.....		555 11 0	
	Alexander Murray..	Three do as Assistant Geologist, to the 31st March, 1845, at £166 13 4 per annum	£ 41 13 4		
	Ditto.....	Nine do do to 31st December, 1845, at £333 6 8 per annum	250 0 0		
	E. S. DeRotterdamund.	Do do as Chemist to do at do.....		291 13 4	
	William E. Logan..	Disbursements on the Survey from the 1st January, 1844, to the 31st March, 1845.....		250 0 0	
				808 11 7	
		<i>Expenses in conveying Convicts to Penitentiary.</i>			
4 & 5 Vic. cap. 69.	Boston & Coffin, Sheriff, Montreal....	For conveying Thirty-five Prisoners from Montreal to Kingston during the year 1844		147 6 3	
	I. G. Ogden, Sheriff, Three-Rivers.....	Do One do from Three-Rivers to do in May, 1845		23 3 3	
	C. Whitcher, Sheriff, St. Francis.....	Do Two do from Sherbrooke to do in March, 1843, and September, 1844,....		102 14 0	
					273 3 6
		<i>Carried over</i>	£	71615 4 4	

Enactments.	To whom paid.	SERVICE.	Amount.	Total Currency.
			£ s. d.	£ s. d.
		<i>Brought over</i>.....	.....	71615 4 4
		<i>Returning Officers.—(Canada East.)</i>		
5 Geo. III. cap. 33, and 6 Vic. cap. 1.	Olivier Drolet.....	Amount of his Fees and Disbursements as Returning Officer for the County of Berthier.....	168 13 0	
	J. B. Bonneville.....	Do as do at do of Dorchester in 1845.....	214 19 6	
	Ditto.....	Extra as do at do of do in 1844.....	4 15 0	
	L. E. Desilet.....	Amount of his do as do at Town of Three-Rivers in 1845.....	22 9 0	
	C. P. Huot.....	Do as do at County of Saguenay.....	38 12 0	
	William Pitt.....	Do as do at do of Yamaska.....	6 15 0	
		<i>Canada West.</i>		
	Robert Mercer.....	Do as do at County of Essex.....	74 5 0	
	John McDonald.....	Do as do at do of Huron.....	5 17 6	
	G. W. Foott.....	Do as do at do of Kent.....	161 5 0	
	William Horton.....	Do as do at Town of London.....	30 10 0	
	Daniel McMartin.....	Do as do at County of Lanark.....	129 9 0	
	James Scott.....	Do as do at do of Simcoe.....	131 17 0	
	Edmund Lally.....	Do as do at do of do (2d Election).....	132 11 0	
	Robert Stanton.....	Do as do at City of Toronto.....	34 10 0	1156 8 0
		<i>Circuit Judges.</i>		
7 Vic. cap. 16.	Hypolite Guy.....	Twelve Months' Salary as Circuit Judge for the District of Montreal, to the 31st December, 1845.....	500 0 0	
	C. Mondelet.....	Do as do to do.....	500 0 0	
	William Badgley.....	Do as do to do.....	500 0 0	
	J. S. McCord.....	Do as do to do.....	500 0 0	
	William Power.....	Do as do District of Quebec, to do.....	500 0 0	
	W. K. McCord.....	Salary as do from the 1st January to the 5th October, 1845, at £500 per annum.....	381 15 10	
	J. C. Bruneau.....	Twelve Months' do as do to 31st December, 1845.....	500 0 0	3381 15 10
7 Vic. cap. 17.	Louis Fiset.....	Do as do District of Gaspé, to do.....	.....	500 0 0
		<i>Registration.</i>		
7 Vic. cap. 22.	William Robins.....	Certain Services performed as Registrar of the County of Drummond.....	414 7 10	
	J. R. Lambly.....	Do as do of Megantic.....	136 9 9	
	D. K. Lighthall.....	Do as do of Beauharnois.....	40 2 9	
	Richard Dickenson.....	Do as do of Missisquoi.....	40 1 6	
	C. N. Montizambert.....	Do as late do of St. Maurice.....	32 17 0	663 18 10
		<i>Pensions or Gratuity to Dist. Judges.—(Canada West.)</i>		
8 Vic. cap. 13.	Edward Gilman.....	Being his Gratuity as late Judge of the Talbot District.....	200 0 0	
	John Arnold.....	Do as do of the Brock District.....	200 0 0	
	William Falker.....	Pension as do of the Newcastle District from 30th May to 31st December 1845, at £100 per annum.....	58 16 9	
	Charles Elliot.....	Do as do of the Western District, from 10th June to do at do.....	55 15 4	514 12 1
4 Vic. cap. 20, and 8 Vic. cap. 28.	Desbarats & Derbishire.....	Being for Books furnished the Registrar of the Island of Orleans.....	.....	13 13 0
4 & 5 Vic. cap. 11.	J. E. Turcotte.....	Being for Translating the Ashburton Treaty and Imperial Act relating thereto; also, the Revised Acts of the Session before last, and the Analytical Index to the Statutes of the same.....	.....	92 12 1
		<i>Agricultural Societies.—(Canada East.)</i>		
8 Vic. cap. 53.	L. G. Brown.....	Allowance to the Agricultural Society for the County of Beauharnois, for 1845.....	150 0 0	
	P. E. Dostaler.....	Do to do of Berthier, for do.....	150 0 0	
	John G. Thompson.....	Do to do of Bonaventure, for do.....	95 14 6	
	Gabriel Marchand.....	Do to do of Chambly, for do.....	108 0 0	
	R. N. Watts.....	Do to do of Drummond, for do.....	81 18 9	
	Ditto.....	Do to do as the longest standing in the Districts of Three Rivers and St. Francis.....	500 0 0	
	E. W. Douglass.....	Do to the Agricultural Society for the County of Huntingdon, for 1845.....	150 0 0	
	Charles Penner.....	Do to do of Montreal, for do.....	150 0 0	
	Ditto.....	Do for the District of do.....	500 0 0	
	John Selby.....	Do to the County of Missisquoi, for do.....	150 0 0	
	Benjamin Sills.....	Do to do of Rouville for do.....	150 0 0	
	Moses W. Copp.....	Do to do of Stanstead, for do.....	150 0 0	
		<i>Carried forward</i>	£ 2335 13 3	77938 4 2

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Enactments.	To whom paid.	SERVICE.	Amount.	Total Currency.
		<i>Brought forward</i>	£ s. d. 2335 13 3	£ s. d. 77938 4 2
		<i>Agricultural Societies—(Canada East.)—Continued.</i>		
8 Vic. cap. 53.	Thomas Steel.....	Allowance to the Agricultural Society for the County of Sherbrooke, for 1845..	150 0 0	
	C. J. Forbes.....	Do to do of Two Mountains	150 0 0	
	Alpheus Kempton..	Do to do of Terrebonne.....	150 0 0	
				2795 13 3
		<i>Agricultural Societies—(Canada West.)</i>		
8 Vic. cap. 54.	Robert Bell.....	Allowance to the Agricultural Society for the Bathurst District, for 1845.....	250 0 0	
	Joseph Peers	Do Brock do for do.....	81 15 0	
	R. Nicholls.....	Do Colborne do for do.....	250 0 0	
	G. P. Baker	Do Dalhousie do for do.....	162 9 0	
	Martin McMartin ..	Do Eastern do for do.....	250 0 0	
	J. T. Wetenhall....	Do Gore do for do.....	250 0 0	
	William Atkinson ..	Do Home do for do.....	250 0 0	
	Robert Modervell..	Do Huron do for do.....	250 0 0	
	James Stephenson..	Do Johnstown do for do.....	250 0 0	
	John Stiles.....	Do London do for do.....	234 15 0	
	Thomas Glassup ..	Do Midland do for do.....	250 0 0	
	John Gibson.....	Do Niagara do for do.....	250 0 0	
	David Smart.....	Do Newcastle do for do.....	250 0 0	
	Thomas H. Johnson..	Do Ottawa do for do.....	250 0 0	
	D. B. Stephenson...	Do Prince Edward do for do.....	250 0 0	
	Archibald Pass ..	Do Simcoe do for do.....	195 11 1	
	Titus Williams ..	Do Talbot do for do.....	250 0 0	
	Philip Ham	Do Victoria do for do.....	190 11 6	
	William H. Ewart..	Do Wellington do for do.....	250 0 0	
				4365 1 7
		<i>Speaker of the Legislative Council.</i>		
8 Vic. cap. 73.	R. E. Caron	Balance of his Salary from the 8th November, 1843, to the 31st December, 1844, at £1,000 per annum....	896 14 9	
	Ditto	Twelve Months' Salary as do. to 31st December, 1845.	1006 0 0	
				1896 14 9
		<i>Payments Authorized by this Act, on the Sale of the Seignior of Lauzon.</i>		
7 Vic. cap. 26.	Perrault and Huot, Prothonotary Dis- trict of Quebec...	Being their Fees and Disbursements, by the Judgment of Distribution in the case of the Crown vs. the Seignior of Lauzon	5 16 8	
	Horatio N. Patton ..	Do the Amount awarded him by the ditto, on his Opposition in the same cause	469 6 1	
	J. C. & F. Bourrassa.	Do on their do in the do.....	38 11 8	
	Moses J. Hayes and Samuel Gerrard..	Do awarded them as Executors of the late David David, in the do	1345 0 0	
	Josephte Baby	Do on her Opposition in the do.....	369 0 2	
	Mary Ann Baby ..	Do on her do in the do.....	369 0 2	
	John Fraser	Do on his do in the do.....	1316 17 7	
	Hermine M. C. J. Duchesnay	Do on her do in the do.....	1316 17 7	
	W. Morris, Receiver General.....	Do the Jesuits' Estates in the do.....	2182 18 7	
	Henry Black	Do his Fees, &c. in the do.....	17 5 0	
	A. W. Cochran Q. Counsel.....	Do do in the do	2 14 0	
	G. O'Kill Stuart ..	Do do in the do.....	3 9 0	
	J. T. Taschereau..	Do do in the do.....	3 9 0	
	William S. Sewell, Sheriff.....	Do do in the do.....	96 0 2	
				7536 5 8
		Total Currency.	£	94521 19 5

INSPECTOR GENERAL'S OFFICE,
Montreal, 1846.

W. CAYLEY,
Inspector General.

Appendix
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No. 18.

STATEMENT of Warrants issued on the Receiver General of the Province of Canada, between the 1st February, 1845, and the 31st January, 1846, on account of the Civil Government for the years 1842 and 1843, as provided by Act 6 Victoria, Cap. 9, and by a Vote of the Session of 1843.

NAMES.	SERVICE.	Currency.
	<i>For the year 1842, under Act 6 Vic. Cap. 9.</i>	£ s. d.
John Hamilton.....	Chairman of the Trustees of Queen's College at Kingston, being toward the support of that Institution for the said year.....	500 0 0
	<i>For the year 1843, out of the Vote of that Session.</i>	
L. O. Gamache.....	Three Months' allowance as Keeper of a Depot of Provisions at Ellis's Bay, on the Island of Anticosti, towards the relief of Shipwrecked Mariners to 31st December, 1843.....	12 10 0
	Total for the years 1842 & 1843, Currency.....£	512 10 0

INSPECTOR GENERAL'S OFFICE,
Montreal, 1846.

W. CAYLEY,
Inspector General.

No. 19.

STATEMENT of Warrants issued on the Receiver General of the Province of Canada, between the 1st February, 1845, and the 31st January, 1846, on account of the Expenditure of the Civil Government, for the year ended the 31st December, 1845, as provided for by Act of last Session, 8 Vict. Cap. 69.

TO WHOM PAID.	SERVICE.	Amount.	Total Currency.
	<i>Adjutant General of Militia, (Canada East.)</i>	£ s. d.	£ s. d.
B. C. A. Gagy.....	Twelve Months' Salary as Adjutant General of Militia, to 31st December, 1845.....	500 0 0	
Do	Do allowance as do for a Messenger to do.....	20 5 5	
Chs. Duchesnay	Three Months' Salary as 1st Clerk to 31st March, 1845, at 7s. 6d. Cy. per diem.....	33 15 0	
Ths. Gordon	Salary as do from the 14th June to the 31st December, 1845, at do.....	75 7 6	
		109 2 6	
Chs. Peticlair.....	Twelve Months do as 2nd Clerk to do at 5s. per diem.....	91 5 0	
E. W. R. Antrobus	Do as Provincial Aide-de Camp to do.....	200 0 0	
Armour & Ramsay.....	For Printing and Stationery furnished the Adjutant General of Militia's Department, up to August, 1845.....	66 5 6	
Js. Porteous, Post Master, Montreal..	On account of Postages for the same.....	33 14 6	
		100 0 0	1020 12 11
	<i>Canada West.</i>		
Wm. M. Steers.....	Twelve Months' Salary as Clerk to the 31st December, 1845.....	170 0 0	
Hy. Gildersleeve.....	Do rent of an Office for the Adjutant General of Militia, (West)....	25 0 0	195 0 0
	<i>Legislative Council.</i>		
Js. Fitzgibbon.....	Twelve Months' Salary as Clerk to 31st December, 1845.....	500 0 0	
Chs. De Lery.....	Do as Assistant Clerk to do.....	350 0 0	
John F. Taylor.....	Do as do to do.....	350 0 0	
Rob. Armour, Jr.....	Nine Months do as Clerk of Committees—Law Clerk and English Translator to 30th September, 1845, at £250 per annum.....	187 10 0	
Rob. Lemoine.....	Twelve Months do as French Translator to 31st December, 1845.....	225 0 0	
F. S. Jarvis.....	Do as Gentlemen Usher of the Black Rod to do.....	100 0 0	
Rev. Wm. A. Adamson.....	Do as Chaplain and Librarian to do.....	200 0 0	
Olivier Vallerand.....	Do as Sergeant at Arms to do.....	100 0 0	
Ths. Brooks.....	Do as Door Keeper to do.....	60 0 0	
Michael Keating.....	Do as Head Messenger to do.....	100 0 0	
Jno. Bright.....	Salary as Messenger during the past Session.....	45 0 0	
John Fenwick.....	Do as do.....	45 0 0	
Ant. Lachance.....	Do as do.....	45 0 0	
		135 0 0	
Chs De Lery, Assistant Clerk.....	To defray the Contingent Expenses of the Legislative Council.....	6666 13 4	8974 3 4
	Carried forward.....£		10189 16 3

TO WHOM PAID.	SERVICE.	Amount.	Total Currency.
		£ s. d.	£ s. d.
	<i>Brought forward</i>		10189 16 3
	<i>Legislative Assembly.</i>		
Sir A. N. McNab	Salary as Speaker from the 20th November, 1844, to 31st December, 1845, at £1000 per annum.....	1093 3 0	
Wm. B. Lindsay	Twelve Months do as Clerk to do.....	500 0 0	
Geo. B. Faribault	Do as Assistant Clerk to do.....	400 0 0	
G. W. Wicksteed.....	Do as English Translator and Law Clerk to do.....	350 0 0	
Henri Voyer.....	Do as French Translator to do.....	250 0 0	
Felix Fortier.....	Do as Clerk of the Crown in Chancery to do.....	150 0 0	
Geo. K. Chisholm.....	Do as Sergeant at Arms to do.....	100 0 0	
Wm. B. Lindsay, Clerk.....	On Account of the Contingencies of the House of Assembly.....	£7600 0 0	
Sir A. N. McNab, Speaker.....	Do of the do.....	9500 0 0	
		17100 0 0	19943 3 0
	<i>Pensions to Officers and Servants of the late Legislative Bodies of the two portions of the Province of Canada.</i>		
Wm. Smith	Twelve Months' Pension as late Clerk of the Legislative Council of L. C. and as Master in Chancery to 31st December, 1845.....	393 6 8	
Wm. Ginger.....	Do as Sergeant at Arms to do.....	66 13 4	
Ls. Noreau.....	Do as Messenger to do.....	20 0 0	
Ls. B. Pinguet.....	Do as Clerk of Committees to the House of Assembly, late L. C. to do.....	66 13 4	
Samuel Waller.....	Do as do to do.....	100 0 0	
David Jardine.....	Do as Writing Clerk to the do late U. C. to do.....	133 6 8	
William Coates.....	Do as do to do.....	133 6 8	
Jasper Brewer.....	Do as Librarian to the do late L. C. to do.....	133 6 8	
François Rodrigue.....	Do as Messenger to do.....	18 0 0	
Louis Gagné.....	Do as do to do.....	18 0 0	
Pierre Lacroix.....	Salary as do to do from the 1st October, 1841 to the 31st December, 1845, at £18 per annum.....	76 10 0	
Jacques Bolduc.....	Do as do from do to do at do.....	76 10 0	1235 13 4
	<i>Promotion of Education.</i>		
Rev. R. R. Burrage	Twelve Months' Salary as Secretary to the Royal Institution, for the Advancement of Learning, to 31st December, 1845.....	100 0 0	
Do	Do allowance for a Clerk, Messenger and Contingencies to do.....	67 15 4	
Alex. Skakel.....	Do Salary and allowance for House Rent as Master of the Grammar School, at Montreal, to do.....	282 4 4	
Henry Jessopp.....	Balance in aid of the National School, at Quebec, for the year 1844.....	£33 6 8	
	Grant do do 1845.....	111 2 3	
		194 8 11	
Doctor Bethune.....	Amount of the Grants in aid of the same, at Montreal, for the years 1814 and 1845, at £111 2 3 per annum.....	222 4 6	
J. Cremazie.....	Do of the do in aid of the Society of Education, at Quebec, for the do at £280 per annum.....	560 0 0	
Valère Guillet.....	Do of the do at Three-Rivers, for the do at £100 per annum.....	200 0 0	
Benj. Tremain.....	Do of the British and Canadian School, at Quebec, for the do at £200 per annum.....	400 0 0	
Wm. Lunn	Do of the do at Montreal, for the do at do.....	400 0 0	
Rev. Jno. Cook.....	Do of the St. Andrew's School, at Quebec, for the do at £100 per annum.....	200 0 0	
Jacques Viger.....	Balance of the do of the St. Jacques School, at Montreal, for the year 1844.....	£150 0 0	
	Grant for the year 1845.....	200 0 0	
		350 0 0	
Edwin Atwater.....	Amount of the Grant in aid of the Montreal American Presbyterian Free School, for the years 1844 and 1845, at £100 per annum.....	200 0 0	
Etienne Parent.....	Do for the College at St. Anne de la Pocatière, for the same at £200 per annum.....	400 0 0	
E. Birs.....	Balance of the do for the College at St. Hyacinthe, for the year 1844.....	150 0 0	
	Grant for the year 1845.....	200 0 0	
		350 0 0	
Rev. P. Mignault.....	Balance of the do for the do at Chambly, for the year 1844.....	150 0 0	
	Grant for the year 1845.....	200 0 0	
		350 0 0	
Fercol Dorval.....	Amount of the Grants in aid of the College at L'Assomption, for the years 1844 and 1845, at £100 per annum.....	200 0 0	
Js. McConville.....	Amount of his Salary as Teacher of the Academy, at Berthier, for the do at do.....	200 0 0	
E. Bacon, L. Hall, and J. Jones.....	Amount of the Grants in aid of the Academy at Charleston for the do at do.....	200 0 0	
W. Peirce & others.....	Do for the Stanstead Seminary, for the do at do.....	200 0 0	
Dr. S. S. Foster.....	Do for the Shefford Academy, for the do at do.....	200 0 0	
Wm. Ritchie & Wm. Walker.....	Balance of the do for the Sherbrooke Academy, for the year 1844.....	83 6 8	
	Grant for the year 1845.....	111 2 2	
		194 8 10	
Dr. S. S. Foster.....	Amount of the do for the Rev. A. Balfour's School, at Waterloo, in Shefford, for the years 1844 and 1845, at £100 per annum.....	200 0 0	
Selby Burns.....	Amount of his Salary as Master of the School, under the Royal Institution, at Three-Rivers, for the do at £45 per annum.....	90 0 0	
Rev. M. Willoughby.....	Do of the Grants in aid of the British North American School Society, at Sherbrooke, for the do at £50 per annum.....	100 0 0	
Henry Boys Bursar.....	Do for the Upper Canada College, for the do at £1111 2 2 per annum.....	2222 4 4	
	<i>Carried over</i>	£ 8083 6 3	31368 12 7

TO WHOM PAID.	SERVICE.	Amount.	Total Currency.
		£ s. d.	£ s. d.
	<i>Brought over</i>	8083 6 3	31368 12 7
	<i>Promotion of Education.—Continued.</i>		
John Beatty	Amount of the Grants in aid of the Victoria College, for the years 1814 and 1815, at £500 per annum	1000 0 0	
Wm. Baker.....	Do for the High School, at Durham Village, Missisquoi, for the do at £100 per annum	200 0 0	
Mrs. H. Clugston.....	Do for the Infant School, at Quebec, for the do at £55 11 1 per annum.....	111 2 2	
A. F. Holmes	Do for the Faculty of Medicine, at McGill's College, at Montreal, for the do at £500 per annum	1000 0 0	
	<i>Salaries of the Assistant Superintendents of Education.</i>		
Dominick Daly, Chief Superintendent.	To pay the Salary of the Assistant Superintendent, C. West, for the year ended 31st December, 1815.....	375 0 0	
J. B. Meilleur.....	Three Months do as do C. East, to 31st March, 1815..	93 15 0	
		468 15 0	
	<i>Contingent Expenses.</i>		
Rev. A. McNabb, acting Assistant Superintendent, C. West.....	To pay the Salary of a Clerk in the Office of the same, for the 9 Months ended 30th September, 1815, at £175 per annum	131 5 0	
Dominick Daly, Chief Superintendent.	Do as do for the 3 Months to 31st December, 1815	43 15 0	
		175 0 0	
Rev. E. Ryerson, Assistant Superintendent, C. West.....	On Account of the Contingencies of the Office.....	13 17 5	
Rev. A. McNabb, acting do.....	Amount of Postages and other Contingencies of Office, to 13th October, 1815.....	149 19 9	
Desbarats & Derbishire	For Stationery furnished the same.....	6 1 6	
J. B. Meilleur, Assistant Superintendent, C. East.....	To pay the Salary of a Clerk, for the 3 Months ended the 31st March, 1815.....	43 15 0	
		388 13 8	
	<i>Various Public Institutions.</i>		
Rob. Symes	Amount of the Grants in aid of the Literary and Historical Society, at Quebec, for the years 1844 and 1845, at £50 per annum	100 0 0	
Ditto	Do to enable the Institution to procure Old Historical Documents from Europe.....	200 0 0	
		300 0 0	
John Glass.....	Do of the Grants in aid of the Natural History Society of Montreal, for the years 1844 and 1845, at £50 per annum	100 0 0	
Henry Weston	Do to the Mechanic's Institute, Quebec, for the do at do.....	100 0 0	
Chs. M. Tate.....	Do to the do Montreal.....	100 0 0	
Ths. Kirkpatrick, President.....	Do in aid of the Expenses of the Provincial Penitentiary, at Kingston, for the year 1845.....	12700 0 0	
		13300 0 0	
	<i>Hospitals and other Charities.</i>		
Louis Massue.....	Commissioner for the relief of Insane persons, of Foundlings and Indigent Sick persons in the District of Quebec, to defray the Expenses of these objects for the year 1845.....	1745 11 4	
J. B. C. Trestler, Jos. Bourret & C. C. Rodier	Do do Balance for Montreal, for 1844.....	639 0 0	
	Grant for the year 1845.....	1281 0 0	
		1920 0 0	
J. P. Bureau, P. B. Dumoulin & Geo. Badeaux	Commissioners for the relief of Insane Persons, of Foundlings and Indigent Sick persons in the District of Three-Rivers; Grant towards defraying the Expenses of these objects for the year 1845.	860 0 0	
Samuel Gerrard	Balance of the Grant in aid of the Expenses of the Montreal General Hospital for the year 1844.....	£750 0 0	
	Grant for the year 1845.....	1000 0 0	
		1750 0 0	
Mrs. M. M. A. Freer.....	Balance of the Grant in aid to the Managers of the Protestant Female Orphan Society at Quebec for the year 1844.....	£75 0 0	
	Grant for the year 1845.....	100 0 0	
		175 0 0	
Mrs. Eliza Robinson.....	Amount of the do in aid of the Ladies' Benevolent Society, Montreal, for Widows and Orphans, for the years 1844 & 1845, at £100 per annum	200 0 0	
Mrs. Eliza M. Massue.....	Do to the Roman Catholic Orphan Asylum at Quebec for the do at do.....	200 0 0	
Mrs. Reid & Wilkes.....	Do to the Montreal Protestant Asylum for the do at do.....	200 0 0	
Sophia L. Ashworth.....	Balance of the do to the Male Orphan Asylum at Quebec for the year 1814.....	£75 0 0	
	Grant for the year 1845.....	100 0 0	
		175 0 0	
Josette R. Quesnel.....	Amount of the Grants in aid of the Charitable Association of the Ladies of the Roman Catholic Orphan Asylum at Montreal, for the years 1844 & 1815, at £100 per annum	200 0 0	
Wm. Lunn.....	On account of the Expenses of the Temporary Lunatic Asylum at Montreal, for the year 1845.....	586 5 9	
Rev. Hy. Grasett, Wm. B. Jarvis, and R. S. Jameson.....	Do of the do at Toronto for the year ended 31st December, 1815.....	£2062 10 0	
Wm. Rees.....	9 Months' Salary as Physician to the do from 1st January to 30th September, 1815, at £250 per annum	187 10 0	
		2250 0 0	
	<i>Carried forward</i>	£ 10261 17 1	55920 9 8

Appendix
(C.)
1846.

No. 19.—STATEMENT of Warrants issued on the Receiver General, &c.—Continued.

Appendix
(C.)
1846.

TO WHOM PAID.	SERVICE.	Amount.	Total Currency.
		£ s. d.	£ s. d.
	<i>Brought forward.....</i>	10261 17 1	55920 9 8
	<i>Hospitals and other Charities.—Continued.</i>		
James Nation.....	Amount of the Grants in aid of the Toronto General Hospital for the years 1844 & 1845, at £500 per annum.....	1000 0 0	
Wm. Cawthra.....	Do of the Toronto House of Industry for the do, at £350 per annum.....	700 0 0	
Ths. W. Robison.....	Do for the relief of the Indigent Sick at Kingston for the do., at do.....	700 0 0	
			12661 17 1
	<i>Miscellaneous.</i>		
Ths. Amiot.....	Salary as French Translator to Government from the 17th December, 1844, to the 31st December, 1845, at £250 per annum.....	250 3 9	
Alex. Thomson.....	12 Months do as Inspector of Chimnies at Three-Rivers, to do.....	27 15 4	
Pierre Brochu.....	9 do Allowance for residing on the Kempt Road to the 30th September, 1845, at £25 per annum.....	18 15 0	
Joseph Parent, Inspecting Physician, Quebec.....	On account of the Expenses of the Quarantine Establishment at Quebec and Grosse Isle for the year 1845.....	1800 0 0	
	<i>Printing.</i>		
Desbarats & Derbishire.....	On account of Printing the Laws of the last Session.....	£4482 18 0	
Do.....	For Printing Census Forms for Canada East.....	17 2 0	
Do.....	On account of Distributing the Laws of the last Session.....	4500 0 0	
Do.....	On account of Printing the Revised Statutes of Lower Canada.....	200 0 0	
		1400 0 0	
	<i>Repairs and Alterations, &c. to Public Buildings.</i>		
J. Archer.....	For Work done at the Castle of St. Lewis, Quebec.....	£ 32 19 11	
J. Andrews.....	Repairs to the Custom House at Montreal.....	215 0 0	
Do.....	Do to Gaols and Court Houses, Canada East.....	100 0 0	
Do.....	Do to other Public Buildings.....	88 19 10	
A. R. Roach.....	To pay Mrs. Viger, as Keeper of the Castle of St. Lewis, Quebec, to the 1st March, 1845.....	12 17 6	
John King.....	2 Months' Salary as Keeper of the Legislative Buildings at do to the 28th February, 1845, at £100 per annum.....	16 3 3	
G. W. Aubrey & S. W. Monk.....	12 Months' Rent of Monkland to 1st September, 1845.....	170 0 0	
Thomas A. Begly.....	To enable him to pay for sundry Repairs and Alterations to various Public Offices.....	729 11 10	
Richard Robinson.....	Do to do.....	76 0 0	
Henry McAuley.....	Do to do.....	29 4 0	
E. Baird.....	For Oil Cloth furnished the Government Offices.....	26 8 6	
			1497 4 10
	<i>Unforeseen Expenses.</i>		
Geo. W. Wicksteed.....	Services as Law Clerk in the year 1844.....	100 0 0	
Adiel Sherwood.....	Investigating, taking Evidence and making Report of the Prescott Riots of 12th July, 1843.....	7 0 0	
D. B. Papineau.....	Expenses incurred by him and Mr. Attorney General Draper on their Mission to New Brunswick respecting the Boundary Line.....	44 7 0	
Alex. J. Russell.....	Expenses examining Candidates for Surveyorship to Municipal Districts in Canada East.....	32 18 9	
John Duggan.....	To reimburse him for Expenses incurred on account of the Arrest of one Geo. Robertson.....	70 0 0	
Js. Mills.....	Travelling Expenses incurred in the Measurement of the Steam Boats Transit, Princess and Chief Justice.....	8 2 6	
David Thompson.....	For certain Maps of the Boundary Line between this Province and the United States of America.....	30 0 0	
Geo. Matthews.....	For Lithographing Maps of the Boundary Line between Canada and New Brunswick.....	112 10 0	
Do.....	Do 200 Copies of a Set of Maps between Canada and the United States.....	74 10 0	
			479 8 3
Felix Fortier.....	Balance of his Contingent Account for Postages, Printing, &c, as Clerk of the Crown in Chancery for the year 1844.....	197 18 11	
Do.....	On account of the same for the year 1845.....	75 15 9	
			273 14 8
Arthur Ross, City Treasurer, Montreal.....	Assessments on Public Buildings, &c. in the City of Montreal for 1844.....	420 11 3	
Francis Austin, do Quebec.....	Do at Quebec for do.....	566 17 0	
			987 8 3
	<i>Feudal Tenure Commission.</i>		
James Smith.....	Being his remuneration as one of the Commissioners on the same.....	500 0 0	
Alex. Buchanan.....	Do as do.....	500 0 0	
J. A. Taschereau.....	Balance of his do as do.....	468 2 0	
			1468 2 0
Siméon Lelièvre.....	Twelve Months' additional Salary as Interpreter to the Courts at Quebec, to 31st December, 1845.....	35 0 0	
Richard Dillon.....	Do as do at Montreal to do.....	35 0 0	
	<i>Carried over.....</i>	£ 12982 12 1	68582 6 9

TO WHOM PAID.	SERVICE.	Amount.	Total Currency.
		£ s. d.	£ s. d.
	<i>Brought over.....</i>	12982 12 1	68582 6 9
	<i>Miscellaneous.—Continued.</i>		
David Davidson, Manager, B. N. A. Bank.....	Amount of a Draft on Halifax for £780 14 11, being to pay the proportion of Expenses due by this Province, towards the Keeping of the Light Houses on the Islands of St. Paul and Scatterie, for the year 1844.....	772 18 9	
Jacques Viger.....	To pay a Balance of rent of the Apartments for holding the Effects of the late Normal Schools, at Montreal, until transferred to the College, at St. Hyacinthe.....	9 8 8	
J. Morris.....	To pay certain claims of Land damages, and allowances to Commissioners for attendance, Engineers' Salaries, Labourers', &c., in improving the Navigation of the St. Lawrence.....	4328 3 1	
C. R. Ogden.....	For claims as late Attorney General, Lower Canada, previous to 1841.....	271 16 1	
C. E. Schiller.....	For services of Subpoenas, for the Criminal Term, at Montreal, in 1838.....	158 2 3	
Wm. Evans.....	To reimburse him the Insurance on French Copies of his Treatise on Agriculture, and intended for distribution in Lower Canada.....	10 0 0	
J. Hallowell.....	For services in acting for the Attorney General in Sherbrooke, in conducting certain causes on the part of the Crown in the years 1836, 1837 and 1838.....	78 6 5	
F. A. Quesnel, C. S. Rodier and Duncan Fisher.....	For services on an enquiry into the charges preferred by Mr. White, against Mr. Badgley, as Commissioner of Bankrupts, at Montreal.....	31 5 0	
Henry Smith.....	To refund him certain duty paid on Whiskey, at Goderich, 1840.....	27 15 10	
H. B. Hughes.....	Expenses in publishing New Police Regulations, at Three-Rivers.....	25 0 0	
Do.....	To repair and furnish the Judge's Chambers, at do.....	50 0 0	
Hy. Webster.....	To refund him as Treasurer of the Talbot District, so much over paid the Receiver General for Members' Wages in 1841.....	63 15 0	
D. A. E. McDonnell.....	To pay certain claims for Work done on Roads and Bridges, in C. West, under the Acts 7 Will. 4, cap. 107, and 2 Vic. cap. 56.....	369 9 2	
J. Ouellet.....	Amount of his claims for taking the Census for the County of Rimouski in 1831.....	71 15 10	
Jean Brien.....	Pension as having been wounded in 1838, from the 27th February, 1843, to the 31st December, 1845, at £20 per annum.....	56 16 6	
Geo. Hamilton.....	Difference of Salary for the year 1839 as Clerk in the Receiver General's Office, arising from an error.....	20 0 0	
Peter Flemming.....	Compensation for his Expenses preparatory to a Survey of the South Petite Nation River.....	33 15 0	
Alphonso Wells.....	Balance of Account for Services and Contingencies in establishing the Boundary Line between this Province and New Brunswick.....	574 5 10	
Geo. Browne.....	Being for Superintending the Repairs of the Public Buildings, at Montreal.....	143 8 4	
	<i>Repairs, &c., to Monklands.</i>		
Thomas Mussen.....	Being for Materials furnished for Monklands.....	£49 11 5	
G. F. Prowse.....	Do and Work done for the same.....	83 19 11	
Hilton & Baird.....	For Work done and Repairs to Furniture at do.....	24 2 4	
J. H. Townsend.....	For Materials and Work done at do.....	39 5 7	
		196 19 3	
McPherson & Crane.....	Being for Freight of Government Offices and Effects, from Kingston to Montreal.....	31 10 0	
Thomas A. Begly.....	Being to pay Sundry Accounts for the removal of Furniture of do.....	512 1 1	
Ls. C. Clement.....	Extra allowance for taking the Census in the County of Saguenay.....	8 0 0	
L. J. McNair, Valère Guillet & Pierre Defosses, Commissioners.....	To liquidate certain Debts contracted by them, and to procure Tools and Materials for the House of Correction, at Three-Rivers.....	95 0 0	
	<i>Travelling allowances to Judges, C. East, 1844 and 1845.</i>		
Sir Js. Stuart, Baronet, Chief Justice, Quebec.....	For attending the Court of Appeals, at Montreal, in November, 1844.....	£ s. d. 20 0 0	
Ed. Bowen, Judge, Quebec.....	For attending the Court of Queen's Bench, at Sherbrooke, in August, 1844, at Three-Rivers, in February and June, 1845, and at the Court of Appeals, at Montreal, in November, 1844 and February, 1845.....	85 0 0	
Elzear Bedard, do.....	Attending the Court of Queen's Bench at Sherbrooke, in February, 1844, and at Three-Rivers, in March and October, the Court of Appeals, in November, 1844, and the Courts at Percé and New Carlisle, in the District of Gaspé, during the same year.....	115 0 0	
Philip Panet, do.....	Do the Court of Appeals at Montreal, in November, 1844 and July, 1845, and the Court of Queen's Bench at Three-Rivers, in October, 1845, and the Courts in the District of Gaspé, in August and September, 1845.....	105 0 0	
J. R. Rolland, Judge, Montreal.....	Do the Court of Appeals at Quebec, in July, 1844 and March, 1845, and the Court of Queen's Bench at Three-Rivers, in October, 1844, and at Sherbrooke, in January, 1845.....	70 0 0	
Samuel Gale, do.....	Do the Court of Appeals at Quebec, in July, 1844, and the Court of Queen's Bench at Three-Rivers, in June, 1844.....	35 0 0	
Chs. D. Day, do.....	Do the Court of Appeals at Quebec, in July, 1844, and March and November, 1845, and the Court of Queen's Bench, at Three-Rivers, in February, 1845.....	75 0 0	
D. Mondelet, Judge, Three-Rivers.....	Do the Court of Appeals at Quebec, in July, 1844 and March, 1845, at Montreal, in November, 1844, and the Court of Queen's Bench at Sherbrooke, in August, 1844 and January, 1845.....	90 0 0	
	<i>Carried forward.....</i>	595 0 0	20927 4 2
			68582 6 9

No. 19.—STATEMENT of Warrants issued on the Receiver General, &c.—Continued.

TO WHOM PAID.	SERVICE.	Amount.	Total Currency.
	<i>Brought forward</i>	£ s. d. 595 0 0	£ s. d. 20927 4 2
	<i>Travelling Allowances to Judges, C. East, for 1844 and 1845.—Continued.</i>		£ s. d. 68592 6 9
R. H. Gairdner, Judge, St. Francis....	For attending the Court of Appeals at Quebec in March and at Montreal in July, 1845, and the Court of Queen's Bench at Three-Rivers in February, 1845.	55 0 0	
Representatives of the late John Fletcher, do	Do the Court of Appeals at Quebec in July, 1844. . .	20 0 0	670 0 0
Thomas Kirkpatrick.....	For Additional Salary to the Warden of the Provincial Penitentiary..		100 0 0
John Noble.....	12 Months' Allowance for residing on Kempt Road to 31st December 1845.		25 0 0
Valère Guillet.....	For the support of the newly established School at Three-Rivers, being the Amount included in the Estimate of 1842 & 1843, as an Aid to the Society of Education at that place, but not drawn from the Public Chest, and in addition to the sum already included in a former part of this Estimate for 1845, being to assist the Inhabitants in paying Expenses they have incurred.		200 0 0
Rev. F. Boucher.....	Being an Aid towards the support of a Female School at the Village of Lorette, near Quebec.		50 0 0
Honble. C. W. Grant.....	Being the Value of certain Articles of Furniture missing at Alvington House, at Kingston, the late Residence of the Governor General.		125 8 1
McLeod & Logan.....	Being the Balance due them as Contractors of Presqu'Isle and Gull Island Light Houses.....		269 10 3
	<i>Revising Statutes of Upper Canada.</i>		
W. H. Draper.....	Being his remuneration as one of the Commissioners for the Revision of the same.....	£100 0 0	
J. B. Macaulay.....	Do his do as do.....	100 0 0	
J. B. Robinson.....	Do his do as do.....	100 0 0	
J. H. Cameron.....	Do his do as do.....	300 0 0	
Thos. Kirkpatrick.....	Being the Amount granted to provide Religious Instruction in the Provincial Penitentiary at Kingston.....		200 0 0
Js. Fitzgibbon.....	Being in lieu of a Grant of Land recommended to be made to him by the Legislature of Upper Canada.....		1000 0 0
J. T. Badgley, Assignee.....	To indemnify James Louney for losses incurred in consequence of unavoidable delays in commencing his operations as Contractor on the Cascades Road.....		140 0 0
	<i>For Public Works, (Canada East.)</i>		24307 2 6
	<i>Cascades and Vaudreuil Road, and from Isle Perrault to St. Anne's. Grant £1200.</i>		
R. J. Begly, Pay Master.....	On account of the above Work.....	£190 0 0	
Do.....	To pay for Land Damages.....	61 1 3	
B. Holmes.....	Do for Land taken from Joachim Watier.....	153 16 4	
Ml. Barry.....	On account of his Contract for Isle Perreault.....	790 0 0	
			1194 17 7
	<i>Building a Bridge at Jacques Cartier—Grant £2500.</i>		
Thomas A. Begly.....	Being to enable him to pay sundry small accounts for the same.....		77 7 0
	<i>Kennebec Road—Grant £3000.</i>		
Stephen Yarwood, Pay Master.....	On account of Work in progress on the same.....	£125 0 0	
John Rogers.....	Do for do.....	150 13 6	
			275 13 6
	<i>For Works connected with the Gaspé Roads.</i>		
Alex. J. Russell, Superintendent.....	Being the Amount granted for the same.....		4000 0 0
	<i>Building Bridges on the Road South of the St. Lawrence. Grant £6700.</i>		
Thomas A. Begly.....	On account of the same.....		90 18 1
	<i>For opening the Arthabaska Road and Building a Bridge over the St. Francis at Melbourne—Grant £5000.</i>		
Stephen Yarwood, Pay Master.....	On account of Work in progress on the same.....	£587 7 7	
N. H. Baird.....	Do of services as Engineer on the same.....	212 10 0	
			799 17 7
	<i>Main Eastern Township Road from Chambly to the Province Line, with Branches from Stanstead to Sherbrooke—Grant £8000.</i>		
Thomas A. Begly.....	On account of Work in progress on the Granby Road.....	£200 0 0	
Stephen Yarwood, Pay Master.....	Do for the same.....	556 9 7	
			756 9 7
	<i>For Surveys, Estimates, &c. of certain Works—Grant £600.</i>		
Thomas A. Begly.....	To pay for sundry Surveys.....	£250 0 0	
Owen Quin.....	For surveying Road from Montreal to Grenville.....	100 7 6	
			350 7 6
			7545 10 10
	<i>Carried over</i>	£	100435 0 1

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No. 19.—STATEMENT of Warrants issued on the Receiver General, &c.—Continued.

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TO WHOM PAID.	SERVICE.	Amount.	Total Currency.
		£ s. d.	£ s. d.
	<i>Brought over</i>	100135 0 1
	<i>For Public Works—(Canada West.)</i>		
	Grand River Swamp Road—Grant £9000.		
Wm. J. Geary.....	On account of his Contract for the same.....	£1335 0 0	
Chs. Montsarrat, Pay Master.....	Do of Work in progress on the do.....	615 0 0	
		1950 0 0	
	Belleville Bridge—Grant £1500.		
John Rogan & Geo. Neilson.....	On account of their Contract for the same.....	881 18 8	
	Improving Rouge Hill Bridge, also another Bridge and Hill east of the former—Grant £3000.		
Hewitt & Schram.....	On account of their Contract for the same.....	£309 0 0	
Wm. J. Geary.....	Do do.....	700 0 0	
Chs. Montsarrat, Pay Master.....	Do for Work in progress on the same.....	100 0 0	
		1109 0 0	
	Dover Road over the Mountain to the Town of Hamilton, and Erection of Toll Gates—Grant £5500		
Jacob Turner.....	On account of his Contract for Toll Gates and Houses.....	£ 520 17 6	
Wm. Buell, Jr.....	Do for Dover Road.....	1427 8 4	
John Davidson, Pay Master.....	Do for Work in progress on the same.....	940 3 7	
		2588 9 5	
	Road from L'Original to Bytown, and Building a Bridge over the Rideau—Grant £3000.		
J. West.....	On account of Work done on the same.....	£ 75 0 0	
David Graham.....	Do do.....	140 0 0	
		215 0 0	
	Owen Sound Road from Dundas by Guelph to Owen Sound. Grant £1000.		
Chs. Montsarrat, Pay Master.....	On account of Work in progress on the same.....	375 0 0	
	Seugog Road to the Narrows Bridge—Grant £2000.		
Hartwell & Brown.....	On account of their Contract for the same.....	£161 0 0	
Peter Perry.....	Do for do.....	112 0 0	
And. Earchman.....	Do for do.....	47 0 0	
Samuel Cochran.....	Do for do.....	112 13 9	
Chs. Green, Pay Master.....	Do of Work in progress on the do.....	100 0 0	
		532 13 9	
	Queenston and Grimsby Road—Grant £8000.		
Geo. Prescott.....	On account of Work in progress on the same.....	150 3 1	
	Improving the Trent Navigation—Grant £6000.		
Wm. Weller.....	On account of Work in progress on the same.....	£ 137 15 0	
Chs. Green, Pay Master.....	Do of do.....	5862 5 0	
		6000 0 0	
	Surveys, Examinations and preparing of Estimates of certain Works. Grant £1000.		
Malcolm McPherson.....	For surveying Smith's Falls in the Bathurst District... ..	£ 60 0 0	
J. S. Bruce.....	Do the Road from the St. Lawrence to the Ottawa... ..	60 0 0	
Thomas A. Begly.....	To pay Richard Birdsell for surveying the Kingston and Ottawa Road.....	150 0 0	
Chs. Green, Pay Master.....	Being for Expenses in the Survey of the Trent and Murray Canal.....	140 5 11	
Chs. Montsarrat, do.....	On account of sundry Surveys.....	60 0 0	
		470 5 11	
	Improving the Amherstburg and Sandwich Road—Grant £1000.		
Read & Larned.....	On account of their Contract for the same.....	£429 0 0	
Chs. Montsarrat, Pay Master.....	Do of Work in progress on the do.....	135 0 0	
		564 0 0	
	Cornwall & L'Original Road—Grant £900.		
Wm. Wait.....	For surveying the said Road.....	28 0 0	
	<i>Works of a General Character.</i>		
	For Works upon the Ottawa and Roads connected therewith. Grant £8500.		
Owen Henry.....	On account of his Contract for Works on the above... ..	£ 305 9 10	
R. F. Nagle.....	Do for do.....	391 15 2	
John Ponpoze.....	Do for do.....	425 0 0	
G. F. Nagle.....	Do for do.....	310 7 7	
John Porter.....	Do for do.....	45 5 2	
J. C. Le Grue.....	Do for do.....	31 5 0	
Js. Skead.....	Do for do.....	1911 0 0	
Isaac Smith.....	Do for do.....	758 0 0	
Angus K. McDonell.....	On account of Lumber furnished for the same.....	137 5 10	
Wm. Craig.....	Do for do.....	281 5 0	
		15167 10 10	
	<i>Carried forward</i>	£1596 13 7	115602 10 11

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No. 19.—STATEMENT of Warrants issued on the Receiver General, &c.—Continued.

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TO WHOM PAID.	SERVICE.	Amount.		Total
		£ s. d.	£ s. d.	Currency.
	<i>Brought forward</i>	4596 13 7	115602 10 11
	<i>Works of a General Character.—Continued.</i>			
	For Works upon the Ottawa and Roads connected therewith.—Grant £8500.			
Thomas C. Keefer.....	On Account of Work in progress on the above	150 0 0		
David Graham.....	Do for do.....	910 0 0		
Forsyth, Richardson & Co.....	Do for Supplies furnished the do.....	45 14 10		
Thomas A. Begly.....	To enable him to pay sundry accounts connected with the do.....	339 1 10		
			6041 10 3	
	Extension of Piers and Wharf at the Rondeau Harbour. Grant £1000.			
R. B. Parr.....	On account of his Contract for the same, being the Amount of the Grant.....		1000 0 0	
	Extension of Piers and Dredging at Windsor Harbour. Grant £2000.			
Js. Russell.....	On account of his Contract for Work done for the same	£1643 9 6		
Js. Rowe.....	Do for do.....	247 3 0		
John McIntyre.....	Salary as Superintendent of the same to 1st May 1845	55 12 6		
Chs. Green, Pay Master.....	On account of Work in progress for the do.....	53 15 0		
			2000 0 0	
	Repairs and Erection of Light Houses—Grant £5000.			
Carter & Cowan.....	For Articles supplied for the same.....		158 17 9	
	Erection of a Custom House at Toronto—Grant £2500.			
John Snarr.....	On account of his Contract for the same.....	£1056 0 0		
Chs. Montsarrat, Pay Master.....	Do of Work in progress for the do.....	105 0 0		
			1161 0 0	
				10361 8 0
	Total Currency.....		£	125963 18 11

INSPECTOR GENERAL'S OFFICE,
Montreal, 1846.

W. CAYLEY,
Inspector General.

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No. 20.

COMPARATIVE STATEMENT of the Net Revenue and Expenditure of the Consolidated Fund of the Province of Canada, for the Years 1844 and 1845.

NET REVENUE.				EXPENDITURE.				Explanations on Increase and Decrease.		
Heads of Revenue.	1844. Currency. £ s. d.	1845. Currency. £ s. d.	Increase. £ s. d.	Decrease. £ s. d.	Causes of Increase or Decrease.	1844. Currency. £ s. d.	1845. Currency. £ s. d.		Increase. £ s. d.	Decrease. £ s. d.
Net Customs.....	429722 11 4	410001 7 8	.. .. .	10721 3 7	This difference is created in part by an amount of £6045 of the Revenue of 1843, collected and carried to credit of 1844; also the sum of £4600 being for Contingencies at the Ports of Montreal and Quebec for 1843 and 1844 charged in 1845. The change in the Customs system will account for the balance. The gross collections for 1845 exceeds 1844 by upwards of £8000.	122790 11 6	41297 13 1	18197 1 6	.. .. .	{ Additional sums received on account of Guaranteed Loan in 1845.
Excise.....	34370 5 0	20277 11 6	.. .. .	14092 13 5	{ The appropriation of Tavern Licenses for special purposes, by Act of last Session, caused a decrease for this item, say, for U. Canada, £7023 7 14 for L. Canada, 5140 0 0	50000 0 0	50000 0 0	.. .. .	.. .. .	{ Six months' interest on the Quebec Turnpike Loans of 1844 is charged in 1845, and £400 for Inspectors of Registry Offices, not in 1844.
Territorial.....	5180 18 6	22871 5 10	17690 7 3	.. .. .	{ The sum of £13150 2s. 11d. balance from 1841, was paid only in 1845, and included in the amount for the latter year, shewing an increase in the Quints, received in 1845, of £3200.	33333 6 8	33333 6 8	.. .. .	.. .. .	{ The principal decrease is the sum paid for Agricultural Societies, which were charged in 1845 against the Acts of the united Province.
Light House Duty.....	601 4 10	680 5 7	85 0 9	.. .. .	{ Fluctuation of Trade.	4239 0 6	5627 11 3	1388 10 9	.. .. .	{ The increase is caused by the payments on account of the Seignior of Lauron and Agricultural Societies.
Bank Imposts.....	10492 15 5	13020 17 1	2528 1 8	.. .. .	{ Several new Roads and Bridges were completed, and Tolls imposed on them, in 1845.	1972 13 5	11051 3 2	.. .. .	1721 10 3	{ No correct comparison of these two years can be made, as no previous provision was made for 1844.
Public Works.....	25624 11 1	27501 4 3	1876 13 1	.. .. .	{ In the sum for 1845 is included £6000 repaid by Trinity House, Quebec, for advances made.	86706 9 5	94521 19 5	7815 10 0	.. .. .	{ No Payment made in 1845.
Militia Commissions and Fines.....	48 15 0	53 15 0	5 0 0	.. .. .	{ The Interest Account only commenced in September, 1844.	26013 14 5	12 10 0	.. .. .	26031 4 5	{ No Payment made in 1845.
Fines & Forfeitures including Seizures}	3214 18 10	3390 4 9	175 5 11	.. .. .		52364 4 6	125963 18 11	73699 14 5	.. .. .
Casual Revenue.....	5091 2 11	11480 11 0	6386 8 0	.. .. .		.. .. .	38091 15 9	38091 15 9	.. .. .
Interest on Public Deposits.....	1430 6 5	6050 13 11	4650 7 6	.. .. .		3296 18 11	.. .. .	.. .. .	3296 18 11	
Currency.....	515783 9 6	523365 16 9	3397 4 4	24813 17 1		54068 13 4	.. .. .	.. .. .	54068 13 4	
						417161 6 11	500389 18 3	139192 12 5	86564 1 1	

INSPECTOR GENERAL'S OFFICE, Montreal, 1846.
W. CAYLEY, Inspector General.

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No. 21.

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STATEMENT of Warrants issued on the Receiver General of the Province of Canada, between the 1st February, 1845, and the 31st January, 1846, on Account of the Expenditure for Services provided for in the Civil List, Schedule A. for the year ended the 31st December, 1845.

To whom Paid.	SERVICE.	£ s. d.	Amount. £ s. d.	Total Currency. £ s. d.
His Excellency Lord Metcalfe, G. C. B.	Salary as Governor General, from the 1st January to the 25th November, 1845, at £7777 15 7 per annum .....	...	7016 17 11	
His Excellency Earl Cathcart.....	Do as Administrator, from the 26th November to the 31st December, 1845, at £3888 17 10 per annum .....	...	380 8 9	
<i>Judges, Canada West.</i>				
J. B. Robinson.....	Twelve Months' Salary as Chief Justice, to the 31st December, 1845..	...	...	1666 13 4
J. B. Macaulay.....	Do do as Judge of the Queen's Bench, to do ..	...	1000 0 0	
Archibald McLean.....	Do do as do do to do ..	...	1000 0 0	
Jonas Jones.....	Do do as do do to do ..	...	1000 0 0	
Christ. A. Hagerman....	Do do as do do to do ..	...	1000 0 0	
Robt. S. Jameson.....	Do do as Vice Chancellor, to do ..	...	...	4000 0 0
<i>Judges, Canada East.</i>				
Sir Jas. Stuart, Bart.	Twelve Months' Salary as Chief Justice at Quebec, to 31st Dec. 1845..	...	...	1666 13 4
Edward Bowen.....	Do do as Judge of the Court of Queen's Bench at Quebec, to the 31st December, 1845.....	...	1000 0 0	
Philip Panet.....	Do do as do to do ..	...	1000 0 0	
Elzear Bedard.....	Do do as do to do ..	...	1000 0 0	
J. R. Vallières de St. Réal.	Do do as Chief Justice at Montreal, to do ..	...	...	3000 0 0
Jean R. Rolland.....	Do do as Judge of the Court of Queen's Bench at Montreal, to do ..	...	...	1222 4 4
Samuel Gale.....	Do do as do to do ..	...	1000 0 0	
Charles D. Day.....	Do do as do to do ..	...	1000 0 0	
Dominique Mondelet....	Do do as Resident Provincial Judge at Three-Rivers to do ..	...	...	3000 0 0
R. H. Gardner.....	Do do as Provincial Judge at St. Francis, to do ..	...	...	1000 0 0
Representatives of the late John Fletcher	Salary as Provincial Judge at St. Francis, from the 1st to the 11th Oct. 1844, at £555 11 0 per annum .....	...	...	555 11 0
John G. Thompson.....	Twelve Months' Salary as do at Gaspé, to 31st December, 1845.....	...	...	16 12 1
<i>Pensions to Judges.</i>				
James Reid.....	Twelve Months' Pension as late Chief Justice of Montreal, to the 31st December, 1845.....	814 16 0		
Levius P. Sherwood....	Do as late Judge of the Court of King's Bench, U. C. to do ..	666 13 4		
Geo. Pyke.....	Do as do do do at Montreal, to do ..	740 14 8		
<i>Salaries of the Attornies and Solicitors Generals.</i>				
Jas. Smith.....	Twelve Months' Salary and Allowance as Attorney General, Canada East, to the 31st December, 1845.....	1350 0 0		
W. H. Draper.....	Do do as do (West) to do ..	1350 0 0		
Henry Sherwood.....	Do Salary as Solicitor General (West) to do ..	600 0 0		
J. A. Taschereau.....	Salary as do do (East) from the 21st Aug. to do at do ..	216 16 11		
<i>Circuits, Canada West.</i>				
Chris. A. Hagerman....	Allowance for attending the Spring and Autumn Circuit of 1845 in nine Districts, at £25 each.....	225 0 0		
Arch. McLean.....	Do do in eight Districts.....	200 0 0		
Jonas Jones.....	Do do in ten Districts.....	250 0 0		
J. B. Robinson.....	Do attending five Districts in Spring Circuit of 1845.....	125 0 0		
<i>Expenses of Criminal Prosecutions, Canada East.</i>				
Honble. F. W. Primrose, Queen's Counsel.....	For Professional services and Disbursements in the six months ended 31st December, 1844.....	61 18 10		
A. Buchanan, Queen's Counsel.....	For do between 1st May, 1844, and the 31st December, 1845...	898 13 11		
F. A. Quessel, Queen's Counsel.....	Balance of his services from the 11th March to the 20th September, 1844.....	347 6 8		
Duncan Fisher.....	For Services as Queen's Counsel at the February Term of 1845, at Montreal.....	19 16 1		
Henry Driscoll.....	Do as do at the August Term of 1845, at do ..	178 0 0		
A. W. Cochran.....	Do as do at the Terms of February and August, 1845, at Quebec, and February, 1845, at Three-Rivers, including other services, to 30th June, 1845.....	163 2 4		
J. Hallowell.....	Do for conducting the Crown Prosecutions at the Terms of February and August, 1845, at Sherbrooke.....	61 7 6		
			1730 5 4	
<i>Carried over.....</i>			£ 8269 6 3	25330 11 9

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No. 21.—STATEMENT of Warrants issued on the Receiver General, &c.—Continued.

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To whom Paid.	SERVICE	Amount.	Total Currency.
	<i>Brought over</i>	£ s. d. 8269 6 3	£ s. d. 25330 11 9
	<i>Expenses of Criminal Prosecutions, Canada West.</i>		
David L. Fairfield.....	For Services as Acting Counsel for the Crown at the Court of Oyer and Terminer for the District of Prince Edward.....	31 0 0	
Thos. Kirkpatrick.....	Do in conducting the Crown business at the Fall Assizes of 1814 in the Midland District.....	206 0 0	
John Prince, Queen's Counsel.....	Do on the Spring Assizes of 1815 in the Brock, London and Western Districts, and on the Autumn Assize in the London and Western Districts.....	300 10 0	
Sir Allan N. McNab, Queen's Counsel.....	Do on the Spring Assizes of 1815 in the Wellington and Niagara Districts.....	175 0 0	
R. E. Burns.....	Do as Acting Queen's Counsel at the Spring Assizes of 1815 on the Home District.....	90 10 0	
Rolland McDonald.....	Do as Counsel for the Crown at the Autumn Assizes of 1815 on the Dalhousie District.....	31 10 0	
			837 10 0
	<i>Court of Vice Admiralty.</i>		
Henry Black.....	Twelve Months' Salary as Judge to the 31st December, 1815.....	222 4 4	
J. P. Bradley.....	Do do as Registrar to do.....	166 13 4	
J. B. Parkyn.....	Do do as Marshall to do.....	83 6 8	
			472 4 4
	<i>Salaries, Allowances and Contingencies of Sheriffs, Canada East.</i>		
W. S. Sewell, Quebec..	Twelve Months' Salary as Sheriff to 31st December, 1815.....	111 2 0	
Do do	Do Allowance for a Public Executioner to do.....	30 0 0	
Do do	Amount of his Contingencies in the six months ended 30th June, 1815.....	£1221 16 2	
Do do	On Account of the do ended 31st December, 1815.....	500 0 0	
			1721 16 2
Boston & Coffin, Montreal	Twelve Months' Salary as Sheriff to 31st December, 1815.....	111 2 0	
Do do	Do Allowance for a Public Executioner to do.....	30 0 0	
Do do	Balance of their Contingencies for the year ended 31st December, 1811.....	£ 105 0 4	
Do do	On Account of their do for the year 1815.....	3650 0 0	
			3755 0 4
Isaac G. Ogden, Three-Rivers	Twelve Months' Salary as Sheriff to the 31st December, 1815.....	83 6 8	
Do do	Do Allowance for a Public Executioner to do.....	30 0 0	
Do do	Balance of his Contingencies to the 30th June, 1815.....	£485 9 7	
Do do	On Account of the six Months ended 31st Dec. 1815.....	350 0 0	
			835 9 7
Chs. Whiteher, St. Francis	Twelve Months' Salary as Sheriff to 31st December, 1815.....	55 11 0	
Do do	Balance of his Contingencies in the two years ended 31st December, 1811.....	£ 55 13 3	
Do do	On Account of the year 1815.....	£950 0 0	
Do do	Do of the year 1816.....	150 0 0	
			£1100 0 0
		1155 13 3	
Martin Sheppard, Gaspé	Twelve Months' Salary as Sheriff to 31st December, 1815.....	77 15 6	
Do do	Do Allowance for Travelling Expenses to do.....	11 2 2	
Do do	On Account of his Contingencies for the year 1815.....	200 0 0	
			8207 18 8
	<i>Coroners—(Canada East.)</i>		
E. A. Panet, Quebec....	Twelve Months' Salary as Coroner to the 31st December, 1815.....	111 2 0	
Do do	Amount of his Fees and Disbursements in the six months ended the 30th June, 1815.....	205 15 10	
Jos. Jones, Montreal....	Twelve Months' Salary as Coroner to 31st December, 1815.....	111 2 0	
Do do	Amount of his Fees and Disbursements in the year ended 30th June, 1815.....	538 2 7	
Valere Guillet, Three-Rivers	Twelve Months' Salary as Coroner to 31st December, 1815.....	55 11 0	
Do do	Amount of his Fees and Disbursements in the six months ended 30th June, 1815.....	94 8 5	
C. A. G. De Tonnancour, St. Francis	Twelve Months' Salary as Coroner to 31st December, 1815.....	50 0 0	
Do do	Amount of his Fees and Disbursements in the six months ended 30th June, 1815.....	13 8 4	
William Tilly, Gaspé...	Twelve Months' Salary as Coroner to 31st December, 1815.....	27 15 4	
Do do	Amount of his Fees and Disbursements in the year ended 30th June, 1815.....	27 6 10	
Rob. W. Fitton, County Bonaventure, Gaspé...	Twelve Months' Salary as Coroner to 31st December, 1815.....	27 15 4	
Do do	Amount of his Fees and Disbursements in the year ended 30th June, 1815.....	15 18 6	
			1278 6 2
	<i>Clerks of the Crown (Canada East.)</i>		
J. Green, Quebec.....	Twelve Months' Salary as Clerk of the Crown to 31st December, 1815.....	41 8 8	
Do do	Amount of his Fees and Allowances in the six months ended 30th June, 1815.....	61 16 5	
A. M. Delisle, Montreal.	Twelve Months' Salary as Clerk of the Crown to 31st December, 1815.....	44 8 8	
Do do	Amount of his Fees and Allowances in the six months ended 30th June, 1815.....	88 5 2	
E. Barnard, Three-Rivers,	Salary from the 5th July, 1814, to the 31st December, 1815, at £22 4 1 per annum.....	£33 1 8	
	Less—Quarter Salary ended the 30th September, 1814,—Charged as paid to Wm. C. H. Coffin in the Public Accounts of 1814.....	5 11 1	
			27 10 7
Do do	Amount of his Fees and Allowances in the year ended 31st Dec. 1815.....	30 6 8	
Bell & Bowen, St. Francis	On account of their Fees and Allowances in the year ended 30th June, 1815.....	89 0 10	
			384 17 0
	<i>Carried forward</i>		£19450 2 5 25330 11 9

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No. 21.—STATEMENT OF Warrants issued on the Receiver General, &c.—Continued.

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To whom Paid.	SERVICE.	Amount.		Total
		£ s. d.	£ s. d.	Currency.
	<i>Brought forward</i>		19150 2 5	25330 11 9
	<i>Court of Appeals.</i>			
A. S. Scott	Twelve Months' Salary as Clerk to 31st December, 1845.....	133 6 8		
Do do	Two Years' Allowance for Stationery for that Court ended do at £6 13 4 per annum.....	13 6 8		
Fred. Mimce	Twelve Months' Salary as Usher to do	30 0 0	176 13 4	
	<i>Interpreters to the Courts—(Canada East.)</i>			
Simcon Lelièvre, Quebec	Twelve Months' Salary as Interpreter to the Courts to 31st December, 1845.....	41 8 8		
Richard Dillon, Montreal	Do as do to do	41 8 8		
J.C. Fearon, Three-Rivers	Six Months' Salary as do to 30th June, 1845.....	£13 17 8		
F. Bureau	Do as do 31st December, 1845.....	13 17 8	27 15 4	116 12 8
	<i>High Constables—(Canada East.)</i>			
Wm. Downes, Quebec	Twelve Months' Salary as High Constable, to the 31st December, 1845.	40 0 0		
Do do	Amount of his Account for services performed in the year ended do	£237 6 10		
Do do	On account of the same for the year 1846.....	30 0 0	267 6 10	
Benj. Delisle, Montreal	Twelve Months' Salary as High Constable, to 31st December, 1845....	40 0 0		
Do do	Amount of his Account for services performed in the year ended do	363 11 0		
Phillip Burns, Three-Rivers	Twelve Months' Salary as High Constable, to 31st December, 1845....	30 0 0		
Do do	Amount of his Account for services performed in the 6 Months ended the 30th June, 1845.....	202 18 5		
Eleazar Clarke, St. Francis	Salary as High Constable from the 19th December, 1844, to 31st December, 1845, at £30 per annum.....	31 1 2	974 17 5	
	<i>Criers and Tipstiffs—(Canada East.)</i>			
F. Mimce, Quebec	Twelve Months' Salary as Crier and Tipstiff to the Courts at Quebec, to 31st December, 1845.....	42 4 4		
Geo. J. Stanley	Do as Crier to do at Montreal, to do	22 4 4		
Peter Devins	Do as Tipstiff do to do	20 0 0		
Pierre Portugais	Do as Crier and Tipstiff to do at Three-Rivers, to do	27 15 4	112 4 0	
	<i>Court House Keepers.</i>			
J. Tardiff	Twelve Months' Salary as Keeper of the Court House, Quebec, to 31st December, 1845.....	60 0 0		
H. O. Donohue	Do as do at Montreal, to do	80 0 0		
P. Portugais	Do as do at Three-Rivers, to do	40 0 0		
Jno. McLellan	Do as do at New Carlisle, to do	40 0 0		
Thomas Tuzo	Do as do at Percé, to do	40 0 0		
C. M. Hyndman	Salary from the 1st January to the 18th February, 1845, at £20 per annum.....	£ 2 14 5		
Do	Do from the 19th February to the 31st December, 1845, at £25 per annum.....	21 11 11	24 6 4	281 6 4
	<i>Keepers of Gaols—(Canada East.)</i>			
J. Maclaren, Quebec	Twelve Months' Salary to the 31st December, 1845	138 17 8		
Do do	Do Allowance for two Turnkeys, to do	122 4 4		
Thos. McGinn, Montreal	Do Salary to the do	138 17 8		
Do do	Do Allowance for two Turnkeys, to do	80 0 0		
Richard Gennis, Three-Rivers	Do Salary to the do	61 2 0		
Do do	Do Allowance for two Turnkeys, to do	80 0 0		
Patrick Read, Sherbrooke	Do Salary to do	27 15 4	648 17 0	
	<i>Physicians to Gaols—(Canada East.)</i>			
Thos. Fargues, Quebec	Twelve Months' Salary to the 31st December, 1845.....	222 4 4		
Daniel Arnoldi, Montreal	Do do to do do	222 4 4		
George Badaux, Three-Rivers	Do do to do do	55 11 0	499 19 8	
	<i>Prothonotaries—(Canada East.)</i>			
Perrault & Huot, Quebec	Balance of their Disbursements in the year ended the 31st December, 1844.....	£203 18 11		
Do do	On Account of their do for the year 1845.....	150 0 0	353 18 11	
S. W. Monk, & late R.L. Morrough, Montreal	Amount of their Disbursements in the 6 Months ended the 30th June, 1844.....	£251 0 9		
Monk, Coffin & Papineau	Balance of their do for the 6 Months ended 31st December, 1844.....	551 6 7		
Do do	On Account of the year 1845.....	395 14 4	1198 1 8	
E. Barnard, Three-Rivers	Amount of his Disbursements in the year ended 31st December, 1845..	97 8 2		
Wilkie & Tremblay, Gaspé	Do of their do in the 6 Months ended the 31st December, 1844.....	51 2 6		
Bell & Bowen, St. Francis	Do of their do in the 6 Months ended 30th June, 1845..	47 12 6	1748 3 9	
	<i>Carried over</i>		£24011 16 7	25330 11 9

No. 21.—STATEMENT of Warrants issued on the Receiver General, &c.—Continued.

1846.

1846.

To whom Paid.	SERVICE.	Amount.	Total Currency.
		£ s. d.	£ s. d.
	<i>Brought over</i>	21011 16 7	25330 11 9
	<i>Clerks of the Peace—(Canada East.)</i>		
F. X. Perrault, Quebec.	Amount of his Fees and Allowances in the year ended the 30th June, 1845.....	431 19 0	
A. M. Delisle, Montreal.	Do of his do in the year ended the 31st December, 1845.....	620 18 10	
H. B. Hughes, Three-Rivers.....	Do of his do in the year ended the 30th June 1845.....	373 10 10	
Bebee & Wilkie, Gaspé.	Do of their do for the 6 Months ended the 30th June, 1844.....	25 9 10	
Wm. Bell, St. Francis..	Do of his do in the year ended the 30th June, 1845.....	43 1 6	
		1495 0 0	
	<i>Clerks of Assize—(Canada West.)</i>		
E. C. Jones.....	For services on the Autumn Circuit of 1844, in the Talbot, Gore and Niagara Districts, and on the Spring Circuit of 1845, in the Colborne, Newcastle, Victoria, Prince Edward and Midland Districts.....	103 2 6	
A. G. McLean.....	For do on the Autumn Circuit of 1843, Spring and Autumn Circuit of 1844, and at the Spring Circuit of 1845, in the Niagara, Talbot and Gore Districts.....	182 13 9	
John Joseph.....	For do on the Spring Circuit of 1845, in the Johnstown, Eastern, Ottawa and Dalhousie Districts.....	21 8 9	
Wm. A. Campbell.....	For do at the Court of Oyer and Terminer, in the Months of March, April and May, 1845, in the Home, London, Huron, Wellington, Western and Brock Districts.....	70 11 6	
C. C. Small.....	For Fees and Allowances as Clerk of the Crown and Pleas in the year ended the 30th June, 1845.....	390 16 6	
Do.....	Contingent Expenses of the East Wing of the Public Buildings at Toronto, for the year 1844.....	150 12 7	
		124 14 0	
	<i>Expenses of Circuit Courts—(Canada East.)</i>		
A. D. Bondy.....	Sundry Disbursements on account of the Circuit Court at Berthier.....	40 10 0	
L. Beaudry.....	Do on do of do at Beauharnois.....	42 12 6	
L. Genest.....	One year's Rent and Fuel for the do at Gentilly.....	15 0 0	
Pierre Chalou.....	Sundry Disbursements of the same at Kamouraska.....	25 1 0	
Wm. Hume.....	One year's Rent of the do at Leeds, to 18th May, 1845.....	10 0 0	
L. G. De Lorimier.....	Do of the do at L'Assomption, to 1st November, 1845.....	25 0 0	
Aimé La Fontaine.....	Sundry Disbursements on account of the do at Aylmer.....	56 5 0	
Roger Lelievre.....	Do of the do of the do at Portneuf.....	18 11 6	
F. C. Cleve.....	Do of the do of the do at Richmond.....	9 0 0	
Pierre Chevallier.....	Do of the do of the do at Richelieu.....	46 18 0	
J. Reeves.....	Do of the do of the do at Rimousky.....	18 5 0	
John McGillis.....	Do of the do of the do at St. John's.....	34 10 0	
Theodore Doucet.....	Do of the do of the do at St. Hyacinthe.....	31 9 3	
Robert Allsopp.....	Do of the do of the do at Shefford.....	16 5 0	
C. P. Elkins.....	Rent of a Room for Court at Stanstead.....	3 15 0	
Antoine A. Vanfelson.....	Sundry Disbursements for the do Saguenay.....	25 2 6	
Albert Bender.....	Do for the do at St. Thomas.....	48 7 3	
Germain Raby.....	Do for the do at Terrebonne.....	19 0 0	
R. B. Johnson.....	Do for the do at Two Mountains.....	13 17 6	
J. O. Bastien.....	Do for the do at Vaudreuil.....	55 7 6	
H. A. Holland.....	Do for the do at Yamaska.....	33 12 3	
Thos. J. Taschereau.....	Do for the do at Beauce.....	18 5 6	
J. C. Belleau.....	Rent for a House for holding the Court at the Magdeleine Islands.....	5 10 0	
Henry Dalton.....	For Stationery and a Seal for the Grand River Circuit Court, (District of Gaspé).....	5 0 0	
P. D. Debartzch.....	Amount of a Judgment including Interest and Costs rendered against the Clerk of the late District Court at Richelieu.....	54 3 5	
		701 8 2	
	<i>Miscellaneous.</i>		
Geo. Irvine.....	For Services rendered the Commissioners on the Vice Admiralty Court Fees.....	10 0 0	
Thomas A. Stayner, Deputy Post Master General.....	Amount of his Account for Postages against the Office of the Attorney General East and West, and of Mr. Quesnel as Queen's Counsel in 1843 and 1844, at Kingston and Montreal.....	88 4 7	
John Monk.....	Fifteen Months' Salary as Clerk to the Law Officers, Canada East, from the 1st September, 1844, to the 31st December, 1845, at £300 per annum.....	399 9 1	
John Brack.....	To defray the Expenses attending the Suit brought against him by Mr. Hart.....	190 18 9	
Do.....	Being for compensation for Loss sustained by him in the above Suit.....	25 0 0	
Wm. H. Draper.....	Being to enable him to adopt proceedings to discover a certain Gang of Coiners.....	50 0 0	
Hypolite Jeremie.....	Being his Reimbursement and Reward as Sub Chief of Police at Montreal for apprehending one Michel Lambert charged with the murder of Pierre St. Thomas.....	25 18 9	
C. E. Schiller, Superintendent of Crown Witnesses, Montreal.....	For Services performed at the Criminal Terms of February and August, 1845, at Montreal.....	313 2 9	
	<i>Carried forward</i>	£ 1002 13 11	26877 7 10 25330 11 9

No. 21.—STATEMENT of Warrants issued on the Receiver General, &c.—Continued.

To whom Paid.	SERVICE.	Amount.	Total Currency.	
	<i>Brought forward.....</i>	£ s. d. 1002 13 11	£ s. d. 26877 7 10	£ s. d. 25330 11 9
	<i>Miscellaneous.—Continued.</i>			
E. C. Thomas.....	For Services performed as Sheriff of the Gore District during the year 1843.....	5 14 10		
Henry Rutlan.....	Do as do of the Newcastle District, in 1844.....	9 16 10		
J. Hamilton.....	Do as do of the London District in the years, 1839, 1840, 1841 and 1844.....	33 13 1		
Adiel Sherwood.....	Do as do of the Johnstown District.....	7 15 8		
Wm. B. Jarvis.....	Being his attendance at the Court of Queen's Bench at Toronto during the Terms of Michaelmas, Hilary and Easter, and also the last Term called Easter, per 8 Vict. chap. 13, in 1844 and 1845.....	28 0 0		
A. S. Scott.....	To defray certain Expenses on account of the Court of Appeals.....	58 4 9		
J. Brown.....	Twelve Months' Salary as Usher of the Court of Queen's Bench, at Toronto, to 31st December, 1845.....	20 0 0		
J. Alexander.....	Do as Keeper and Messenger to do at do.....	60 0 0		
Alex. Ross.....	Do as Messenger to the Court of Chancery, to do.....	55 11 0		
			1381 10 1	
				29258 17 11
	Total Currency.....	.. .. .	.. .. .	£ 53589 9 8

INSPECTOR GENERAL'S OFFICE,
Montreal, 1846.

W. CAYLEY,
Inspector General.

No. 22.

STATEMENT of Warrants issued on the Receiver General of the Province of Canada, between the 1st February, 1845, and the 31st January, 1846, on account of the Expenditure for Services provided for in the Civil List, Schedule B., for the year ended the 31st December, 1845.

To whom Paid.	SERVICE.	Amount.	Total Currency.	
	<i>Civil Secretary's Office.</i>	£ s. d.	£ s. d.	£ s. d.
J. M. Higginson.....	Twelve Months' Salary as Civil Secretary, to the 31st December, 1845.....	1111 2 2		
Henry Cotton.....	Do as 1st Clerk to do.....	277 15 4		
W. R. Bartlett.....	Do as 2nd Clerk to do.....	222 4 4		
M. Turnor.....	Salary as 3rd Clerk from the 1st January to the 23rd November, 1845, at £175 per annum.....	£156 18 8		
Do	Do as do from 24th November to the 31st December, 1845, at £87 10 per annum.....	9 0 8		
Thos. H. Croasdale....	Do as do from do to do at do.....	9 0 8		
		175 0 0		
Philip St. Hill.....	Twelve Months' do as Office Keeper to do.....	83 6 8		
J. McCloskey.....	Salary as Messenger from the 1st January to the 17th February, 1845, at £55 11 1 per annum.....	£ 7 8 1		
James Moffat.....	Do as do from the 18th February to the 30th September, 1845, at do.....	34 5 2		
J. O'Brien.....	Do as do for the Month ended the 31st December, 1845, at £50 per annum.....	4 13 7		
		46 6 10		
			1915 15 4	
	<i>Provincial Secretary's Office.—Eastern Section.</i>			
Dominick Daly.....	Twelve Months' Salary as Provincial Secretary to the 31st December, 1845.....	1111 2 0		
Christ. Dunkin.....	Do as Assistant Secretary to do.....	550 0 0		
Thomas Ross.....	Do as 1st Clerk to do.....	222 4 4		
Henry Jarmy.....	Do as 2nd Clerk to do.....	222 4 4		
W. H. Jones.....	Do as 3rd Clerk to do.....	175 0 0		
Sabin Tétu.....	Do as 4th Clerk to do.....	175 0 0		
A. R. Roach.....	Nine Months' do as Clerk in charge of the Records at Quebec, to the 30th September, 1845, at £222 4 4 per annum.....	£156 13 3		
Do	Three Months' do as Clerk in the Office to 31st December, 1845, at £175 per annum.....	43 15 0		
		210 8 3		
	<i>Carried over.....</i>	£ 2665 18 11	1915 15 4	

To whom Paid.	SERVICE.	Amount.	Total Currency.
		£ s. d.	£ s. d.
	<i>Brought over</i>	2665 18 11	1915 15 4
	<i>Provincial Secretary's Office.—Eastern Section.—Continued.</i>		
C. C. Spensard.....	Salary as Extra Clerk from the 1st January to the 25th July, 1845, at 5s. per diem.....	51 10 0	
W. R. Wright.....	Three Months' do as do to 30th September, 1845, at do £23 0 0		
Do.....	Do to 31st December, 1845, at 7s. 6d. per diem.....	34 10 0	
John Gow.....	Twelve Months' Salary as Office Keeper to do.....	57 10 0	
J. Twamley.....	Do do as Messenger to do.....	83 6 8 55 11 0	2013 16 7
	<i>Western Section.</i>		
James Hopkirk.....	Twelve Months' Salary as Assistant Secretary to 31st December, 1845.	550 0 0	
Thos. D. Harington.....	Do do as Chief Clerk and Clerk of the Blue Book to the 31st December, 1845.....	300 0 0	
Grant Powell.....	Do do as 2nd Clerk to do.....	222 4 1	
Ed. Kent.....	Seven Months' do as 3rd Clerk to 31st July, 1845, at £175 per annum.	102 4 10	
Henry E. Steele.....	Do as 4th Clerk to do at do.....	£102 3 8	
Do.....	Five Months' do as 3rd Clerk to 31st Dec., 1845, at do....	72 16 4	
C. J. Birch.....	Do as 1th Clerk to do at do.....	175 0 0 72 15 2	
J. Webb.....	Twelve Months' do as Messenger to do.....	55 11 0	1477 15 4
	<i>Registrar's Office.</i>		
Richard A. Tucker.....	Twelve Months' Salary as Registrar to 31st December, 1845.....	666 13 4	
Wm. Kent.....	Do do as 1st Clerk to do.....	222 4 4	
Geo. H. Lane.....	Do do as 2nd Clerk to do.....	194 8 10	1083 6 6
	<i>Receiver General's Office.</i>		7390 13 9
Wm. Morris.....	Twelve Months' Salary as Receiver General to 31st December, 1845....	1100 0 0	
Bernard Turquand.....	Do do as Chief Clerk to do.....	444 8 8	
Thos. A. Cary.....	Do do as 2nd Clerk to do.....	200 0 0	
Geo. Hamilton.....	Do do as 3rd Clerk to do.....	175 0 0	
Geo. Grundy.....	Do do as 4th Clerk to do.....	175 0 0	
J. Thompson.....	Do do as Messenger to do.....	50 0 0	2114 8 8
	<i>Inspector General's Office.</i>		
Wm. R. Robinson.....	Salary as Inspector General from the 20th December, 1844, to the 30th April, 1845, at £1000 per annum.....	365 0 6	
Wm. Cayley.....	Do as do from the 6th August to 31st December, 1845, at do ..	402 3 5	
Joseph Cary.....	Twelve Months' do as Deputy Inspector General, to do.....	767 3 11	
Philip Durnford.....	Do as 1st Clerk to do.....	666 13 4	
David A. Ross.....	Do as 2nd Clerk to do.....	300 0 0	
Frederick Ferguson.....	Four Months' do as Book-Keeper, to 30th April, 1845, at £222 4 4 per annum.....	250 0 0	
Wm. Dickinson.....	Do as 3d Clerk to do at £200 per annum.....	73 17 5	
Do.....	Light Months' do as Book-Keeper, to 31st December, 1845, at £222 4 4 per annum.....	66 9 8 148 6 11	214 16 7
C. E. Anderson.....	Salary as 2nd Book-Keeper, from the 16th May to do at £200 per annum.....	125 5 6	
Mathew Jack.....	Do as 4th Clerk, from the 1st January to the 27th October, 1845, at £111 2 2 per annum.....	91 9 6	
J. B. Stanton.....	Do as Extra Clerk, from do to 15th May, 1845, at 7s. 6d. per diem.	50 12 6	
Do.....	Do as 5th Clerk, from the 16th May to 31st December, 1845, at £150 per annum.....	93 19 1	144 11 7
Augustus Heward.....	Salary as Extra Clerk from the 20th December, 1844, to 31st March, 1845, at 7s. 6d. per diem.....	38 5 0	
Alex. S. Menzie.....	Do as do from the 23rd do to do at do.....	37 2 6	
Norris Goddard.....	Do as do from the 25th May, to the 31st December, 1845, at do ..	83 12 6	
Patrick Gaul.....	Twelve Months' do as Messenger to do.....	55 11 0	
Jos. Cary, Deputy Insp. General.....	Remuneration for performing the Duties of Inspector General in the year 1844, (during which period the Salary of the Inspector General was saved to the Province).....	£ 2848 8 10	
Do.....	Do from 1st May to 5th August, 1845, at £200 per annum.....	200 0 0 53 1 6	253 1 6
	<i>Executive Council.</i>		3101 10 4
Denis B. Viger.....	Twelve Months' Salary as President of Committees of the Executive Council to 31st December, 1845.....	1000 0 0	
Etienne Parent.....	Do do as Chief Clerk to do.....	600 0 0	
Wm. H. Lee.....	Three Months' do as Clerk to the 31st March, 1845, at £300 p. annum	75 0 0	
Do.....	Nine Months' do to the 31st December, 1845, at £100 per annum.....	300 0 0	375 0 0
Thos. G. Hurd.....	Six Months' do as 2nd Clerk to the 30th June, 1845, at £222 4 4....	111 2 2	
S. E. Smith.....	Do do as 3rd Clerk to do at £200 per annum...	100 0 0	
Do.....	Do do as 2nd Clerk to 31st December, 1845, at £222 4 4....	111 2 2	211 2 2
Flavien Vallerand.....	Do do as 4th Clerk to the 30th June, 1845, at £200 per annum	100 0 0	
Do.....	Do do as 3rd Clerk to 31st December, 1845, at do.....	100 0 0	200 0 0
	<i>Carried forward</i>	£ 3197 4 4	12636 12 9

No. 22.—STATEMENT of Warrants issued on the Receiver General, &c.—Continued.

1846.

1846.

To whom Paid.	SERVICE.	£ s. d.	Amount.	Total Currency.
<i>Brought forward</i>.....		.....	£ 2497 4 4	£ 12636 12 9
<i>Executive Council.—Continued.</i>				
Wm. A. Himsforth....	Six Months' Salary as Extra Clerk to 30th June, 1845, at £175 per annum.....	87 10 0		
Do	Do do as 4th Clerk to 31st Dec., 1845, at £200 per annum..	100 0 0	187 10 0	
Olivier Coté.....	Salary as 5th Clerk from 21st July, to do at £175 per annum.....	.....	77 19 9	
M. Naughton.....	Three Months' Salary as Messenger to 31st March, 1845, at £55 11 1 per annum.....	13 17 9		
Do	Nine do as do to the 31st December, 1845, at £75 per annum.....	56 5 0		
David Ryan.....	Do do as Door Keeper.....	.....	70 2 9	
<i>Board of Works.</i>				
Hamilton H. Killaly....	Twelve Months' Salary as Chairman to 31st December, 1845. ....	.....	888 17 9	
Saml. Keefer.....	Do do as Engineer to do .....	.....	555 11 0	
Thos. A. Begly.....	Do do as Secretary to do .....	.....	444 8 9	
John H. Connolly.....	Nine Months' do as Clerk to 30th Sept., 1845, at £150 per annum	.....	102 10 0	
M. Walch.....	Twelve Months' do as Messenger to 31st December, 1845.....	.....	55 11 0	
<i>Emigrant Agent.</i>				
A. C. Buchanan.....	Twelve Months' Salary as Chief Agent for Emigrants to the 31st December, 1845.....	.....	.....	444 6 8
<i>Pensions—(Canada East.)</i>				
Mrs. Rottot.....	Twelve Months' Pension to the 31st December, 1845.	40 0 0		
Margaret Finlay.....	Do do to do	22 4 4		
Louise Desbarats.....	Do do to do	20 0 0		
Marie N. Montizambert..	Do Pension from 1st January, to 31st August, 1845, at £11 2 2 per annum	7 8 4		
Gen. Launière.....	Pension from 1st January to the 27th December, 1845, at £11 2 per annum.....	10 19 7		
Marguerite Launière....	Twelve Months' do to 31st December, 1845.....	11 2 0		
Elizabeth Launière.....	Do do to do	11 2 0		
A. De Salaberry.....	Do do to do	55 11 0		
Jane Livingston.....	Do do to do	55 11 0		
A. W. Cochran.....	Do do to do	222 4 4		
George H. Ryland.....	Do do to do	50 0 0		
Rev. R. R. Burrage.....	Do do to do	111 2 0		
Jasper Brewer.....	Do do to do	111 2 0		
Lucy Rolette.....	Do do to do	83 6 8		
Mrs. Caron.....	Do do to do	83 6 8		
Adélaïde Bouchette.....	Do do to do	83 6 8		
E. W. R. Antrobus.....	Do do to do	388 17 8		
P. L. Panet.....	Do do to do	222 4 4		
G. H. Ryland.....	Pension as late Clerk of the Executive Council, from the 4th August, 1844, to the 30th June, 1845, at £111 2 2.....	100 16 8		
Ann N. Fletcher.....	Do from the 12th Oct., 1844, to 31st Dec., 1845, at £83 6 8 per annum	101 13 6		
<i>Canada West.</i>				
Thos. Talbot.....	Twelve Months' Pension to 31st December, 1845.....	444 8 8		
W. Chewett.....	Do do to do	400 0 0		
Samuel Ridout.....	Do do to do	222 4 4		
Sophia Shaw.....	Do do to do	111 2 0		
Ed. McMahon.....	Do do to do	233 6 8		
Wm. Cloughly.....	Do do to do	27 15 4		
James Nation.....	Do do to do	125 0 0		
Oncida Joseph.....	Do do to do	16 13 4		
Daniel McDougall.....	Do do to do	84 0 0		
Nathaniel Coffin.....	Do do to do	300 0 0		
Harriet McNab.....	Do do to do	50 0 0		
Frances A. Moodie.....	Do do to do	100 0 0		
Elizabeth Lawe.....	Do do to do	20 0 0		
James Carroll.....	Do do to do	20 0 0		
Sarah Usher.....	Do do to do	100 0 0		
S. McCormick.....	Do do to do	100 0 0		
John McMillan.....	Do do to do	20 0 0		
Peter Miller.....	Do do to do	20 0 0		
Margaret Bright.....	Do do to do	62 10 0		
Maria Church.....	Do do to do	50 0 0		
Joseph Randall.....	Do do to do	20 0 0		
Susannah Kerry.....	Do do to do	20 0 0		
Catherine McLeod.....	Do do to do	20 0 0		
R. H. Thornhill.....	Do do to do	125 0 0		
J. G. Chewett.....	Do do to do	150 0 0		
J. Bridgeland.....	Three Months' do to 31st March, 1845, at £20 per annum.....	5 0 0		
			2847 0 4	
<i>Contingencies, Public Offices.</i>				
David Luck.....	Twelve Months' Salary as Keeper of the Government Offices at Montreal, to 31st December, 1845.....	.....	65 0 0	
Geo. Cross.....	Do as do at Quebec, to do .....	.....	65 0 0	
A. C. Buchanan, Chief Emigrant Agent.....	Six Months' Contingencies of his Office, to the 30th June, 1845.....	.....	153 17 9	
<i>Carried over</i>			£ 283 17 9	£ 22669 18 7

Appendix
(C.)
1846.

No. 22.—STATEMENT of Warrants issued on the Receiver General, &c.—Continued.

Appendix
(C.)
1846.

To whom Paid.	SERVICE.	Amount.	Total Currency.
		£ s. d.	£ s. d.
	<i>Brought over</i>	283 17 9	22669 18 7
	<i>Contingencies, Public Offices.—Continued.</i>		
Thos. D. Harrington	On account of the Contingencies of the Public Offices for the year ended, the 31st December, 1845.....	6856 15 9	
H. Perkins.....	Advertising in the "Times" newspaper an Order in Council respecting the Court of Appeals.....	3 1 0	
Thos. A. Stayner, D. P. Master General.....	Balance of Postages against the Inspector General's Office in the quarter ended 5th April, 1844.....	75 2 1	
Dom. Daly.....	Four and half years' Rent of an Office for Enrollment of Land Patents at Quebec.....	135 0 0	
Desbarats & Derbishire.....	For Printing done for the Offices of the Provincial Secretary and Executive Council, for the 6 months ended 31st December, 1845.....	91 18 9	
	Total Currency.....		7448 18 4
			£30118 16 11

INSPECTOR GENERAL'S OFFICE, Montreal, 1846.

W. CAYLEY, *Inspector General.*

No. 23.

STATEMENT of Warrants issued on the Receiver General of the Province of Canada, between the 1st February 1845, and the 31st January, 1846, in payment of certain indispensable Expenses of the Civil Government of Canada, and for which a provision is required.

NAMES.	SERVICE.	Amount.	Total Currency.
		£ s. d.	£ s. d.
Mrs. Jennet Roy.....	For services rendered by her late husband in making a Geological Survey of part of Canada West, per Address of the Legislative Assembly of last Session.....		300 0 0
J. Hopkirk, Assistant Secretary West	Being to remit the same to Revd. E. Ryerson, Superintendent of Education, Canada West, to enable him to provide School Apparatus.....		123 6 8
Samuel Andres and Stephen R. Andres, Contractors.....	Amount of their claims against the late Commissioners of the Chamblay Canal, including interest from the 21st December, 1840, to 12th May, 1845.....		13414 9 10
R. E. Caron, Mayor of the City of Quebec.....	Being towards the relief of the sufferers by the late Fires at Quebec, which occurred in the months of May and June, 1845.....		7000 0 0
Wm. P. Patrick.....	Being to enable him to defray the expenses of certain alterations, and the timing of the roof of the Parliament House.....		1000 0 0
G. B. Faribault.....	Being to enable him to meet certain expenses in transcribing the Old French Documents at Quebec.....		300 0 0
F. A. Quesnel.....	Being the Rent of the House occupied as an Office by the Board of Works, to the 31st October, 1845, including the Assessment.....		215 0 0
	<i>Commission of Enquiry into the Management of the Board of Works.</i>		
J. Moir Ferras.....	Salary as Secretary to the Commission from the 17th September to the 4th December, 1845, at 25s. per diem.....	98 15 0	
Do.....	On account of the Contingent Expenses of the same.....	50 0 0	
J. G. Barthe, Secretary.....	To the Commission of Enquiry into the Rebellion Losses in Lower Canada, being to meet certain expenses in the Organization thereof, &c.....		50 0 0
Revd. H. Grasett.....	Balance of the expenses incurred on account of the Lunatic Asylum, Toronto, being over and above the sum voted last Session.....		293 6 11
Henry Jessopp, Wm. K. McCord and Archd. Campbell.....	Being towards the relief of Shipwrecked and Destitute Mariners at Quebec.....		350 0 0
Jos. Parent, Inspecting Physician, Quebec.....	Balance of expenses incurred on account of the Quarantine Establishment at Quebec and Grosse-Isle during the Season of 1845, over and above the grant of last Session.....		50 14 10
B. C. A. Gagy, Adjutant General of Militia.....	Being the amount of the Postages of his department from the 10th October, 1843, to the 16th June, 1845.....		107 6 2
J. Porteous, Post Master.....	Balance of his account for do against the same in the quarter ended 5th January, 1846.....		58 0 8
Desbarats & Derbishire.....	Amount of their do for Printing done for the same.....		90 5 8
	<i>Carried forward</i>	£	23501 5 9

Appendix (C.)

No. 23.—STATEMENT of Warrants issued on the Receiver General, &c.—Continued.

Appendix (C.)

1846.

1846.

NAMES.	SERVICE.	Amount.	Total Currency.
	<i>Brought forward</i>.....	.. .. .	£ 23501 5 0
L. O. Gamache	Twelve Months' allowance as Keeper of the Depot of Provisions at Ellis's Bay, on the Island of Anticosti, towards the relief of Shipwrecked Mariners, to 31st December, 1844. ....	.. .. .	50 0 0
Ant. Hamel	Six do as do at Shallop's Creek, do to 30th June, 1844.....	.. .. .	25 0 0
P. Brochu	Three do as Resident on Kempt Road to 31st December, 1844.....	.. .. .	6 5 0
Louis Massue.....	To enable him to pay the Commissioners of the Lunatic Asylum at Beauport, being the amount of their expenses on account of that Institution to 31st December, 1845 .....	.. .. .	1067 2 11
Desbarats & Derbishire	Amount of their account for publishing Notices and Proclamations in the Canada Official Gazette, during the year 1845. ....	.. .. .	832 10 9
Do	Balance of their account for Printing 4000 Copies Acts of the last Session in French, 8000 Copies of Reserved Act 8 Viet. cap. 107, including 4000 Copies Acts 8 Vic. chap. 40 and 41, and other Miscellaneous Printing for the Public Service. ....	.. .. .	2651 10 6
Do	For Subscription to the Canada Gazette, furnished to the various Public Offices and Public Functionaries during the half year ended 30th June, 1845.....	.. .. .	170 18 9
Do	On account of Printing and Binding the Revised Acts of Lower Canada.....	.. .. .	400 0 0
D. B. Papineau, Commissioner Crown Lands.....	Being to enable his Brother now in Paris, to procure more information relative to the early History of this Country .....	.. .. .	200 0 0
W. B. Lindsay, Clerk House of Assembly.....	On account of the Contingencies of the House of Assembly, being the sum prayed for by Address of that House of the 22d March, 1845 .....	.. .. .	9187 2 1
	Total Currency.....	£	38091 15 9

No. 24.

STATEMENT of Warrants issued on the Receiver General of the Province of Canada in Payment of Expenditure for certain Public Works, on the Certificates of the President of the Board of Works, up to the 31st January, 1846, unprovided, and for which an Appropriation is required.

WORKS.	£ s. d.	Currency. £ s. d.
<i>On Works commenced under 4 and 5 Vic. Cap. 28.</i>		
Military Road L'Orignal	1157 3 2	
River Ottawa.....	11504 1 8	
Hamilton and Port Dover Road.....	6831 2 8	
Newcastle District Improvements.....	13600 3 4	
London, Chatham, and Amherstburg Road	2570 18 2	
London and Sarnia Road.....	3454 15 9	
Harbours and Light-Houses. { Chatham and Rondeau Road.....	£ 314 3 3	
{ Dover Harbour	2143 7 1	
{ Windsor and Seugog Road	1127 18 6	
	3615 8 10	
Welland Canal.....	79117 19 4	
Bay of Chaleurs Road.....	17 13 5	
Cascades Road.....	1906 4 7	
		123775 10 11
<i>On Works commenced under 8 Victoria, Cap. 69.</i>		
Windsor Harbour	1391 4 1	
Rondeau Harbour	2033 0 0	
Works on River Trent	1959 5 3	
		5383 9 4
<i>Sundry Unprovided Works.</i>		
Cobourg Harbour	10379 17 9	
Queen's Wharf, Toronto.....	331 6 5	
		10711 4 2
Total Currency.....	£	139870 4 5

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No. 25.

STATEMENT of the Affairs of the Province of Canada on the 31st January, 1846, in which the year 1845 is included.

Dr.	Currency.		Cts.	Currency.		Cts.
	£ s. d.	£ s. d.		£ s. d.	£ s. d.	
Thomas Wilson & Co.....	600	10	1	0		
<i>Loans to Incorporated Companies.</i>						
Brockville and Saint Francis Road.....	7431	19	3			
Cobourg Harbour Company.....	4002	13	7			
Cobourg Harbour Company, New Account.....	1000	0	0			
Desjardins Canal Company.....	21507	11	2			
Dundas and Waterloo Road.....	27911	5	10			
Erie and Ontario Rail Road Company.....	5246	19	7			
Grand River Navigation Company.....	562	2	8			
Grantham Academy.....	301	15	6			
Hamilton and Brantford Road.....	43667	15	5			
Kingston and Napance Road.....	39149	19	3			
Oakville Harbour Company.....	3590	5	5			
Port Hope Harbour Company.....	2970	15	8			
Queenston and Grimsby Road.....	19626	3	10			
Tay Navigation Company.....	1407	11	9			
East York Road Trust.....	24374	7	3			
West York Road Trust.....	26232	0	5			
Yonge Street Road Trust.....	42106	2	2			
Montreal Turnpike Trust.....	47000	0	0			
Quebec Turnpike Trust.....	33850	0	0			
Longueuil and Chambly Trust.....	15000	0	0	366	942	8
<i>Provincial Works.</i>						
Brantford Bridge.....	2000	0	0			
Chatham Bridge.....	2000	0	0			
Dunville Bridge.....	1700	0	0			
Inland Waters, Newcastle District.....	21660	0	0			
Kettle Creek Harbour.....	7500	0	0			
Provincial Penitentiary.....	34207	15	1			
Kingston Hospital.....	3000	0	0			
Paris Bridge.....	2000	0	0			
Parliament Buildings, Toronto.....	5000	0	0			
Trent Navigation.....	22738	9	1			
Trent Harbour.....	5200	0	0			
Trent Bridge.....	4800	0	0			
West Gwillimbury Road and Bridge.....	1000	0	0			
Welland Canal.....	501703	1	5			
Saint Lawrence Canal.....	440697	11	0			

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	Currency.		Cts.	Currency.		Cts.
	£ s. d.	£ s. d.		£ s. d.	£ s. d.	
Chambly Canal.....	35000	0	0			
Harbour of Montreal.....	89425	0	0			
Sicam Dredge, Montreal.....	1500	0	0			
<i>New Works under 4 & 5 Vic. Cap. 28.</i>						
River Richelieu.....	1180531	16	7	1613514	6	4
Military Road, L'Original.....	8017	16	2			
River Ottawa.....	1666	13	5			
Main North Toronto Road.....	31111	2	2			
Burlington Bay Canal.....	9000	5	2			
Hamilton and Port Dover Road.....	46698	13	5			
Newcastle District Improvements.....	33333	6	8			
London and Brantford Road.....	55555	11	1			
London, Chatham and Amherstburg Road.....	50206	15	1			
London and Sarnia Road.....	40000	0	0			
Light Houses and Harbours, and Roads leading thereto.....	16666	13	4			
Welland Canal.....	92222	4	5			
Saint Lawrence Canal.....	500000	0	0			
Lake Saint Peter.....	730665	4	9			
Bridges between Montreal and Quebec.....	61393	18	4			
Gosford Road.....	31258	4	1			
Bay of Chaleurs Road.....	10895	0	10			
Cascades Road.....	16666	13	4			
Board of Works.....	0	3	11 1/2			
<i>Unprovided Expenses incurred on Works, commenced under 4 & 5 Vic. Cap. 28.</i>						
Military Road, L'Original.....	1157	3	2			
River Ottawa.....	11601	1	8			
Hamilton and Port Dover Road.....	6831	2	8			
Newcastle District Improvements.....	13600	3	4			
London, Chatham and Amherstburg Road.....	2570	18	2			
London and Sarnia Road.....	3454	15	9			
<i>Chatham & Rondeau Road..... £ 344 3 3</i>						
<i>Dover Harbour..... 2143 7 1</i>						
<i>Windsor & Secord Road..... 1127 18 6</i>						
Welland Canal.....	3615	8	10			
Bay of Chaleurs Road.....	79117	19	4			
Cascades Road.....	17	13	5			
<i>Unprovided Expenses incurred on Works, commenced under 8 Vic. Cap. 69.</i>						
Windsor Harbour.....	1391	4	1			
Rondeau Harbour.....	2033	0	0			
Works on River Trent.....	1959	5	3			
<i>Carried over..... £ 129159 0 3 3355539 5 10 1/2</i>						

44444 8 10
 521833 6 8
 234045 11 2
 221775 0 0
 51226 8 0
 92690 2 7
 1059 10 0
 45814 19 1

1180531 16 7
 8017 16 2
 1666 13 5
 31111 2 2
 9000 5 2
 46698 13 5
 33333 6 8
 55555 11 1
 50206 15 1
 40000 0 0
 16666 13 4
 92222 4 5
 500000 0 0
 730665 4 9
 61393 18 4
 31258 4 1
 10895 0 10
 16666 13 4
 16666 13 4
 0 3 11 1/2

35000 0 0
 89425 0 0
 1500 0 0
 1157 3 2
 11601 1 8
 6831 2 8
 13600 3 4
 2570 18 2
 3454 15 9
 3615 8 10
 79117 19 4
 17 13 5
 1959 5 3
 1391 4 1
 2033 0 0
 1959 5 3
 129159 0 3
 3355539 5 10 1/2

Carried over.....

No. 27.

STATEMENT of Tonnage Duties Collected during the Season of the Navigation of the Year 1845, at Quebec and Montreal, under Provincial Act, 6 Wm. 4, Cap. 35, continued by Act of Canada, 8 Vic. Cap. 26; and of the Sums paid thereout, to provide for the Medical Treatment of Sick Mariners.

QUEBEC.

EXPENDITURE.	Currency.	RECEIPTS.	Currency.
	£ s. d.		£ s. d.
To Balance brought from last year.....	143 1 9	By Amount of Tonnage Duty levied at Quebec, during the Season of 1845.....£2301 18 2	2186 16 4
“ Joseph Morrin, Treasurer, and one of the Commissioners for the Marine Hospital at Quebec, on account of the Expenses of the same.....	2000 0 0	Less—5 per cent. for Collection to the Collector..... 115 1 10	217 19 9
Payments authorized out of this Fund, by Act 8 Vic. Cap. 12.			
Henry Jessopp, towards the Support of Shipwrecked and Destitute Seamen during the Winter of 1844 and 1845.....£111 14 4			
Henry Jessopp, W. K. McCord, and Archibald Campbell, do for do 150 0 0	261 14 4		
Total Currency.....£	2401 16 1	Total Currency.....£	2404 16 1

To Balance brought down.....£ 217 19 9

MONTREAL.

EXPENDITURE.	Currency.	RECEIPTS.	Currency.
	£ s. d.		£ s. d.
To Samuel Gerrard, President of the Montreal General Hospital, on account of the Expenses of the same.....	133 8 5	By Amount brought from last year.....	133 8 5
“ Balance carried to next year.....	127 11 3	Do of Tonnage Duty levied at Montreal, during the Season of 1845.....	127 11 3
Total Currency.....£	260 19 8	Total Currency.....£	260 19 8

By Amount brought down.....£ 127 11 3

INSPECTOR GENERAL'S OFFICE, Montreal, 1846.
W. CAYLEY, Inspector General.

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No. 28.

STATEMENT of the Funds arising from the Estates of the late Order of Jesuits, in the year ended the 31st December, 1845.

		Currency.	
		£	s. d.
Balance in the hands of the Receiver General as per last year's Statement.....	33415 19 4	£	s. d.
<i>Less</i> —This amount invested in Government Securities during the year.....	14115 0 0		
			19300 19 4
<i>Receipts by the Commissioner.</i>			
Balance in his hands brought from last year.....	1671 7 8		
Amount of Ordinary Receipts by the same, in the year ended the 31st December, 1845.....	£4503 11 0½		
Do Received by the same from the Prothonotary of Quebec, in Collocation of the Crown in Suit No. 64, by the Homologated Judgment of Distribution, dated 25th January last, being so much on account of the Debt due to the Estates by the late Sir John Caldwell, Bart.....	1453 1 4		
Do do per Judgment, dated 31st May last, being for do	2040 16 2½		
	7997 8 7		
Total.....	£ 9668 16 3		
<i>Deductions by the Commissioner.</i>			
His Salary for the year ended 31st December, 1845.....	£200 0 0		
His Allowance for a Clerk, to do	100 0 0		
Contingencies of his Office to do	99 13 2		
	399 13 2		
Net.....	£ 9269 3 1		
<i>Receipts by the Receiver General from other Sources.</i>			
By this sum, being the amount awarded this Fund by a Judgment of Distribution of the Court of Queen's Bench at Quebec, under date the 31st May, 1845, out of the proceeds of the Sale of the Seignior of Lauzon.....	2192 18 7		
Do being the Commutation on a certain Farm owned by John Porter, at Cap Rouge, Quebec, within the Jesuits' Domain.....	70 0 0		
Do being Interest on the amount invested in Government Debentures.....	409 7 11		
Amount paid the Receiver General.....	£ 11931 9 7		
Total Currency.....	£ 31232 8 11		

INSPECTOR GENERAL'S OFFICE,
Montreal, 1846.

W. CAYLEY,
Inspector General.

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No. 29.

DISTRIBUTIVE SCHOOL LAND FUND.

STATEMENT of Monies arising from the Sale of School Lands in that part of the Province heretofore called Upper Canada, pursuant to the Act of Canada 4 & 5 Victoria, Cap. 19, and of Warrants issued thereon between the 1st February, 1845, and the 31st January, 1846, on account of the year ended the 31st December, 1845

		EXPENDITURE.		RECEIPTS.		Currency.	
		£	s. d.	£	s. d.	£	s. d.
Rev. J. M. Rogers.....	Being the amount appropriated to the Colborne District Grammar Schools for the year 1845.....	31	19 0	By Balance from last year.....	£2350	11	10
" Samuel S. Strong.....	Do Dalhousie.....	70	11 6	Less—This amount invested in Government Securities during the year...	1500	0	0
" H. Urquhart.....	Do do for 1845.....	60	0 0	" Cash credited by the Receiver General, being Interest on Debentures held on Account of the School Land Fund.....	£1380	18	9
" J. G. Geddes.....	Do Gore.....	127	10 0	" Cash by the same, being so much paid by Hon. Geo. Markland, on account of Interest due by him.....	175	0	0
" H. J. Grasett.....	Do do for do.....	50	0 0				
" R. F. Campbell.....	Do Huron.....	20	0 0				
James Morris.....	Balance of do Johnstown..... £ 35 0 0						
	Amount do for 1845..... 105 0 0	140	0 0				
Rev. B. Cronyn.....	Do London.....	50	0 0				
" G. O'Kill Stuart.....	Do Midland.....	97	10 0				
" Thos. Green.....	Balance of do Niagara..... £ 30 0 0						
	Amount do for 1845..... 105 0 0	135	0 0				
Wm. Rorke.....	Do Prince Edward do for do.....	45	0 0				
Rev. S. B. Ardagh.....	Do Simcoe do for do.....	12	10 0				
J. W. D. Moodie.....	Do Victoria do for 1844.....	37	10 0				
Frs. Baby.....	Do Western do for 1845.....	67	10 0				
Hy. Boys, Bursar.....	King's College, Toronto, being the amount paid Col. Talbot by John McCallum, as the first instalment on his purchase of Lot No. 12, 4th Range, south of the Long Wood Road in Ekfrid, granted by the Crown to King's College.....	16	11 3				
	To Balance carried to next year.....	1351	18 10				
	Total Currency.....	2316	10 7	Total Currency.....	£	2316	10 7

By Balance brought down.....£ 1351 18 10

INSPECTOR GENERAL'S OFFICE, Montreal, 1846.

W. CAYLEY, Inspector General.

STATEMENT of the particulars of the Payments and Deductions made from the Revenues constituting the Consolidated Fund of the Province of Canada, for Expenses of Management, Collections, Drawbacks, Return Duties, &c., for the year ended 5th January, 1846.

NAMES.	SERVICE.	Currency.	
		£ s. d.	£ s. d.
	<i>Quebec.</i>		
	Salaries, Incidents, &c., for the year 1845.....	.. .. .	5534 1 3
	<i>Montreal.</i>		
	Salaries, Incidents, &c., for the year 1845.....	.. .. .	4390 12 0
	<i>St Johns.</i>		
William Macrae.....	One Year's Salary as Collector, to 1st January, 1846.....	475 0 0	
Ditto	Do Office Rent and Fuel do do	50 0 0	
Ditto	Incidental Expenses do do	84 5 2	
William Pring.....	One Year's Salary as Surveyor, do do	200 0 0	
Benjamin Burland.....	Do do as Guager, do do	100 0 0	
William Leggett.....	Do do as Landing Waiter do do	70 0 0	
L. C. Vandal.....	Do do as do do do do	70 0 0	
Samuel Walsh.....	Do do as Clerk, do do	68 15 0	
			1118 0 2
	<i>Phillipsburg.</i>		
P. P. Russell.....	One Year's Salary as Collector, to 1st January, 1846	175 0 0	
Ditto	Allowance for Rent of Custom House.....	25 0 0	
Ditto	Freight, Postages, and Stationery.....	2 10 0	
J. Henderson.....	Salary as Landing Waiter from 1st October to 13th November, 1844, and from 6th January to 31st March, 1845, at £40 per annum.....	14 4 5	
Alexander Young.....	Do as do from 16th November, 1844, to 5th January, 1845, at do	5 11 1	
William Leggett.....	Allowance as do from the 7th February to 31st March, 1845, at 3s. per diem.....	6 9 0	
John Henderson.....	Salary as Landing Waiter for 3 quarters, ending 1st January, 1846, at £50 per annum.....	37 10 0	
			266 4 6
	<i>Coteau du Lac.</i>		
W. B. Simpson.....	One Year's Salary as Collector, to 1st January, 1846.....	400 0 0	
Ditto	Do Allowance for Office Rent.....	36 0 0	
Wm. B. Simpson, Alex. Holmes & } Alex. McIntyre..... }	Allowance as Collector and Landing Waiters, for Boat and Hands.....	60 0 0	
B. Tierney.....	Salary as Comptroller, from 1st January to 14th July, 1845, at £200 per annum.....	107 12 2	
A. McIntyre.....	One Year's Salary as Land Waiter, to 1st January, 1846.....	30 0 0	
A. Holmes.....	Do do as do to do do	30 0 0	
			663 12 2
	<i>Stanstead.</i>		
Robert Hoyle.....	Salary and Allowances as Collector, from 6th to 31st July, 1844, at £125 per annum.....	8 18 0	
James Thompson.....	Balance of his Salary and Allowances to 31st March, 1845, at do	26 16 0	
Ditto	Salary as Collector for 3 quarters, ending 1st January, 1846, at £100 per annum.....	75 0 0	
Andrew Patton.....	Three Months' Salary as Surveyor, to 31st March, 1845.....	10 0 0	
Ditto	Salary as Preventive Officer, from 6th April to 10th June, 1845, and as Surveyor, from 11th June to 31st December, 1845.....	35 13 9	
Robert Vincent.....	Three Months' Salary as Surveyor, to 31st March, 1845.....	12 10 0	
James Thompson.....	Allowance for Office Rent for 3 quarters, ended 1st January, 1846.....	18 15 0	
Ditto	Allowance for Contingencies, Postage, Freight, &c.....	5 4 9	
			192 17 6
	<i>Beauce.</i>		
Thos. J. Taschereau.....	On account of Salary, to 5th January, 1846.....	80 2 8½	
Ditto	Office Rent, to do	31 12 9	
			111 15 5½
	<i>Dundee.</i>		
L. H. Masson.....	Salary as Collector for one year, ended 5th January, 1846.....	175 0 0	
B. Burland.....	Extra Salary as Guager, from 18th February to 17th March, 1845.....	5 12 0	
Alexander Holmes.....	Salary as Preventive Officer, from do to 3rd April, 1845, at 3s. per diem.....	6 15 0	
	<i>Carried over.....</i>	£ 187 7 0	12277 3 0½

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No. 32.—STATEMENT of the particulars of the Payments and Deductions, &c.—Continued.

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NAMES.	SERVICE.	Currency.	
		£ s. d.	£ s. d.
	<i>Brought over</i>	187 7 0	12277 3 0½
	<i>Dundee.—Continued.</i>		
Alexander Gardner	Salary as Preventive Officer, to 21st August, 1845.....	19 4 10	
John Gray.....	Do for 61 days as do.....	11 18 9	
S. S. Finden.....	Do as do to 5th July, 1845.....	17 10 0	
L. H. Masson and John Verner....	Allowance for purchase of Boat and pay of Hands, for the year ended 5th January, 1846.....	100 0 0	
L. H. Masson	Office Rent at St. Regis to 5th July, 1845, and Dundee to 5th January, 1846.....	27 5 0	
Ditto	Contingencies for Freight, Stationery, and Canoe Hire, &c.....	14 19 2	
			378 4 9
	<i>Lacolle.</i>		
Edward Hackett	Salary as Collector to 1st January, 1846.....	118 15 0	
Ditto	Allowance for Flag Staff, Sign, Postages and Freight of Scales, &c.....	18 15 6	
Ditto	Office Rent, 3 quarters ended 5th January, 1846.....	15 0 0	
Ditto	Purchase and Allowance for Boat.....	58 6 8	
Edward March.....	Salary as Landing Waiter from 1st January, 1845 to 5th January, 1846.....	41 5 0	
			252 2 2
	<i>Compton.</i>		
Thomas Gordon.....	Salary as Collector from 1st January to 13th June, 1845, at £75 per annum.....	33 19 11	
Robert Vincent.....	Do as do. from 14th June to 5th January, 1846. at do.....	42 0 8	
	Contingencies at the above Port, for Postages, Freight, &c.....	5 17 6½	
			81 18 1½
	<i>Clarenceville.</i>		
Charles Stuart	Salary as Collector for the year ended 1st January, 1846.....	100 0 0	
	Postages, Freight, &c.....	1 6 4	
			101 6 4
	<i>Hemmingford.</i>		
G. N. Johnson.....	Salary as Collector for the year ended 1st January, 1846.....	75 0 0	
	Postages, Freight, Stationery, &c.....	5 7 6	
			80 7 6
	<i>Huntingdon.</i>		
James Botham.....	Salary as Collector for the year ended 1st January, 1846.....	100 0 0	
	Postages, Freight, &c.....	3 12 1½	
			103 12 1½
	<i>Russelltown.</i>		
John Davidson	Salary as Collector for the year ended 5th Jany. 1846...	120 2 9	
Ditto	Office Rent, 9 Months.....	15 0 0	
Ditto	Postages, Stationery, &c.....	6 1 9	
			141 4 6
	<i>Eaton.</i>		
H. F. Moore	Salary as Collector to 5th January, 1846.....	76 0 10	
	Postages and Freight.....	0 18 5	
			76 19 3
	<i>Freligsburg.</i>		
Representatives of S. J. Burton...	Balance due him as late Collector.....	16 6 0	
Ralph Taylor.....	Salary as Collector up to 6th January, 1846.....	99 14 5	
J. Henderson.....	As Acting Collector up to 5th January, 1845.....	14 8 7	
	Postages, &c., at this Port.....	2 18 6	
			133 7 6
	<i>Potlon.</i>		
James H. McVey	Salary as Collector to 5th January, 1846.....	101 7 9	
William McGowan	Do. as Preventive Officer, from 1st January to 10th October, 1845.....	22 18 4	
	Allowance for Stationery, &c.....	4 5 3½	
			128 11 4½
	<i>Sutton.</i>		
Anson Kemp.....	One Year's Salary as Collector to 5th January, 1846....	100 0 0	
Ditto	Postages, Freight, &c.....	0 9 2½	
			100 9 2½
	<i>St. Regis.</i>		
S. S. Finden.....	Balance due him as Preventive Officer at Dundee up to 5th July, 1845.....	8 3 6	
	<i>Carried forward</i>£	8 3 6	3855 5 10½

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No. 32.—STATEMENT of the particulars of the Payments and Deductions, &c.—Continued.

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NAMES.	SERVICE.	£ s. d.	Currency. £ s. d.
	<i>Brought forward</i>	8 3 6	3855 5 10½
	<i>St. Regis.—Continued.</i>		
S. S. Finden.....	Salary as Collector from 5th July to 5th January, 1846, at £100 per annum.....	50 0 0	
Ditto	Office Rent for same period.....	3 0 0	
Ditto	Allowance for Canoe Hire, Stationery, Office Furniture, &c.....	11 13 9½	72 17 3½
	<i>Amherstburg.</i>		
Francis Caldwell.....	Salary as Collector for one year, ended 5th January, 1846.	100 0 0	
Ditto	Store Rent from 5th September, 1845, to 5th January, 1846, 4 months at 20s. per month.....	4 0 0	
James Hamilton.....	Salary as Surveyor, from 6th August, 1845, to 5th January, 1846.....	20 16 8	124 16 8
	<i>Bath.</i>		
Colin McKenzie.....	One Year's Salary as Collector, up to 5th January, 1846.	.. .. .	100 0 0
	<i>Belleville.</i>		
H. Baldwin.....	One Year's Salary as Collector, up to 5th January, 1846.	100 0 0	
Ditto	Postages and Freight.....	1 0 6	101 0 6
	<i>Bond Head.</i>		
H. S. Reid	Salary as Collector, from 5th January, 1845, to 10th October, 1845.....	25 19 7	
Ditto	Freight, Postages, &c.....	1 2 2	
Edward Clark	Salary as Collector, from 10th October, 1845, to 5th January, 1846.....	12 10 0	39 11 9
	<i>Brockville.</i>		
W. F. Meudell.....	Salary as Collector, for the year ended 5th January, 1846.	250 0 0	
Ditto	Travelling Expenses, Freight, &c.....	1 17 6	
	Landing Waiters authorized Allowances for 3 quarters, ended 5th January, 1846.....	37 10 0	289 7 6
	<i>Chatham.</i>		
William Cosgrave.....	Salary as Collector, for the year ended 5th January, 1846.	125 0 0	
Ditto	Office Furniture, Sign Board, and Freight.....	3 16 3	
Carter Johnson.....	Salary as Surveyor for 6 months.....	25 0 0	
John Sparks	On Account of his Salary as Preventive Officer, at £50 per annum.....	17 13 4	171 9 7
	<i>Chippawa.</i>		
O. T. Maclem	Salary as Collector, for the year ended 5th January, 1846.....	200 0 0	
Ditto	Freight, &c.....	0 19 10½	
Ditto	Surveyor and Landing Waiters' Salary for 1 year.....	50 0 0	250 19 10½
	<i>Cobourg.</i>		
W. H. Kitson	Salary as Collector, for the year ended 5th January, 1846.	226 10 0	
Joseph Bertram	Do as Surveyor and Landing Waiter, for 5 months, ended 5th January, 1846.....	20 16 8	247 6 8
	<i>Cornwall.</i>		
Guy C. Wood	Salary as Collector, for the year ended 5th January, 1846.	.. .. .	100 0 0
	<i>Dunnville.</i>		
W. B. Sheehan	Salary as Collector, for the year ended 5th January, 1846.	100 0 0	
Ditto	Office Rent, to do	3 10 0	
Ditto	Postages, &c.....	1 19 6	105 9 6
	<i>Fort Erie.</i>		
James Kerby.....	Salary as Collector, for the year ended 5th January, 1846.	150 0 0	
Ditto	Postages, Stationery, &c.....	5 13 6	
Thomas Worthington.....	Salary as Surveyor, from 9th August, 1844, to 31st March, 1845, at £100 per annum.....	64 8 0	
Ditto	Do as do to 31st December, 1845.....	75 0 0	
Anthony Dixon	On Account of Salary as Surveyor and Landing Waiter.	3 15 0	
Orange Schryer	Part payment of his Salary, as do from 2nd October, 1845, to 2nd January, 1846.....	13 10 0	312 6 6
	<i>Carried over</i>	£	15770 11 8½

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No. 32.—STATEMENT of the particulars of the Payments and Deductions, &c.—Continued.

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NAMES.	SERVICE.	Currency.	
		£ s. d.	£ s. d.
	<i>Brought over</i>	15770 11 8½
	<i>Goderich.</i>		
John Galt	One Year's Salary as Collector, up to 5th January, 1846.	100 0 0	
Ditto	Office Rent, to do	15 0 0	
Ditto	Freight, Postages, &c.....	2 8 1	117 8 1
	<i>Gananoque.</i>		
E. Webster.....	One Year's Salary as Collector, up to 5th January, 1846.	.. .. .	150 0 0
	<i>Hamilton.</i>		
John Davidson.....	Salary as Collector, for the year ended 5th January, 1846.	350 0 0	
Ditto	Office Furniture, Stationery, Postages, &c.....	55 0 5	
J. H. Palmer.....	Salary as Surveyor, for 9 months ending 5th January, 1846.	56 5 0	
H. Vallance.....	Do as Clerk, for 9 do to do do	75 0 0	
Lewis Cook.....	Do as Preventive Officer and Acting Landing Waiter, to 5th January, 1846.....	20 0 0	556 5 5
	<i>Hallowell.</i>		
William Rorke.....	Salary as Collector, from the 6th July, 1844, to the 5th January, 1846.....	.. .. .	131 5 0
	<i>Kingston.</i>		
Thomas Kirkpatrick	Salary as Collector, for the year ended 5th January, 1846.	475 0 0	
Ditto	Office Rent for 9 months, to do do	30 0 0	
Ditto	Contingencies—say, Printing, Postages, Stationery, &c..	14 15 10½	
Charles Oliver	Salary as Acting Surveyor, from 5th July to 10th Octo- ber, 1845.....	77 1 0	
Hugh McGregor	Do as Surveyor, from 14th November, 1845, to 5th January, 1846.....	21 15 7	
James McPherson	Do as Acting Clerk, from 5th July, 1845, to 5th Jan- uary, 1846.....	55 11 10	
Angus Johnson.....	Do as Landing Waiter, from 5th July to 10th Octo- ber, 1845.....	37 5 5	
Gabriel H. Gordon	Do as Extra Clerk, for 45 days.....	11 5 0	
Daniel Lynch	Do as 1st Landing Waiter, from 15th October, 1845, to 5th January, 1846.....	16 13 4	
Patrick Carberry	Do as 2nd do from 19th October, to do	10 11 1	
Charles Johnson.....	Do as Acting Landing Waiter.....	1 5 0	751 4 1½
	<i>Matiland.</i>		
Alexander McQueen	Salary as Collector 3 quarters ended 10th October, 1845.	75 0 0	
John Verner	Do as Acting do quarter to 5th January, 1846.....	25 0 0	
Ditto	Allowance to him for Extra Expenses as per Order in Council, of 7th January, 1846.....	20 0 0	
Ditto	Office Rent for 3 Months.....	4 10 0	
Ditto	Fuel and Stationery.....	5 0 0	129 10 0
	<i>Maria Town.</i>		
Alexander McDonell	Salary as Collector for year ended 5th January, 1846 ..	81 5 0	
Ditto	Office Rent and Fuel for 3 quarters.....	15 0 0	96 5 0
	<i>Newcastle.</i>		
Charles Short	Salary as Collector for year ended 5th January, 1846 ..	100 0 0	
Ditto	For Assistants for 9 Months ended do	13 13 3	
Ditto	Postage, Stationery, &c.....	2 13 9	116 7 0
	<i>Niagara.</i>		
Thomas McCormick.....	Salary as Collector for year ended 5th January, 1846 ..	146 15 0	
Ditto	Contingencies say Stationery, freight, printing and Office Furniture.....	14 5 8½	
Ditto	For Building a Custom House.....	31 5 0	
D. O'Brien.....	Salary as Surveyor from 15th October, 1845, to 5th January, 1846.....	22 5 6	
John Hall.....	Landing Waiter Salary 6 Months ended do	25 0 0	239 11 2½
	<i>Oakville.</i>		
R. K. Chisholm.....	Salary as Collector for year ended 5th January, 1846 ..	100 0 0	
Ditto	Freight, Postages, &c.....	1 9 9½	
Anthony Dixon.....	Salary as Surveyor and Landing Waiter, from 12th September, 1845, to 5th January, 1846.....	15 16 9	117 6 6½
	<i>Carried forward</i>	£	18175 14 1

Appendix
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No. 32.—STATEMENT of the particulars of the Payments and Deductions, &c.—Continued.

Appendix
(C.)

1846.

1846.

NAMES.	SERVICE.	Currency.	
		£ s. d.	£ s. d.
	<i>Brought forward</i>.....	.. .. .	18175 14 1
	<i>Owens Sound.</i>		
Richard Carney.....	Salary as Collector for 6 Months ended 5th January, 1846	37 10 0	
Ditto	Postages, &c	0 10 9	38 0 9
	<i>Penetangrishine.</i>		
William Simpson.....	Salary as Collector for 3 quarters ended 5th January, 1846 .....	.. .. .	18 15 0
	<i>Prescott.</i>		
Alpheus Jones	Salary as Collector for the year ended 5th January, 1846	125 0 0	
Ditto	Freight of Scales, &c	0 5 0	
H. J. Jessup	Salary as Landing Waiter for 3 quarters ended 5th January, 1846	37 10 0	162 15 0
	<i>Port Burwell.</i>		
James P. Bellairs.....	Salary as Collector for year ended 5th January, 1846 ..	.. .. .	100 0 0
	<i>Port Credit.</i>		
J. W. Taylor.....	Salary as Collector for year ended 5th January, 1846 ..	100 0 0	
Ditto	Stationery, Postage, &c	4 4 3	
Ditto	Office Rent from 6th July to 10th December 1845	6 18 6	
William Adamson	Salary as Surveyor from 8th September, 1845, to 5th January, 1846.....	16 13 4	127 16 1
	<i>Port Colborne.</i>		
Thomas Parke	Salary as Collector from 1st July, 1845, to 5th January, 1846, at £200 per annum	102 16 0	
Ditto	Postages, Stationery and Firewood	4 4 10	107 0 10
	<i>Port Darlington.</i>		
H. S. Reid	Salary as Collector for year ended 5th January, 1846....	74 0 5	
Ditto	Postages, Freight, &c	1 2 2	75 2 7
	<i>Port Dalhousie.</i>		
John Clarke	Salary as Collector for year ended 5th January, 1846 ..	125 0 0	
Ditto	Stationery, Fuel, Office Furniture, &c	19 12 9	
B. Trench	Salary as Surveyor from 29th July, 1844, to 5th January, 1846	143 15 6	
John Clark.....	Do for Landing Waiter for qr. ended 5th July, 1845....	13 0 0	301 8 3
	<i>Port Dover.</i>		
George J. Ryerse.....	Salary as Collector for 3 quarters ended 10th October, 1845	97 10 0	
J. Hemphill	Do as acting do to 5th January, 1846	38 19 1	
George J. Ryerse	Freight of Scales and Measure	0 8 7½	126 16 8½
	<i>Port Hope.</i>		
M. H. Whitehead	Salary as Collector for year ended 5th January, 1846 ..	118 15 0	
Ditto	Three Quarters Office Rent to do	9 0 0	
Ditto	Stationery, Fuel, &c	9 6 0	
D. O'Brien	On Account of Salary as Surveyor	8 6 8	145 7 8
	<i>Port Sarnia.</i>		
R. E. Vidal.....	One Year's Salary as Collector up to 5th January, 1846.	100 0 0	
Ditto	Freight of Scales, &c	0 13 10	
Carter Johnstone	Salary as Landing Waiter from 21st December, 1845, to 5th January, 1846, at 3s. 9d. per diem	2 16 3	
Ditto	Two days Travelling from Chatham	0 10 0	
R. E. Vidal.....	To pay Tide Waiter and Preventive Officer.....	5 11 0	109 11 1
	<i>Port Stanley.</i>		
Richard Smith.....	One Year's Salary as Collector up to 5th January, 1846.	200 0 0	
Ditto	Allowance for Landing Waiter from 5th April, 1845, to 5th January, 1846, at £50 per annum	37 10 0	
Ditto	Office Rent for 3 quarters ended 5th January, 1846	11 5 0	
Ditto	Fuel, Candles, Stationery, &c	6 16 5	255 11 5
	<i>Carried over</i>.....	.. .. .	19743 19 5½

Appendix
(C.)

No. 32.—STATEMENT of the particulars of the Payments and Deductions, &c.—Continued.

Appendix
(C.)

1846.

1846.

NAMES.	SERVICE.	Currency.		
		£	s.	d.
	<i>Brought over.....</i>	.....	.....	19743 19 5½
	<i>Toronto.</i>			
Robert Stanton	One Year's Salary as Collector to 5th January, 1846 ...	450	0	0
Ditto	Three Quarters Office Rent to do	30	0	0
Ditto	Office Furniture, Stationery, Postages, Fuel, Brand Irons, &c. &c.....	82	5	0
Ditto	For the Salaries of Deputy Collector, Clerk and Landing Waiters, from 20th May, 1844, to 31st March, 1845 ..	334	11	2
G. A. Mailleur.....	Salary as Surveyor for year ended 5th January, 1846 ..	166	13	4
J. Hemphill	Salary as Landing Waiter from 5th April to 5th October, 1845.....	37	1	8
J. Roy.....	Do as Clerk from 1st April, 1845, to 5th January, 1846, at £150 per annum	114	11	0
George Graham	Do as do 3 quarters ended 5th January, 1846	75	0	0
Patrick Carberry	Do as Landing Waiter from 19th August to 19th October, 1845.....	8	6	8
Robert Lennon.....	Do do from 19th November, 1845, to 5th January, 1846.....	6	10	5
	<i>Queenston.</i>			1304 19 3
Gilbert McMicken	One Year's Salary as Collector up to 5th January, 1846.....	150	0	0
Ditto	Postages and Freight.....	0	16	1
W. J. D. Duff.....	Salary as Surveyor and Landing Waiter from 5th April, 1845, to 5th January, 1846.....	37	10	0
	<i>Rivière aux Raisins.</i>			188 6 1
John Cameron	Salary as Collector for year ended 5th January, 1846....	81	5	0
Ditto	Freight of Scales and Measures.....	0	9	3
	<i>Rond Eau.</i>			81 14 3
Thomas Cronyn.....	Salary as Collector up to 5th January, 1846.....	.....	.....	70 6 3
	<i>Sandwich.</i>			
John F. Elliot.....	One Year's Salary as Collector up to 5th January, 1846.....	100	0	0
Ditto	Office Rent to do	2	10	0
Ditto	Office Furniture, Fuel, Stationery, &c.....	9	18	5
Edmund Anderson	Salary as Surveyor for 5 Months up to 5th January, 1846.....	20	15	8
James Haggerty	Do as Landing Waiter for 3 quarters ended 5th January, 1846.....	37	10	0
	<i>Sault St. Marie.</i>			170 14 1
George Wilson.....	Salary as Collector up to 5th January, 1846.....	81	19	5½
Ditto	Allowance for purchase of Boat	20	0	0
Ditto	Postages, &c.....	7	0	5
	<i>Turkey Point.</i>			108 19 10½
Donald Fisher	Salary as Collector from 5th April to 22nd September, 1845, at £100 per annum	70	12	2
G. H. Reade.....	Do from 23rd September, 1845, to 5th January, 1846, at do	29	7	10
Ditto	Office Rent for 3 Months at 12s. 6d. up to 5th January, 1846.....	1	17	6
Ditto	Freight, Postages, &c	0	15	9
	<i>Windsor.</i>			102 13 3
William Warren	Salary as Collector for year ended 5th January, 1846..	100	0	0
Ditto	Allowance for Office Rent for 3 quarters to do	7	10	0
Ditto	Stationery, Fuel, Postages, &c.....	13	13	11
W. Richey	Salary as Surveyor for 3 Months	12	10	0
	<i>Carried forward.....</i>	£		21905 6 5½

Appendix
(C.)

No. 32.—STATEMENT of the particulars of the Payments and Deductions, &c.—Continued.

Appendix
(C.)

1846.

1846.

NAMES.	SERVICE.	Amount		Total	
		Currency.		Currency.	
		£	s. d.	£	s. d.
	<i>Brought forward</i>.....	....	....	21905	6 5½
	<i>Return Duties.</i>				
	At the Ports of Brockville.....	5	3 9		
	“ “ Cornwall.....	89	0 9½		
	“ “ Coteau du Lac.....	3	13 0		
	“ “ Dundee.....	107	5 3		
	“ “ Fort Erie.....	3	13 0		
	“ “ Goderich.....	0	6 5		
	“ “ Huntingdon.....	14	2 6		
	“ “ Hamilton.....	5	11 9		
	“ “ Montreal.....	104	5 10		
	“ “ Maria Town.....	63	9 1½		
	“ “ Prescott.....	12	15 6		
	“ “ Port Stanley.....	14	2 0		
	“ “ Queenston.....	1	15 0		
	“ “ Rivière aux Raisins.....	5	14 10		
	“ “ St. Johns.....	32	6 9		
	“ “ St. Regis.....	123	19 10		
	“ “ Toronto.....	31	17 7		
				619	2 11
Wm. Bishop.....	Return Duty on Cattle imported under contract with the Commissioners at Niagara.....	..	..	49	5 6
Mott & Patten.....	Do on do for do at Isle aux Noix.....	..	..	3	13 0
J. F. Patten.....	Do on certain articles and Horses imported into this Province, and which have been re-exported.....	..	..	48	19 10
				101	18 4
	<i>Customs Management Branch.</i>				
J. W. Dunscomb.....	Salary as Commissioner of Customs, from the 1st January to 5th April, 1845, at £50 Stg. per month.....	£175	18 6		
Do.....	Do as do from the 6th April to the 31st December, 1845, at £500 Cy. per annum.....	368	2 7		
Do.....	Allowance for Extra Services, from do to do at £165 per annum.....	121	9 8		
				665	10 9
A. S. Menzies.....	Salary as 1st Clerk in the Office, from the 13th August to 31st December, 1845, at £175 per annum.....	67	1 0		
Mathew Jack.....	Do as 2nd Clerk, from the 28th October to do at £150 per annum.....	26	9 10		
J. S. Lee.....	Do as Extra Clerk, from the 21st November to do at 9s. 7d. per diem.....	19	12 11		
T. A. Stayner, D.P.M.Gen.	In part payment of the Postage Account, due by the Inspector General's Office for the Customs Branch, to 5th April, 1844.....	£225	6 2		
J. Porteous, P.M. Montreal	Amount of do from the 6th April, 1844, to the 5th January, 1845.....	354	11 7		
Do do.....	Do against the Commissioner of Customs, from do to do.....	210	0 3		
J. W. Dunscomb.....	Do of Postage incurred by him from the 1st January to 5th April, 1845....	18	9 2		
Do.....	Amount of his Travelling Expenses and Stationery, for the 6 months ended 30th June, 1845.....	82	15 0		
Desbarats & Derbishire...	Amount of their Account for Printing, Books and Stationery, in the 6 months ended the 30th June, 1845.....	858	16 0		
Do & do ...	For Printing Customs Laws, Instructions to Collectors and other Officers of Customs, Blank Forms of Returns, Books, and other Printing connected with the same.....	319	8 8		
				2069	6 10
	<i>Miscellaneous.</i>				
Wm. Rodden.....	Amount for Weighing Machines and Measures furnished to the several Inland Ports of Customs.....	627	11 9		
Francis Hall.....	Amount of his Account for furnishing the New York Spectator to the several Collectors of Customs, up to 25th April, 1846.....	44	17 2		
Thos. Kennedy.....	Salary as Preventive Officer on the line of the Beauharnois Canal, from the 5th May to the 27th November, 1845, at £20 per annum.....	11	6 10		
Wm. Kingsmill.....	Being for Fees and Expenses allowed him as Sheriff of the Niagara District, for certain services rendered by him.....	17	10 3		
A. Buchanan, Q's Counsel	Amount of his Costs in Suits for Customs Duties, at the instance of the Collector at Montreal.....	195	18 6		
Wm. M. Kelly.....	Being for Books and Stationery supplied by him while Collector of Toronto.....	22	10 0		
Fra. Mullin.....	Being for an Ensign furnished for the use of the Customs Establishment at the Port of Sault Ste. Marie.	3	11 6		
				923	6 0
	<i>Carried over</i>			£26397	15 0½

Appendix
(C.)

No. 32.—STATEMENT of the particulars of the Payments and Deductions, &c.—Continued.

Appendix
(C.)

1846.

1846.

NAMES.	SERVICE.	Amount			Total		
		Currency.			Currency.		
		£	s.	d.	£	s.	d.
	<i>Brought over</i>.....	..	..	..	26397	15	0½
	<i>Port of Quebec.</i>						
Henry Jessopp, Collector.	Incidental Expenses for the years 1843 and 1844 .....	..	..	..	2190	8	11
	<i>Port of Montreal.</i>						
William Hall, Collector..	Incidental Expenses for the years 1843 and 1844 .....	..	..	..	2409	13	2
	Total from Customs.....	..	..	..	4600	2	1
	Commission to the several Inspectors of Licenses in the Province of Canada on the amount of Excise collected, applicable to the Consolidated Fund.....	..	..	..	2465	11	7
	Do to the do on the amount collected on Tavern Licenses in Canada West and applicable to the payment of Rebellion Losses in that section of the Province .....	..	..	..	219	14	5½
	Total from Excise.....	..	..	..	2685	6	0½
	<i>Out of the Territorial Revenue.</i>						
Hon. F. W. Primrose....	Twelve Months' Salary as Clerk of the Terrars of the Queen's Domain to the 31st December, 1845.....	..	..	..	100	0	0
Do	His per centage on his collections as Inspector General of the same to do.....	..	..	..	367	19	6
Do	Services as Queen's Counsel in certain causes connected with the collection of this Revenue to the 30th June, 1845.....	..	..	..	35	4	9
Do	To enable him to pay for repairs to certain Mills in the Seignior of Lauzon.....	..	..	..	800	0	0
John Thompson.....	For Timber and materials furnished for repairs to the Etchemin Mills in the Seignior of Lauzon, including Workmen's Wages to the 15th October, 1845..	..	..	..	1514	19	6
Alex. Simpson.....	Being to indemnify him on account of his Purchase, and the Commutation of Tenure of a certain piece of Land erroneously supposed to be within the Domain of the Crown at Quebec .....	..	..	..	93	14	3
	Total from Territorial Revenue.....	..	..	..	2911	18	0
	OUT OF REVENUE FROM PUBLIC WORKS.						
	<i>Welland Canal.</i>						
Geo. Prescott.....	On account of Works in progress on the Old Works...	3200	0	0			
Do	To enable him to pay the Salaries of Lock-Tenders, &c.....	2200	0	0			
Thos. Parke.....	Six Months' Salary as Collector of Tolls at Port Colborne to 31st December, 1845.....	100	0	0			
Walter B. Sheehan.....	214 Days' Salary as Collector at Dunnville, at 5s. per diem	53	10	0			
	For Postages	1	11	3			
John Clarke.....	Seven Months' Salary as Collector of Tolls at Port Dalhousie, at £12 10s. per Month	87	10	0			
Do	Office Rent at 10s. do	3	10	0			
Thos. C. Mewborn, and Wm. Benson.....	Do Salary as Collector of Tolls at Port Maitland, at £12 10s. per Month.....	87	10	0			
	Three Months' Office Rent, at £2 1s. 8d. do.....	6	5	0			
Duncan McFarlan.....	Eight Months' Salary as Collector of Tolls at Port Robinson, at £3 15s. per Month	30	0	0			
James Cummings.....	50 per cent. as Collector of Tolls at Chippewa on £353 4s. 5½d.....	101	12	1½	5961	8	4½
	<i>Lachine Canal.</i>						
Alfred Gough.....	Eleven Months' Salary as Collector of Tolls to 30th November, 1845, at £200 per annum	183	6	8			
Donald Duff.....	Do as Deputy Collector of Tolls, to do at £125 do...	114	11	8			
Rev. F. Lecompte.....	One Year's Rent of Land due to the Seminary at Montreal, to 31st October, 1845.....	60	0	0			
Sundry Persons.....	Salaries of the Superintendent, Wharfinger, Bridge and Lock-Keepers, Labourers, &c., to November, 1845.....	829	6	11			
	Materials and repairs to the Canal.....	2230	0	6			
	Expenses in Dredging.....	508	8	5			
	Carried forward.....	3925	14	2	5961	8	4½
					36595	1	2

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(C.)

No. 32.—STATEMENT of the particulars of the Payments and Deductions, &c.—Continued.

Appendix
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1846.

1846.

NAMES.	SERVICE.	Amount			Total		
		Currency.			Currency.		
		£	s.	d.	£	s.	d.
	<i>Brought forward</i>	3925	14	2	5961	8	4½
	<i>Lachine Canal—Continued.</i>						
Alfred Gough.....	Stationery, Advertising and Law Expenses.....	13	6	3			
Sundry Persons.....	Remission of one third Extra Tolls to the several Forwarders.....	207	19	3			
					4146	19	8
	<i>Chambly Canal.</i>						
Michel Borne.....	Twelve Months' Salary as Collector of Tolls to 31st December, 1845.....	200	0	0			
Daniel Phelan.....	Do as do at St John's to do.....	180	0	0			
Michel Borne.....	To pay the Salaries of Lock-Keepers and Contingencies.....	142	12	2½			
					522	12	2½
	<i>Burlington Bay Canal.</i>						
John Davidson.....	Commission of 5 per cent. as Collector of Tolls on the sum of £3062 7 3.....	153	2	4			
Do	For Books and Stationery.....	8	10	0			
					161	12	4
	<i>Cornwall Canal.</i>						
Thos. Godfrey.....	Three Months' Salary and Allowance as Collector of Tolls to the 31st December, 1845.....	40	0	0			
Sundry Persons.....	Salaries of Lock-Keepers and other persons employed on the Canal, including contingencies.....	160	8	2			
					200	8	2
	<i>Beauharnois Canal.</i>						
Wm. Robinson.....	Amount of his Salary as Superintendent and Deputy Collector of Tolls, and that of the Lock-Tenders including contingencies, to 31st Decr. 1845....	..	..	..	311	0	7½
	<i>Toronto Harbour.</i>						
Robert Stanton	Commission as Collector of Tolls.....	91	12	0			
	Salaries and House rent to the Light House Keepers.....	89	11	8			
	Repairs to the Pier.....	5	12	3			
					186	15	11
	<i>Cobourg Harbour.</i>						
W. H. Kittson.....	Twelve Months' Salary as Collector of Tolls.....	100	0	0			
	Do do to the Light House Keeper.....	25	0	0			
					125	0	0
	<i>Oakville Harbour.</i>						
Wm. Kerr.....	One Year's Salary as Collector of Tolls.....	75	0	0			
	For repairs to the Harbour.....	46	8	9			
					121	8	9
	<i>Kettle Creek Harbour.</i>						
Richard Smith.....	Commission of 5 per cent. as Collector of Tolls, on the sum of £747 17 11½.....	..	..	..	37	7	10½
	<i>Windsor Harbour.</i>						
Wm. Warren.....	Commission of 5 per cent as Collector of Tolls, on the sum of £178 2 6.....	..	..	..	8	18	1½
	<i>St. Ann's Lock.</i>						
John Ryan.....	Salary as Collector of Tolls.....	75	0	0			
Benj. Stehelin.....	Being for Professional Services as Engineer.....	66	13	4			
John Cliff.....	On Account of his Contract for Work done at the same.....	143	0	0			
Sundry Persons.....	For Salaries to Lock-keepers.....	110	0	0			
John Ryan.....	For Contingencies.....	7	12	2½			
					402	5	6½
	<i>Chaudière Bridge.</i>						
Hugh McReavy.....	Salary as Collector of Tolls from the 3rd July to 31st December, 1845, at £50 per annum.....	24	14	6			
John Thompson.....	On Account of Work done for the same.....	10	6	6			
					35	1	0
	<i>Carried over</i>				£ 12220	18	6½
							36595 1 2

No. 32.—STATEMENT of the particulars of the Payments and Deductions, &c.—Continued.

1846.

1846.

NAMES.	SERVICE.	Amount			Total		
		Currency.			Currency.		
		£	s.	d.	£	s.	d.
	<i>Brought over</i>				12220	18	6½
	<i>Union Bridge, and Ottawa Slides.</i>						
Duncan Graham.....	Amount of his Salary as Collector of Tolls on the Union Bridge, and Superintendent of Timber Slides on the Ottawa, to 31st December, 1845, at £200 per annum, including Disbursements to 30th September, 1845..	185	9	1			
Do	To pay the Salary of an Assistant Collector of Tolls on the Union Bridge for 3 Months ended 31st December, 1845, at £50 per annum.....	12	10	0			
Wm. Hamilton.....	To pay James Johnson, for Land taken for the approaches to the same.....	210	0	0			
Alex. Anderson.....	On Account of his Contract for Building a Stone Wall at the Toll Gates of the same.....	59	0	0			
Joshua Smith.....	Late Lessee of the Bytown and Hull Ferry, being so much payable to him out of the sum of £100 allowed him by Report of Council, as Compensation and loss of the said Ferry, in consequence of the erection of the Union Bridge, less £13 6 8 for rent due by him	86	13	4			
					553	12	5
	<i>River Trent Slides.</i>						
Wm. Davis.....	Salary as Collector of Slide Dues, from the 19th February to the 31st December, 1845, at £150 per annum.....				129	11	8
	<i>Cascades Road.</i>						
R. J. Begly, Pay-Master..	On Account of repairs to the same.....				32	19	1
					12937	1	8½
G. S. Boulton.....	Being the excess on the Cobourg Harbour Tolls, on and above the Interest on the Loans to that Company up to the end of 1844.....				544	4	10
	Total out Revenue from Public Works.....						13481 6 6½
	OUT OF THE CASUAL REVENUE.						
	<i>Secretary's Office, Eastern Section.</i>						
	Commission of 5 per cent., to the Receiver of Fees on £1117 17 3.....	55	17	10			
	Balance carried to next year, and subsequently paid the Receiver General	340	12	7			
					396	10	5
	<i>Western Section.</i>						
	Commission of 5 per cent., to the Receiver of Fees, on £224 10 0.....				11	4	6
	<i>Marriage Fees.</i>						
	One Year's allowance to the Receiver of Fees for Commission.....	100	0	0			
	Expenses of Printing	27	6	7½			
	Do of Postages	308	8	11½			
					435	15	7
					843	10	6
	<i>Further deductions by Warrant.</i>						
Thos. D. Harington..	Being to repay that Amount for Fees, collected by him on Drafts of Commissions which are payable to the Queen's Counsel who prepared them.....	230	18	4			
D. B. Papineau, Com'r. of Crown Lands.....	To refund this Amount to W. D. Bowen, being for Fees paid the Receiver General of Upper Canada, by the late Daniel Bowen, on a Grant of Land.....	22	15	9			
Hamnett Pinkey	Superintendent of Common Schools in the Dalhousie District, being towards the support of a County Model School at Bytown in 1844.....	37	7	6			
Edward Clarke.....	Being his Salary as late Common School Teacher, Canada West, for the year 1841	13	10	10			
					304	12	5
	Total from Casual Revenue.....						1148 2 11
	<i>Carried forward</i>				£ 51224	10	7½

Appendix
(C.)

No. 32.—STATEMENT of the particulars of the Payments and Deductions, &c.—Continued.

Appendix
(C.)

1846.

1846.

NAMES.	SERVICE.	Amount		Total
		Currency.		Currency.
		£ s. d.	£ s. d.	£ s. d.
	<i>Brought forward</i>.....	.....	.....	51224 10 7½
	<i>Out of Seizures.</i>			
J. Henderson.....	So much overpaid the Receiver General on some Seizures made by him, when acting Collector at Freleigsburg.....	.....	7 1 7	
Hon. J. Kerby.....	Disbursements incurred by him as Collector at Fort Erie, on certain Seizures.....	17 5 2		
Do	Amount of Expenses incurred in the suit instituted by Mr. Lewis against him as Collector, respecting certain Seizures.....	43 11 10	60 17 0	67 18 7
	Total Deductions from the Revenue, Currency....	.....	£	51292 9 2½

INSPECTOR GENERAL'S OFFICE,
Montreal, 1846.W. CAYLEY,
Inspector General.

Montreal:

PRINTED BY STEWART DERBISHIRE & GEORGE DESBARATS,
Printer to the Queen's Most Excellent Majesty.

ESTIMATE

OF

CERTAIN EXPENSES OF THE CIVIL GOVERNMENT

OF THE

PROVINCE OF CANADA,

FOR THE YEAR 1846,

FOR WHICH A SUPPLY IS REQUIRED.

SERVICE.	Currency.			Currency.		
	£	s.	d.	£	s.	d.
<i>Militia.</i>						
Expenses likely to be incurred for the reorganization of the Militia Force throughout the Province.....	..	..	..	2500	0	0
<i>Expenses of the Legislature.—Legislative Council.</i>						
Salary of the Speaker.....	1000	0	0			
“ of the Clerk.....	500	0	0			
“ of two Assistant Clerks.....	700	0	0			
“ of the Clerk of Committees, Law Clerk and English Translator.....	250	0	0			
“ of the French Translator.....	225	0	0			
“ of the Gentleman Usher of the Black Rod.....	100	0	0			
“ of the Sergeant at Arms.....	100	0	0			
“ of the Chaplain and Librarian.....	200	0	0			
“ of the Door Keeper.....	60	0	0			
“ of the Head Messenger.....	100	0	0			
“ of three Messengers for the Session at £45 each.....	135	0	0			
Contingent Expenses ..	5000	0	0	8370	0	0
<i>Legislative Assembly.</i>						
Salary of the Speaker.....	1000	0	0			
“ of the Clerk.....	500	0	0			
“ of the Assistant Clerk.....	400	0	0			
“ of the English Translator and Law Clerk.....	350	0	0			
“ of the French Translator and Law Clerk.....	250	0	0			
“ of the Sergeant at Arms.....	100	0	0			
“ of the Clerk of the Crown in Chancery.....	150	0	0			
Contingent Expenses including Sessional Allowances to the Members.....	22250	0	0	25000	0	0
<i>Pensions to Officers and Servants of the late Legislative Bodies of Upper and Lower Canada.</i>						
Wm. Smith, as late Clerk of the Legislative Council of Lower Canada and Master in Chancery.....	393	6	8			
Wm. Ginger, as late Sergeant at Arms to do.....	66	13	4			
Louis Noreau, as Messenger to do.....	20	0	0			
Pierre Lacroix, as do.....	18	0	0			
Jos. Bolduc, as do.....	18	0	0			
L. B. Pinguet, as Clerk of the Committees to the House of Assembly.....	66	13	4			
Samuel Waller, do do do.....	100	0	0			
David Jardine, do do Upper Canada.....	133	6	8			
Wm. Coates, the same.....	133	6	8			
Jasper Brewer, as late Librarian, to do Lower Canada.....	133	6	8			
Fras. Rodrigue, as Messenger to do.....	18	0	0			
Louis Gagné, as do to do.....	18	0	0	1118	13	4
<i>Hospitals and other Charities.</i>						
To the Commissioner for the Relief of Foundlings and Indigent Sick Persons in the District of Quebec.....	1221	14	2			
To the same in the District of Montreal.....	693	10	0			
Carried over.....£	1915	4	2	36988	13	4

Appendix
(C.)

ESTIMATE of certain Expenses of the Civil Government, &c.—Continued.

Appendix
(C.)

1846.

1846.

SERVICE.	Currency.			Currency.		
	£	s.	d.	£	s.	d.
<i>Brought over</i>	1915	4	2	36988	13	4
<i>Hospitals and other Charities.—Continued.</i>						
Towards defraying in part the sum of £3057 3s. 4d., claimed by the Grey Nuns of Montreal, as arrears due to them on their expenditure in the care of Foundlings and Indigent Sick under their charge for the past years.....	2000	0	0			
To the same in the District of Three Rivers.....	750	0	0			
Aid for 1846 to the Corporation of the General Hospital at Montreal, towards their Expenses.....	1000	0	0			
“ to the Managers of the Protestant Female Orphan Asylum at Quebec.....	75	0	0			
“ to the Ladies of the Benevolent Society at Montreal, for Widows and Orphans..	75	0	0			
“ to the Roman Catholic Orphan Asylum at Quebec.....	75	0	0			
“ to the Montreal Protestant Orphan Asylum.....	75	0	0			
“ to the Male Orphan Asylum at Quebec.....	75	0	0			
“ to the Charitable Association of the Ladies of the Roman Catholic Orphan Asylum at Montreal.....	75	0	0			
Towards the support of the Temporary Lunatic Asylum at Toronto, including the expense of fitting up the East Wing of the Parliament Buildings there, as an addition to the Asylum.....	3000	0	0			
Towards the support of the Toronto General Hospital.....	500	0	0			
Towards the support of the Toronto House of Industry.....	300	0	0			
For the relief of Indigent Sick at Kingston.....	300	0	0			
Expenses for supporting the Temporary Lunatic Asylum at Beauport near Quebec..	5500	0	0			
				15715	4	2
<i>Various Public Institutions.</i>						
Aid to the Medical Faculty of McGill College.....	500	0	0			
“ to the Literary and Historical Society at Quebec.....	50	0	0			
“ to the Natural History Society at Montreal.....	50	0	0			
“ to the Mechanic's Institute at Quebec.....	50	0	0			
“ to the same at Montreal.....	50	0	0			
For the support of the Provincial Penitentiary at Kingston.....	13350	0	0			
				14550	0	0
<i>Miscellaneous.</i>						
Salary of the French Translator of the Laws.....	350	0	0			
Salary of the Inspector of Chimnies Three Rivers.....	27	15	6			
Allowance to Five Keepers of Depots of Provisions on the St. Lawrence below Quebec, with a view to the relief of Shipwrecked persons.....	300	0	0			
For the purchase of Provisions for the Depots.....	186	0	0			
Allowance to Pierre Brochue, for residing on the Kempt Road with a view to assisting Travellers on that Road.....	25	0	0			
“ to J. Noble, on same Road, for same purpose.....	25	0	0			
Expenses of Quarantine Establishments at Quebec and Gros-e-Isle (including excess of Expenditure of last year).....	1860	0	0			
For Printing Laws and other Printing for the Public Service.....	5000	0	0			
Expense of distributing the Laws.....	350	0	0			
Excess of this Expense for 1845 over the amount estimated.....	383	0	5			
For the ordinary Repairs, Alterations, Rent, and care of Public Buildings, &c.....	2000	0	0			
Unforeseen expenses in the various branches of the Public Service.....	500	0	0			
Expense of Enregistering Public documents, &c.....	100	0	0			
Contingent expenses of the Office of the Clerk of the Crown in Chancery.....	100	0	0			
Assessment on Public Buildings.....	1160	0	0			
Do excess at Montreal over the estimate of 1845.....	150	19	3			
Additional Salary to the Interpreters to Courts at Quebec and Montreal.....	70	0	0			
Proportion of expenses of keeping Light Houses on the Isles of St. Paul and Seaturie.....	750	0	0			
Excess of Expenditure for 1844 & 1845 over and above the sum provided therefor.....	433	17	11			
				1183	17	11
Pension to Jean Brien for Wounds received in the Public Service.....	20	0	0			
Travelling allowance for Circuits by Judges in Lower Canada.....	600	0	0			
Do to cover expenses of Mr. Justice Fiset on the Magdalen Islands Circuit, in 1845.....	50	0	0			
For a Compensation to François Ahier, Commissioner for taking the Census of the Magdalen Islands, for the amount paid by him for the hire of a Schooner to perform the said service, and other extraordinary expenses incurred by him.....	25	0	0			
To compensate J. E. Turcotte, Esq., for translating into French the Index to the Statutes and Ordinances of Lower Canada from 3 Wm. 4 to 4 Vic. inclusive....	96	7	1			
Expenses of Commissioners of Enquiry into the state of the Department of the Board of Works.....	550	0	0			
Do of do Crown Lands Office.....	250	0	0			
To make up the deficiency of the Funds of the Trinity House of Montreal, to 31st December last.....	367	15	1			
To make up the deficiency of the Decayed Pilot Fund at do, caused by the defalcation of the late Secretary and Treasurer of the Trinity House of Montreal.....	544	1	0			
Three and one half years' interest thereon.....	114	5	0			
				658	6	0
To cover the expenses incurred by Felix Fortier, Esq., Clerk of the Crown in Chancery, in removing self and family from Quebec to Montreal.....	7	10	0			
				67253	17	6
<i>Carried forward</i>	£	16396	11	3		

ESTIMATE of certain Expenses of the Civil Government, &c.—Continued.

1846.

1846.

SERVICE.	Currency.	Currency.
	£ s. d.	£ s. d.
<i>Brought forward</i>	16296 11 3	67253 17 6
<i>Miscellaneous.—Continued.</i>		
To indemnify Jas. Mitchell, Esq., for expenses incurred in the care of the Light Houses at Turkey Point on Lake Erie, in 1835 & 1836, &c.....	294 14 4	
To remunerate John Geary for work done by him on the Sarnia Road over and above the appropriation for that Road.....	130 0 0	
For the erection of a Custom-House at Dundee.....	300 0 0	
Expenses of Commission on claims for Losses during the Troubles in 1837 & 1838...	750 0 0	
Expense of Copying and preserving the old French Records in the Archives at Quebec.....	400 0 0	
Expense of Printing and Distributing the Revised Statutes of Lower Canada, &c., over and above the appropriation for that service.....	741 3 0	
For pension to Mrs. Margaret Powell as late House Keeper of the Public Offices at Toronto, from the date of the Union, 1841 to 1846 inclusive, at £35 per annum...	206 3 3	
To indemnify A. J. Wolf so much due to him for expenses incurred in the years 1831 & 1832, in opening the Metis or Kempt Road.....	392 1 7	
For repairs and alterations to Goals in Lower Canada.....	2000 0 0	
To enable Messrs. Hall and Thorburn, Commissioners for works on Roads and Bridges in Canada West, under Acts 7 Will. 4. cap. 107, and 2 Vic. cap. 56, to pay certain unadjusted claims against that Commission, &c.....	250 0 0	
To provide Books for the Department of the Executive Council.....	200 0 0	
To make up the deficiency of the Fund of the Marine Hospital in 1845, incurred by the extra number of Shipwrecked Seamen with frozen Limbs, admitted into the Hospital.....	217 19 9	
To defray the expenses of Printing the Geological Reports, and for translating a Report of Progress in 1843, &c.....	121 5 0	
To remunerate Dr. LeDuc for his professional services to the Wounded Rioters on the Beauharnois Canal in 1843.....	20 0 0	
		22419 18 2
<i>Education.</i>		
Salary of the Secretary of the Royal Institution for the advancement of Learning...	100 0 0	
Allowance to the same, for a Clerk, Messenger and Contingencies.....	67 15 7	
For usual aid to the Upper Canada College.....	1111 2 2	
Same to Victoria College.....	500 0 0	
As an aid to the Queen's College for the present year.....	500 0 0	
		2278 17 9
PUBLIC WORKS.		
<i>For the completion of Works commenced under the Appropriation made by Act 4 & 5 Vict. Cap. 28.</i>		
Welland Canal.....	£280,653 2 11	
Of which there has been charged in Account No. 24.....	79,117 19 4	
		201535 3 7
St. Lawrence Canals, and including the expenditure of the £15,000 granted by Act 8 Vict. Cap. 69, for forming a deep Water Basin at the entrance of the Lachine Canal.....		181925 4 7
Cascades Road.....		549 4 2
Improvements on the Ottawa.....	£15,397 13 9	
Less—Amount charged in Account No. 24.....	11,504 1 8	
		3893 12 1
Hamilton and Dover Road.....	8,735 9 1	
Of which there has been expended and charged in Account No. 24..	6,831 2 8	
		1904 6 5
Harbours and Light Houses, and Roads leading thereto.....	17,212 16 2	
Less—Amount charged in Account No. 24.....	3,615 8 10	
		13597 7 4
River Richelieu Improvements.....		2619 14 11
Main North Toronto Road.....		6500 0 0
London, Chatham, Sandwich and Amherstburg Roads.....	£4,752 7 5	
Of which there is charged in Account No. 24.....	2,570 18 2	
		2181 9 3
Road from L'Orignal to the St. Lawrence.....		1157 3 2
		415863 5 6
<i>Works for which provision was made in part, last Session, in Canada East.</i>		
For building a Bridge over the Champlain, in a dangerous state at present—balance..	500 0 0	
For building a Bridge at Jacques Cartier, about 300 yards below the present one, and improving the approaches thereto—balance.....	1000 0 0	
For Works connected with the Gaspé Roads, viz:—Gaspé Roads from Percé Point to the Settlements of Gaspé Basin—Do. from Little River Ristigouche to the Mouth of the Metapédia—Construction of the Metis and Ristigouche Bridges—Repairs of the Kenmore Bridge, and of the Roads in Percé—balance.....	4564 0 0	
For improvements to the Chemin des Caps—balance.....	500 0 0	
For building the following Bridges on the Road South of the St. Lawrence, over Etchemin, Nicolet, Becancour, Godfroi and Chateauguay Rivers—balance.....	7300 0 0	
For opening the Arthabaska Road, from Gosford Road in Halifax, terminating in the Melbourne and Kingston Road, &c.....	10761 0 0	
		24625 0 0
<i>Carried over</i>	£	507815 18 11

Appendix
(C.)

ESTIMATE of certain Expenses of the Civil Government, &c.—Continued.

Appendix
(C.)

1846.

1846.

SERVICE.	Currency.			Currency.		
	£	s.	d.	£	s.	d.
<i>Brought over</i>	24625	0	0	507815	18	11
PUBLIC WORKS.						
<i>Canada East.—Continued.</i>						
For improving the Stage Road between St. Johns in the District of Montreal, and Stanstead in the District of St. Francis, planking or otherwise improving between St. Johns and Stanbridge, Upper Mills, and improving sundry portions including the Sutton and Potton Mountain Road—balance.....	9800	0	0	34425	0	0
<i>Canada West.</i>						
For improving the Grand River Swamp Road—balance.....	1000	0	0			
For improving Rouge Hill and Bridge and another Hill and Bridge East of the former—balance.....	1500	0	0			
For improving the Road from L'Original to Bytown by Hatfield, Clifford, Beckworth and Green's Creeks, together with the building a Bridge across the Narrow Channel at the mouth of the Rideau on the line of the Road from the Gatineau Ferry to Bytown—balance.....	2939	0	0			
For improving the Trent Navigation in completing the Works now in progress—balance.....	6000	0	0			
For liquidating the expenses incurred for the reconstruction of the Lancaster Bridge damaged by the Public Works in progress on the River Trent.....	170	0	0	11609	0	0
<i>Works of a General Character, &c.</i>						
For works on the Ottawa and Roads connected therewith as detailed in the Report of the Board of Works of 3rd February, 1845, laid before the Legislature—balance.	13110	0	0			
For the extension of the Piers and Wharf at the Rondeau Harbour—balance.....	7342	13	2			
For the extension of the Piers and opening inner Basin at Port Stanley Harbour—balance.....	4800	0	0			
Main Eastern Township Road from Chambly to Granby, &c.....	24889	0	0			
For repairs and erection of Light Houses—balance.....	2900	0	0	53041	13	2
<i>Other Public Works.</i>						
For the completion of the Works at St. Ann's Rapids.....	1146	4	7			
For Bayonne Bridge £144 4 10, Gananoque Bridge £7 3 0, and for the Toronto and Sangaine Road £71 6 6.....	222	14	4			
For repairs to Dover Road.....	325	19	9			
For Lithographing Maps.....	187	0	0			
Rice Lake Road.....	123	17	1			
Caledonia Bridge, and Hamilton and Dover Road.....	358	5	11			
For Toll Houses on Cascades Road.....	52	13	0			
Do do on Port Stanley Road.....	50	0	0			
For Rondeau Road.....	£2313	4	5			
Less—Expense included in Account No. 24.....	344	3	3			
	1969	1	2			
For raising a large Stone in Toronto Harbour.....	60	0	0			
For repairs to Chaudière Bridge and removal of Toll Houses.....	307	9	0			
Expense of placing two Booms at the mouth of the River Trent at the foot of Crow Bay, and mouth of Crow River.....	1000	0	0			
To pay a balance remaining due to Mr. J. L. Wilkinson, Contractor for the construction of the Union Suspension Bridge.....	91	7	7	5894	12	5
Total.....			£	612786	4	6

INSPECTOR GENERAL'S OFFICE,
Montreal, 5th May, 1846.W. CAYLEY, *Inspector General.*

Appendix
(C.)
1846.

Appendix
(C.)
1846.

GENERAL ESTIMATE of the probable amount of the Public Expenditure and Net Revenue, &c.—Continued.

HEADS OF EXPENDITURE.	Amount Currency.	HEADS OF REVENUE.	Amount Currency.
	£ s. d.		£ s. d.
	31249 8 10	Brought over.....	577290 17 4
<i>Under Acts of the Province of Canada.</i> —Continued.			
Act 7 Vic. Cap. 16, Contingent Expenses of Circuit Courts.....	200 0 0		
" 8 " Cap. 13, Pensions to two retired District Judges in Upper Canada.....	200 0 0		
" 8 " Cap. 50, Geological Survey of the Province.....	2000 0 0		
" 8 " Cap. 53, Allowance to Agricultural Societies in Lower Canada.....	5000 0 0		
" 8 " Cap. 54, The same in Upper Canada.....	5000 0 0		
" 8 " Cap. 69, Unexpended Items of Estimate for 1845, which may be called for in 1846.....	11000 0 0		
Amount of Estimate for Services to be provided for the year 1846.....	612786 4 6		
Total Estimated Expenditure.....	948635 13 4	Total Estimated Funds.....	577290 17 4

INSPECTOR GENERAL'S OFFICE,

Montreal, 8th May, 1846.

W. CAYLEY,

Inspector General.

Appendix
(C.)
1846.

ESTIMATE of Sums required for the Encouragement of Education in Eastern Canada, for the year 1846, proposed to be defrayed out of the Revenues arising from the Funds and Estates of the late Order of Jesuits, for which a provision is required.

Appendix
(C.)
1846.

EDUCATIONAL INSTITUTIONS.	Amount Currency.		
	£	s.	d.
For the salary and allowance for House Rent to the Master of the Grammar School at Montreal	282	4	6
Aid towards the support of the National School at Quebec	111	2	3
The same at Montreal	111	2	3
Aid to the Society of Education at Quebec	280	0	0
“ to the Education Society at Three Rivers	125	0	0
“ to the British and Canadian School at Quebec	200	0	0
“ to the same at Montreal	200	0	0
“ to the St. Andrews School at Quebec	100	0	0
“ to the Montreal Recollet School	100	0	0
“ to the St. Jacques School at Montreal	250	0	0
“ to the Montreal American Presbyterian Free School	100	0	0
“ to the College of St. Anne de la Pocatière	300	0	0
“ to the College of St. Hyacinthe	300	0	0
“ to the College of Chambly	300	0	0
“ to the College of L'Assomption	175	0	0
“ to the Academy at Berthier	100	0	0
“ to the Academy at Charlestown	100	0	0
“ to the Stanstead Seminary	100	0	0
“ to the Shefford Academy	100	0	0
“ to the Sherbrooke Academy	111	2	3
“ to the Revd. Andrew Balfour's School at Waterloo	100	0	0
“ to the Master of the School under the Royal Institution at Three Rivers	45	0	0
“ to the British North American School Society at Sherbrooke	50	0	0
“ to the High School in Durham Village, Missisquoi	100	0	0
“ to the Infant School at Quebec	55	11	1
“ to the Female School at Indian Lorette near Quebec	50	0	0
“ for an Indian School at Caughnawaga	50	0	0
“ for the same at St. Regis	50	0	0
“ for the same at St. Francis	50	0	0
“ to the School at Ste. Thérèse	200	0	0
“ to the do for Building	150	0	0
“ to the College of St. Anne de la Pocatière for re-building	150	0	0
“ to the College at L'Assomption for re-building	1000	0	0
Total	£	5496	2 4

INSPECTOR GENERAL'S OFFICE,
Montreal, 8th May, 1846.W. CAYLEY,
Inspector General.

MONTREAL:

PRINTED BY STEWART DERBISHIRE & GEORGE DESBARATS,
PRINTER TO THE QUEEN'S MOST EXCELLENT MAJESTY.

RECAPITULATION,

BY

DISTRICTS AND COUNTIES,

OF THE

RETURNS OF THE ENUMERATION

OF THE

INHABITANTS OF LOWER CANADA,

AND OF THE

OTHER STATISTICAL INFORMATION OBTAINED IN THE YEAR 1844,

UNDER THE PROVINCIAL ACT, 7TH VICTORIA, CAP. 24,

INTITULED,

"AN ACT FOR TAKING THE CENSUS OF THE INHABITANTS OF LOWER CANADA, AND FOR OBTAINING
" CERTAIN STATISTICAL INFORMATION THEREIN MENTIONED."

MONTREAL:PRINTED BY STEWART DERBISHIRE & GEORGE DESBARATS,
PRINTER TO THE QUEEN'S MOST EXCELLENT MAJESTY.

1846.



RECAPITULATION,

By Districts and Counties, of the Returns of the Enumeration of the Inhabitants of Lower Canada and of the other Statistical Information obtained in the year 1844, under the Provincial Act 7th Victoria, Cap. 24, intituled, " An Act " for taking the Census of the Inhabitants of Lower Canada, and for ob- " taining certain Statistical Information therein mentioned."

DISTRICTS.	HOUSES.			Proprietor of Real Property.	Not proprietor of Real Property.	Tenant entitled to vote at any Election in City, Town, &c.	Total Number of persons, Male and Female, now resident.	Number of persons, Male or Female, now temporarily absent.	Number of Natives of England.	Number of Natives of Ireland.	Number of Natives of Scotland.	Number of Natives of Canada of French origin.	Number of Natives of Canada of British origin.	Number of Natives of the Continent of Europe or otherwise.
	Inhabited.	Vacant.	Building.											
1 Montreal.....	59754	2718	816	38593	23735	2213	368651	3031	6928	26656	9355	272482	47278	761
2 St. Francis.	5528	106	42	3365	2193	21	32435	184	2000	2301	1424	4567	16779	22
3 Three Rivers.....	10661	440	219	8576	2439	106	68877	1107	366	1338	298	64268	2835	73
4 Quebec.....	31172	833	429	23596	9436	1470	205427	1658	2385	13017	1814	173833	14130	360
5 Gaspé.....	2634	18	146	2310	253	..	15392	322	316	670	512	9157	4638	113
Total.....	108749	4115	1652	76440	38056	3810	690782	6302	11895	43982	13393	524307	85660	1329
COUNTIES.														
6 Saguenay.....	1892	21	28	1324	729	..	13475	312	19	18	10	13424	235	3
7 Montmorency.....	1283	29	2	1112	171	..	8434	..	5	117	5	8231	69	4
8 Quebec.....	6714	195	134	3445	4507	1220	45676	85	1598	7267	981	27698	7734	276
9 Portneuf.....	2623	120	80	2331	292	..	15922	518	90	975	104	13559	1169	14
10 Champlain.....	1518	73	53	1481	270	11	10404	105	23	62	22	10126	153	13
11 St. Maurice.....	3209	152	50	2486	730	55	20833	210	61	178	46	20062	393	16
12 Berthier.....	4545	136	61	3585	944	53	26859	262	12	152	8	26035	444	7
13 Leinster.....	4106	135	21	3168	934	46	25533	50	114	833	77	23472	970	36
14 Terrebonne.....	3370	183	26	2645	870	39	20646	90	108	634	215	18903	850	5
15 Two Mountains.....	4470	218	30	3062	1398	..	26835	297	554	2046	1294	18118	4686	111
16 Ottawa.....	2181	35	29	1089	1186	..	12434	82	234	3158	684	3353	4702	23
17 Montreal.....	9233	1154	317	3307	8418	1763	64306	591	3532	12293	3155	33903	10682	242
18 Vaudreuil.....	2662	185	26	1853	808	..	17062	245	233	349	254	14425	1763	6
19 Beauharnois.....	4723	148	140	3493	1299	..	28746	318	476	4007	2880	12364	8178	102
20 Huntingdon.....	5739	112	35	4271	1645	70	36204	229	701	943	291	31556	2707	28
21 Chambly.....	2461	102	26	1656	1117	209	17115	39	215	475	117	15564	663	48
22 Verchères.....	1993	34	4	1287	715	1	13167	93	4	13	2	13203	29	3
23 Richelieu.....	3491	51	36	2561	896	32	20888	367	99	329	67	19999	368	13
24 St. Hyacinthe.....	3737	51	10	2662	1075	..	21973	3	63	74	8	21459	121	102
25 Rouville.....	3587	127	34	2726	1202	..	22898	294	136	801	169	18377	2980	21
26 Shefford.....	1668	45	17	913	757	..	10105	42	353	805	401	2889	4624	5
27 Missisquoi.....	1935	47	21	1050	885	..	10865	68	301	523	111	1498	6287	14
28 Stanstead.....	2058	6	..	1028	1030	..	11964	51	257	237	124	636	7366	6
29 Sherbrooke.....	2323	55	25	1602	749	21	13485	94	1436	1235	922	1295	6637	11
30 Drummond.....	1584	66	55	739	837	27	9374	215	254	960	191	5739	2046	29
31 Yamaska.....	1839	113	45	1605	303	..	11956	396	3	36	..	12201	68	12
32 Nicolet.....	2511	36	16	2265	299	13	16310	181	25	102	29	16140	175	3
33 Lotbinière.....	2227	73	28	1933	294	6	13697	67	94	1315	37	10781	1447	14
34 Mégantic.....	1289	9	20	816	474	2	6749	4	344	1426	488	2565	1764	2
35 Dorchester.....	5614	126	33	4845	869	25	34817	320	137	1667	52	31480	1379	14
36 Bellechasse.....	2319	47	11	1991	425	56	14549	52	11	123	1	14330	83	1
37 L'Islet.....	2402	49	12	1922	485	28	17013	35	10	21	30	17000	43	6
38 Kamouraska.....	2329	87	19	1871	703	53	17465	99	7	21	1	17439	34	2
39 Rimouski.....	2480	77	62	2006	487	80	17630	166	70	67	105	17326	173	24
40 Gaspé.....	1174	..	80	1090	83	..	7146	196	244	211	38	4698	2025	21
41 Bonaventure.....	1460	18	66	1220	170	..	8246	126	72	459	474	4459	2613	92
Total.....	108749	4115	1652	76440	38056	3810	690782	6302	11895	43982	13393	524307	85660	1329

Appendix
(D.)

RECAPITULATION, by Districts and Counties, &c.—(Continued.)

Appendix
(D.)

1846.

1846.

		NUMBER OF PERSONS.																		
		Number of Natives of the United States of America.		Number of Aliens not Naturalized.		1 year of age and under.		1 year and under 2.		2 years and under 3.		3 years and under 4.		4 years and under 5.		5 years and under 10.		10 years and under 15.		15 years & under 21.
		Male.	Female.	Male.	Female.	Male.	Female.	Male.	Female.	Male.	Female.	Male.	Female.	Male.	Female.	Male.	Female.	Male.	Female.	Single.	Male.
1	6022	805	8815	8623	6273	6211	7005	6870	6675	6712	6848	7220	25446	25268	24493	23762	20887			
2	5368	588	705	694	538	544	640	592	587	607	652	682	2250	2108	2387	2106	2043			
3	255	21	1617	1559	1419	1383	1273	1267	1296	1260	1145	1204	4933	5122	4681	4456	3811			
4	216	39	4943	4903	3425	3389	3722	3673	3597	3409	3507	3835	14188	14088	13605	13273	11927			
5	85	4	430	324	278	346	382	374	359	344	366	395	935	921	1170	1207	921			
	11946	1457	16510	16103	11033	11873	13022	12776	12514	12332	12518	13336	47752	47507	46286	44804	39589			
6	4	..	312	318	226	247	279	236	225	226	261	237	1077	1015	981	993	737			
7	3	1	184	179	130	119	117	122	133	91	130	149	521	475	509	543	582			
8	122	24	1025	1050	621	625	701	657	670	688	663	662	2605	2630	2509	2444	2722			
9	11	6	389	325	272	279	260	301	260	241	278	278	1119	1109	1061	958	933			
10	5	1	278	262	269	297	177	208	200	190	160	186	621	664	755	617	485			
11	27	..	470	434	425	434	336	375	379	377	322	330	1587	1660	1386	1286	1121			
12	50	6	721	650	397	459	505	498	493	533	501	584	1805	1834	1853	1798	1520			
13	31	9	612	549	518	526	536	505	507	440	542	503	1585	1596	1813	1704	1414			
14	21	6	498	485	331	292	358	356	370	390	356	430	1404	1460	1372	1437	1184			
15	173	6	560	546	429	418	533	496	470	514	497	474	2005	1970	1848	1771	1586			
16	280	1	306	305	240	248	258	276	263	258	265	299	980	863	763	673	642			
17	791	233	1507	1494	947	876	905	973	892	942	905	898	3882	3713	3593	3545	3849			
18	45	..	419	389	251	240	353	301	320	326	325	404	1266	1290	1323	1213	920			
19	739	95	671	686	532	512	624	603	578	546	585	652	2248	2187	2078	1831	1602			
20	207	60	923	917	604	580	748	714	682	671	711	721	2696	2615	2508	2413	2060			
21	52	148	431	406	283	334	323	318	267	298	303	352	1172	1222	1077	1106	951			
22	6	1	272	317	252	269	260	214	243	230	238	266	811	907	808	773	834			
23	13	6	500	544	426	391	403	426	391	361	412	383	1449	1456	1533	1483	-1048			
24	146	5	446	466	432	469	523	509	552	556	576	567	1474	1433	1429	1517	1100			
25	414	11	582	556	400	389	440	431	415	406	390	409	1802	1801	1536	1619	1303			
26	1028	32	212	235	205	208	224	217	177	214	206	229	698	630	724	644	583			
27	2131	194	253	231	164	151	171	183	165	178	173	198	672	728	747	684	674			
28	3288	414	282	244	197	192	227	215	213	216	246	269	800	750	817	767	807			
29	1975	106	318	291	203	210	254	227	264	240	269	264	947	921	1008	890	854			
30	185	17	217	226	190	178	218	177	201	180	156	167	728	732	601	604	528			
31	21	..	268	284	244	202	245	241	216	229	215	236	848	862	849	830	721			
32	17	3	384	353	291	272	297	266	300	284	292	291	1149	1203	1090	1119	956			
33	9	5	369	305	265	216	257	262	288	230	261	231	1084	1094	902	925	670			
34	56	..	165	172	115	123	141	158	113	143	119	159	529	514	478	428	402			
35	8	1	883	904	684	599	712	714	673	648	649	701	2367	2433	2346	2368	1877			
36	..	..	363	355	257	265	299	268	274	274	226	265	1046	1073	1017	949	905		
37	1	..	422	415	245	260	270	310	297	266	251	322	1167	1169	1144	1109	1045			
38	..	1	347	397	296	320	292	268	296	272	274	275	1305	1287	1276	1223	1053			
39	2	1	484	483	314	336	394	377	368	330	395	556	1368	1299	1382	1333	1001			
40	8	1	137	139	92	120	158	171	143	145	163	171	504	519	595	545	459			
41	77	9	293	185	186	226	224	203	216	199	203	224	431	402	575	662	462			
	11946	1457	16510	16103	11933	11873	13022	12776	12514	12332	12518	13336	47752	47507	46286	44804	39589			

RECAPITULATION, by Districts and Counties, &c.—Continued.

NUMBER OF PERSONS.																				
15 years and under 21.			21 years and under 30.				30 years and under 40.				40 years and under 50.				50 years and under 60.					
Male.		Female.		Male.		Female.		Male.		Female.		Male.		Female.		Male.		Female.		
Married.	Single.	Married.	Single.	Married.	Single.	Married.	Single.	Married.	Single.	Married.	Single.	Married.	Single.	Married.	Single.	Married.	Single.	Married.	Single.	Married.
1	1162	20325	3997	10657	13299	8371	17493	3120	17792	2762	16952	1574	13730	1975	11921	1012	8197	1584	6696	
2	152	1563	275	1113	1057	718	1343	302	1540	215	1582	121	1358	121	1076	72	678	113	575	
3	157	4037	619	1823	2155	1578	3064	423	3276	579	3066	289	2518	324	2268	163	1495	287	1314	
4	535	11629	1757	6126	6033	6186	8555	1803	10262	2144	9905	1030	7557	1440	6490	794	4513	1241	3685	
5	32	623	91	457	430	199	666	261	814	83	811	105	634	62	485	48	265	65	166	
	2038	38177	6739	20176	22974	17052	31121	5909	33684	5783	32316	3119	25797	3922	22240	2089	15148	3290	12436	
6	28	735	143	293	359	316	543	85	698	111	681	50	550	69	445	38	303	77	233	
7	48	485	57	325	185	334	255	90	342	102	299	67	287	82	293	60	189	72	190	
8	54	2980	339	1563	1617	2164	2283	488	2545	710	2409	312	1742	621	1468	250	946	503	626	
9	20	812	105	516	373	463	583	135	731	159	736	68	617	79	574	31	438	42	377	
10	32	513	135	246	394	192	521	106	495	97	446	63	329	50	327	26	189	27	208	
11	43	1300	179	416	591	493	824	86	978	177	945	76	768	131	699	46	474	117	411	
12	105	1453	325	474	977	521	1228	149	1293	187	1181	103	990	126	909	67	603	108	500	
13	73	1388	215	567	787	619	1037	175	1099	185	1125	84	954	108	895	57	670	75	597	
14	64	1078	197	516	710	477	875	165	932	155	981	85	797	117	731	60	503	95	429	
15	126	1506	270	708	944	509	1264	222	1206	152	1181	107	1004	130	836	98	651	147	516	
16	73	476	137	581	451	209	697	177	669	50	543	58	492	39	329	32	186	42	147	
17	108	4246	829	3070	2629	2602	3474	966	2437	979	3065	402	2291	763	1926	272	1202	605	843	
18	19	902	151	463	568	284	752	118	775	80	795	77	649	70	529	41	365	84	263	
19	130	1279	257	882	950	459	1314	270	1362	133	1307	157	1095	122	876	84	581	95	425	
20	92	1994	393	889	1351	572	1708	172	1731	131	1684	91	1354	70	1252	38	909	40	852	
21	63	991	187	490	655	420	832	117	771	108	785	86	610	100	530	32	378	44	329	
22	31	844	132	300	436	385	577	100	621	155	606	65	455	72	399	38	288	54	259	
23	89	1161	240	337	756	347	966	121	996	118	973	60	772	72	662	49	455	77	441	
24	57	1067	235	383	727	363	1071	137	1125	136	1020	86	890	73	761	55	516	52	389	
25	66	1224	296	529	885	345	1074	101	1053	87	1019	48	829	46	780	36	572	26	462	
26	61	379	107	313	348	191	428	110	507	101	482	45	393	31	277	24	192	31	182	
27	36	599	103	434	335	267	486	116	553	93	522	52	430	60	384	48	269	33	194	
28	66	610	91	335	436	256	484	75	595	62	598	43	492	52	457	28	238	44	219	
29	55	691	107	499	411	313	569	131	607	75	667	46	591	45	464	25	297	45	224	
30	4	466	109	283	391	124	544	65	479	35	393	30	328	8	303	15	220	2	172	
31	27	774	92	356	357	287	538	77	575	100	542	48	461	53	392	20	248	60	227	
32	51	984	104	522	422	482	637	89	749	170	740	72	632	82	547	56	364	81	296	
33	21	672	82	354	394	267	612	77	777	82	725	26	533	30	475	19	292	12	232	
34	19	283	91	214	237	62	292	51	321	26	320	29	276	12	219	14	166	13	130	
35	137	1811	364	830	1106	679	1521	238	1783	221	1700	158	1300	174	1040	107	728	124	633	
36	38	904	110	552	363	500	549	163	696	206	701	104	564	100	504	44	405	43	388	
37	57	966	137	527	450	566	563	193	764	236	754	86	581	101	548	50	410	88	364	
38	13	1032	131	536	449	556	644	158	787	189	772	57	591	101	518	71	382	88	315	
39	100	949	198	416	500	279	700	125	818	102	808	73	516	71	406	110	254	119	197	
40	2	350	47	239	191	106	322	71	338	44	321	46	282	34	217	22	139	31	88	
41	30	273	44	218	239	93	344	190	476	39	490	59	352	28	268	26	126	34	78	
	2038	38177	6739	20176	22974	17052	31121	5909	33684	5783	32316	3119	25797	3922	22240	2089	15148	3290	12436	

RECAPITULATION, by Districts and Counties,—Continued.

Appendix (D.)
1846.

Appendix (D.)
1846.

	NUMBER OF PERSONS.				60 years and upwards.		Number of Deaf and Dumb persons.	Number of Blind persons.	Number of Idiots.	Number of Lunatic persons.	Number of Persons belonging to the Church of England.	Number of Persons belonging to the Church of Scotland.	Number of Persons belonging to the Church of Rome.	Number of British Wesleyan Methodists.	Number of Canadian Wesleyan Methodists.	Number of Episcopal Methodists.	Number of other Methodists.	Number of Presbyterians not in connexion with the Church of Scotland.	Number of Congregationalists or Independents.		
	Male.		Female.																		
	Single.	Married.	Single.	Married.	Males.	Females.														Males.	Females.
1	1260	7129	2195	5209	254	167	160	146	226	237	81	82	25355	18769	300672	7348	2482	497	681	4509	1332
2	127	524	206	355	14	17	6	5	11	9	2	6	4691	1354	5246	1721	247	164	254	324	2043
3	302	1465	496	1190	39	31	45	44	71	64	34	29	2049	294	65724	101	206	30	361	132	333
4	1041	4140	1564	3004	93	58	60	50	172	150	40	32	9169	4551	189779	1527	47	20	19	280	197
5	50	135	83	68	7	3	2	2	2	7	2	1	2263	1734	11222	100	11	8	..	34	1
	2780	13393	4544	9826	407	276	273	247	482	467	159	150	43527	26702	572643	10797	2993	719	1315	5279	3906
6	79	237	122	130	4	2	3	2	25	24	3	1	37	53	13615	..	..	5	..	..	..
7	88	212	76	153	4	1	1	3	5	2	1	2	12	9	8438	..	..	..	..	2	..
8	315	528	622	259	22	15	16	18	32	45	3	4	5494	2569	36370	851	24	..	2	123	189
9	31	489	68	372	4	10	14	4	20	11	4	4	478	83	15314	2	16	7	..	22	..
10	19	280	36	268	8	8	9	8	23	13	5	1	144	32	10183	19	..	..	8	16	..
11	99	518	182	391	14	14	19	18	11	24	14	17	373	18	20281	..	9	11	48	49	..
12	108	503	196	398	16	5	8	5	7	6	3	2	355	7	26413	17	..	..	..	18	3
13	75	690	94	566	19	9	4	3	15	12	4	8	1208	200	24006	37	..	3	11	40	..
14	64	498	129	355	20	17	6	8	19	32	..	2	482	521	19493	41	7	5	12	122	1
15	155	571	268	294	19	13	20	12	23	23	17	1	2310	2628	20043	103	615	51	27	673	69
16	28	169	36	101	4	1	4	4	..	4	..	1	2370	1367	6662	87	822	44	96	423	62
17	357	789	702	415	15	21	24	24	13	35	21	33	7616	5618	47072	1948	21	..	25	1227	638
18	93	288	178	163	38	33	16	15	17	14	4	6	642	257	15497	22	28	..	20	571	3
19	119	440	195	279	15	7	10	5	13	17	5	11	2802	7101	16293	1176	211	53	50	600	153
20	25	727	32	763	27	20	18	12	18	23	6	4	1566	383	32504	1082	127	20	36	416	121
21	41	355	53	313	20	11	6	12	10	11	7	..	793	134	16035	108	4	5	1	44	4
22	37	341	42	322	17	12	11	14	14	10	9	7	3	9	13245	..	..	..	..	..	..
23	41	496	88	365	17	7	11	8	20	9	2	4	435	31	20310	3	..	..	1	48	54
24	41	404	39	297	12	3	5	5	15	9	..	..	302	1	21425	7	..	82	2	8	83
25	26	498	18	408	12	5	10	12	37	29	3	2	1758	413	19506	901	15	51	3	180	3
26	30	140	34	93	9	9	1	1	4	1	..	..	1106	226	2849	434	121	32	156	213	282
27	43	217	108	121	3	3	3	7	5	3	..	1	2694	99	1973	1815	632	183	97	137	83
28	55	213	97	176	2	3	8	2	4	2	..	2	329	4	512	407	39	26	313	12	185
29	49	224	92	135	3	5	1	2	3	6	2	4	3269	1124	1990	881	87	106	85	101	1621
30	9	34	11	128	5	3	2	..	11	1	..	..	1341	235	6687	80	197	15	305	59	300
31	53	279	98	186	7	1	4	6	10	8	5	7	74	3	12221	..	..	1	..	1	83
32	122	354	169	217	5	5	11	12	16	18	10	4	117	6	16352	2	..	3	..	7	..
33	15	330	15	296	3	1	4	..	7	5	9	6	468	226	12767	180	..	7	..	15	..
34	15	102	20	60	..	..	..	..	1	..	..	..	1726	1044	3382	462	7	1	17	64	8
35	166	691	197	501	23	11	6	4	18	10	3	1	674	346	33680	32	..	..	..	54	..
36	37	497	62	428	15	3	8	7	23	22	5	4	143	1	14322	..	..	..	..	..	..
37	58	482	74	425	7	9	..	4	12	8	6	5	24	35	16955	..	..	..	..	..	..
38	152	345	210	193	7	1	3	5	15	15	2	4	3	1	17489	..	..	..	..	..	..
39	85	227	98	187	4	5	5	3	14	8	4	1	110	184	17447	..	..	..	..	..	..
40	35	74	44	35	4	2	1	1	2	4	..	..	1276	75	5675	85	..	..	..	34	..
41	15	61	39	33	3	1	1	1	..	3	2	1	987	1659	5547	15	11	8	..	..	1
	2780	13393	4544	9826	407	276	273	247	482	467	159	150	43527	26702	572643	10797	2993	719	1315	5279	3906

Appendix (D.)

RECAPITULATION, by Districts and Counties,—Continued.

Appendix (D.)

1846.

1846.

	Number of Baptists and Anabaptists.	Number of Lutherans.	Number of Quakers.	Number of Moravians and Tunkers.	Number of the Dutch Reformed Church.	Number of Jews.	Number of Persons of all other Religious Denominations not herein enumerated.	Number of Male coloured persons.	Number of Female coloured persons.	Number of Male Farm Servants employed.	Number of other Male Servants in private families.	Number of Female Servants in private families.	Number of persons engaged in Trade or Commerce.	Number of Persons subsisting on Alms or Paupers.	Number of Acres or Arpents of Land occupied.	Number of Acres or Arpents of improved Land occupied.	Produce raised during the last year, and estimated in Winchester Bushels.		
																	Wheat.	Barley.	Rye.
1	1720	8	17	1	2	120	3742	77	64	3503	3323	7084	2063	1307	3004967	1594879½	561470	788497½	78985½
2	2175	84	125	2253	5	5	330	211	307	83	30	502476½	177476½	99729½	21558½	3725½
3	96	1	8	20	83	41	40	461	237	646	291	175	725970½	268377½	116678	116418	7453½
4	54	9	9	13	50	22	10	1791	1558	3491	1184	3013	2149338	737522½	152299½	242308½	242895½
5	18	1	2	21	85	24	30	27	197020	24062½	12658	26674	385
	4063	101	151	2	10	154	6128	145	121	6106	5414	11552	3651	4552	6579772½	2802317½	942835	1195456½	333446
6	41	532	172	36	190	158780½	49321½	17067	26701½	56320
7	2	3	1	66	50	97	8	38	120310	49746	10452	8959	14411
8	29	3	9	13	...	14	5	159	528	1548	741	317	98826½	42711½	1360	6231½	2046
9	203	45	175	54	116	239597½	79408½	6557	9640	16137½
10	1	1	3	105	50	126	29	53	141394½	35797½	2798	13015	1740½
11	...	...	...	8	20	1	12	8	103	101	212	77	63	161168½	87249½	35807½	51917½	1854½
12	3	...	...	...	6	16	1	4	136	103	223	36	20	260764½	125491½	48443	45199½	29936
13	8	...	...	...	...	20	...	...	112	95	180	12	9	66971½	197509½	25641	88808	11390
14	9	...	2	...	...	41	...	...	294	168	316	69	407	183702½	96825½	17924	62876½	5541
15	187	...	1	2	...	273	9	11	270	147	375	68	16	285921½	115649½	28183½	54941½	5124½	
16	319	...	1	...	...	175	1	1	119	113	141	54	3	247493½	42751½	43911½	2543	1197½
17	420	8	1	1	...	112	190	40	23	526	1362	3013	1103	306	126246	92161½	19277½	103018½	345
18	23	...	...	...	1	11	2	2	64	182	195	58	67	121291	68273½	15106	33958	4671
19	117	...	2	...	...	188	11	5	235	137	272	272	49	307051½	105698½	34751	30941½	2643½
20	53	...	...	...	1	34	5	2	403	223	519	89	114	269129½	164715½	64578	101514	1067
21	5	...	1	...	...	...	...	...	277	210	447	99	53	120507½	95114½	40774½	54156½	483
22	...	...	...	...	...	3	...	1	339	52	384	17	101	130620½	95924½	17391	53661½	544½
23	6	...	...	...	...	1	1	1	142	120	245	62	104	173272½	84796	32054½	32254½	6898
24	11	...	...	...	42	...	...	...	134	155	293	28	15	192752½	96826	50876	71783½	234
25	29	...	...	...	39	...	...	...	278	128	309	44	37	239395½	132353½	89883	51096	4426
26	165	84	124	...	...	563	4	...	92	40	54	17	...	161439½	48799½	10963½	1540½	2073½
27	438	...	6	...	...	2708	7	7	174	128	172	52	6	166055½	63017½	24072	592½	3986
28	692	...	3	...	...	2	1	7	54	21	43	9	29	197389	76248	43750	7927	774
29	1410	...	1	...	...	1690	...	...	184	150	210	57	1	207390	70200	44619	13244	1377
30	95	...	...	...	...	70	...	...	113	14	94	133	...	128417	32820	36685	4993	281
31	...	...	...	...	...	8	...	1	89	32	141	18	11	125849½	46861½	31900	15732	1975
32	...	...	...	...	...	4	29	28	51	40	73	34	48	169140½	65649	9487½	30760½	1603
33	...	1	...	...	...	33	...	...	126	42	158	20	58	197585	66174	7333	11574	9299
34	25	...	...	...	...	15	3	2	1	13	8	5	...	143677	24935	17139	10300	4398
35	...	4	...	...	...	...	...	...	180	63	210	36	136	431898½	141960½	12483	27246½	13515½
36	...	...	...	...	...	...	...	...	224	43	226	136	888	189118	80147	8469½	13452½	15562½
37	...	...	...	...	...	1	1	1	295	96	343	42	624	181945½	76120½	9849	34993½	31630
38	...	...	...	...	...	...	...	...	341	81	365	63	519	174088½	74558½	6741½	67316½	49470½
39	...	1	...	...	...	1	1	1	155	65	189	43	127	213510½	52409	54848½	25893½	30105½
40	...	...	...	...	...	1	...	1	11	76	15	25	...	62357	6916	1576	7319	179
41	18	...	...	...	...	...	...	1	10	9	9	5	27	134663	17146½	11082	19355	206
	4063	101	151	2	10	154	6128	145	121	6106	5414	11552	3651	4552	6579772½	2802317½	942835	1195456½	333446

Appendix
(D.)
1846.

RECAPITULATION, by Districts and Counties,—Continued.

Appendix
(D.)
1846.

	Produce raised during the last year, and estimated in Winchester Bushels.					Number of Hives of Bees kept last season.	Number of Pounds of Maple Sugar made last Season.	LIVE STOCK.				Number of yards of Fulled Cloth manufactured in the domestic way.	Number of yards of Linen Cotton, or other thin Cloth manufactured in the domestic way.	Number of yards of Flannel or other Woolen Cloth not fulled, manufactured in the domestic way.
	Oats.	Pease.	Indian Corn.	Buck Wheat.	Potatoes.			Neat Cattle.	Horses.	Sheep.	Hogs.			
1	4163090½	921162½	105351½	231860	4771103½	6732	633292	250815	92095	319085	115241	399098½	327291½	320328½
2	258732½	9423½	2876½	51495	951926	879	382154	31021	6345	47058	8204	60891½	11124½	73931½
3	915667½	125745	6059	80487	1149759	224	321592	50008	13933	69634	21770	87467	206461½	67466½
4	1848056	162646½	756½	10965	2674425½	63	877556	128867	32905	158489	47104	188955	303871½	192700
5	53197½	443	77	2	371056	..	56563	6137	1448	8555	5616	10282	8881½	601
	7238753½	1219420½	141008½	374809	9918869½	7898	2272457	469851	146726	602821	197935	746694½	857630½	655027½
6	44654	19436	....	451½	140864	....	18114	10298	2723	16234	3329	20583	33866	21883
7	138181	12046	24	166	150196	....	134399	9054	1637	8371	2384	10976	23056	5588
8	146522	5363½	15	90½	388444	51	2460	6141	2885	3730	2179	4582	4304	1532
9	279290½	16947½	214½	6599½	282618½	....	101946	12075	2047	14099	4366	14868½	31299	15845½
10	148857	18187	560½	14488½	181634	....	68105	7620	1986	12686	3865	13443	30042½	15197
11	340958½	41582½	1145½	17943½	283172	..	97778	13106	4336	17440	6164	25970½	68120½	17431½
12	429410	64395	1129½	15936	436968½	121	183334	17291	6609	25614	9995	28197	53682½	30074½
13	515752	86040	2123½	8997½	432742	198	157255	23497	7113	33130	9470	41555	46609	29481
14	329445	61863½	1941½	17408½	311727½	546	32082	15071	5393	17960	6224	22987½	17714	18824½
15	376823½	51348½	5835½	18570½	420233	705	37567	20691	7126	23950	9099	31830½	16583	26831
16	109124½	11622½	4912½	745½	213209	73	16465	8108	2352	5948	3373	4629½	338	8521½
17	282670½	76895½	1783	15092½	560802½	593	6152½	16416	7732	12610	6984	25483	3843½	10776
18	191173	40314	1012½	18067	152034	323	7228	10679	4790	15096	6774	20078	2078	12785
19	246221½	58367	13065	10281½	315142½	912	9721½	22055	7075	29693	8885	31436½	5942½	27305½
20	456868	100282	7510	39222	410983	766	34374	26038	11770	34240	14257	53546	24840	24498
21	290698	60913	2169½	11015	218981	230	4493	12503	5917	15028	6803	18900	10168	13989½
22	208144½	122022	7365	3754½	172477	99	21605	13619	5319	19334	5629	20751½	28273½	20202
23	169370½	61053½	3714½	18575½	209872½	86	25070	12908	5027	19365	6587	24590½	42359½	19505½
24	184555½	46245	17885	15021½	226502½	253	34216	16251	5976	18315	7846	20303½	42767	13173½
25	269276	69493	9797	21711	327087	741	27078	18368	6362	25365	8861	31415	28602	35147
26	56811½	4572½	15869½	8048	235403	423	46888	9049	1801	11433	2282	11576½	2463½	19964½
27	88236	5990½	22728	12326½	258896	1065	27051	13656	2720	18013	2852	19355½	3491½	25378½
28	106589	1826	8868	15506	386488	232	127369	14555	2926	22271	3115	20750	1161	23710
29	110363	3212	6077	33056	403480	236	218797	14088	2432	18778	3419	32604	7500	34082
30	70495	8538	1823	5377	223898	22	53256	6858	1304	7496	2612	6868	8558	13945
31	116372½	21366	1381½	21608	165563½	202	35048	9599	2902	13797	3880	19904½	43459	6722½
32	238984½	36071½	1149	21070½	295191½	....	66505	12825	3405	18215	5249	21280½	56281½	14170½
33	211516	17086	105½	1971	291130	1	35244	10685	2413	13450	4494	14704	27051	10431
34	35453	1760	2	849	196217	4	59009	4967	726	4733	1688	5298	378	5720
35	392824½	26474	103	342½	465336	....	248482	27372	5780	29710	9215	33900	54930	30627
36	209225½	12523½	29½	470	226713½	7	78525	14972	3247	14199	4785	16495½	29786½	19722
37	209212½	13831½	212½	25	176822½	....	120967	12422	3489	15733	5089	20974½	32052½	22514
38	152703½	22012½	48½	....	208081½	....	22697	12437	3859	21394	5108	28321½	47341½	36683½
39	28373½	15166	1½	....	148007	....	55713	8444	3079	16836	4467	18252	19806½	22153½
40	7331½	114	....	....	67120	....	3630	2525	565	3964	2134	....	6751½	344
41	45866	329	77	2	304536	....	52933	3612	883	4591	3482	10282	2130	257
	7238753½	1219420½	141008½	374809	9918869½	7898	2272457	469851	146726	602821	197935	746694½	857630½	655027½

Appendix
(D.)
1846.

RECAPITULATION, by Districts and Counties,—Continued.

Appendix
(D.)
1846.

	Number of pounds of Wool produced during the last year.	Under what Tenure such Land is held.	Rate of Seigniorial Rent paid for land held <i>à titre de cens</i> .	Average Money Rent of Farm farmed.	Proportion of produce allowed to the proprietor for land held on lease or cultivated on shares.	Number of Colleges, Academies and Convents.	Number of Elementary Schools.	Number of Scholars at each such College, Academy, Convent or Elementary School.		Number of Taverns or Houses of Public Entertainment.	Number of Stores where Spirituous Liquors are sold.	Number of Grist Mills.	Number of pairs of Mill Stones used.	Number of Oatmeal Mills.	Number of Barley Mills.	Number of Saw Mills.	Number of Oil Mills.
								Males.	Females.								
1	668504½	....	....	....	....	41	732	16336	12626	680	411	191	409	77	23	284	4
2	115909½	....	....	....	....	4	152	2692	2127	38	57	41	80	7	2	117	2
3	123623½	....	....	....	....	1	167	2640	2442	52	70	59	91	10	1	105	3
4	283455½	....	....	....	....	18	501	9687	8008	280	262	123	250	13	15	390	5
5	19151	....	....	....	....	..	17	322	231	2	8	8	14	1	4	15	..
	1210944½	....	....	....	....	64	1569	31677	25434	1052	808	422	844	108	45	911	14
6	31554	....	....	....	....	..	28	458	341	1	18	13	23	..	1	43	..
7	10523	....	....	....	....	1	16	371	241	..	2	7	10	1	..	13	2
8	7843	....	....	....	....	12	82	3045	2235	190	124	7	20	..	2	23	2
9	23787	....	....	....	....	2	22	488	295	13	14	16	42	1	1	41	..
10	19217½	....	....	....	....	..	12	180	136	5	11	9	..	2	..	28	..
11	32535½	....	....	....	....	..	63	946	1004	22	27	17	40	3	1	26	2
12	44404½	....	....	....	....	2	45	947	729	15	19	17	35	10	..	25	..
13	61404	....	....	....	....	2	45	1089	733	23	23	18	39	16	5	24	1
14	33957	....	....	....	....	2	29	694	528	31	18	6	25	4	2	15	..
15	48409	....	....	....	....	1	67	1163	872	53	33	16	34	8	6	22	..
16	12537½	....	....	....	....	..	27	478	336	27	5	14	24	..	..	29	..
17	23227½	....	....	....	....	24	111	4007	3217	258	109	14	48	6	5	2	2
18	28777	....	....	....	....	2	26	548	549	27	25	7	15	1	..	7	..
19	69615½	....	....	....	....	..	85	1731	1321	27	32	13	36	12	2	41	..
20	84516	....	....	....	....	1	59	1079	775	72	28	10	23	4	3	13	..
21	35576½	....	....	....	....	2	34	794	433	44	24	5	15	9	..	9	..
22	35515½	....	....	....	....	..	22	385	310	10	12	26	25	..	..	3	..
23	32287	....	....	....	....	1	37	679	563	30	26	16	11	1	..	..	1
24	33907	....	....	....	....	3	35	733	602	19	23	7	16	1	..	15	..
25	71675	....	....	....	....	..	50	989	733	28	15	10	28	3	..	14	..
26	25973½	....	....	....	....	1	41	785	607	8	7	8	16	2	1	33	2
27	44680	....	....	....	....	1	52	917	869	14	13	9	31	2	..	56	..
28	49773	....	....	....	....	2	53	864	763	17	20	14	24	1	..	48	..
29	48278	....	....	....	....	1	66	1096	813	15	31	22	44	4	1	45	..
30	15979	....	....	....	....	..	29	357	374	8	3	10	14	3	..	20	..
31	22379	....	....	....	....	..	22	332	271	5	14	13	21	2	..	9	1
32	33512½	....	....	....	....	1	41	825	657	12	15	10	16	..	..	22	..
33	25431	....	....	....	....	..	46	590	634	8	7	6	13	3	2	33	1
34	11237	....	....	....	....	..	13	167	167	2	6	9	14	5	1	11	..
35	50321½	....	....	....	....	1	107	1488	1635	31	9	19	47	1	1	82	..
36	25292½	....	....	....	....	..	52	765	718	12	3	16	25	..	1	52	..
37	29286	....	....	....	....	..	36	579	510	11	19	16	21	1	2	58	..
38	36422½	....	....	....	....	2	51	983	680	10	20	8	23	1	3	25	..
39	25758½	....	....	....	....	..	48	753	552	2	40	6	12	..	1	9	..
40	8036	....	....	....	....	..	11	180	138	1	7	4	7	..	..	6	..
41	11415	....	....	....	....	..	6	142	93	1	1	4	7	1	4	9	..
	1210944½	....	....	....	....	64	1569	31677	25434	1052	808	422	844	108	45	911	14

Appendix
(D.)
1846.

RECAPITULATION, by Districts and Counties,—Continued.

Appendix
(D.)
1846.

	Number of Fuling Mills.	Number of Carding Mills.	Number of Thrashing Mills.	Number of Paper Mills.	Number of Iron Works.	Number of Trip Hammers.	Number of Nail Factories.	The weight of Nails so manufactured.	Number of Distilleries.	Number of Breweries.	Number of Tanneries.	Number of Pot and Pearl Ash Manufactures.	Number of Manufactures of any other sort containing any machinery moved by wind, water, steam or animal power.	Average price of Wheat since last harvest.	Average price of Agricultural Labor throughout the year.
1	64	68	123	2	43	11	5	817 Tons.	26	20	200	421	58	..	..
2	11	15	13	2	24	4	..	.....	3	1	14	51	22	..	..
3	15	22	39	..	2	2	..	.....	2	4	35	33	4	..	..
4	63	64	294	4	..	1	1	½ Ton per day.	5	5	86	35	2	..	..
5	..	..	..	..	..	..	..	.....	..	..	..	..	..	..	..
	153	169	469	8	69	18	6	.....	36	30	335	540	86	..	..
6	11	4	5	..	..	..	..	.....	1	..	4	..	1	.....	.....
7	3	4	8	1	..	..	..	.....	..	..	2	1	..	.....	.....
8	1	4	2	..	..	..	1	½ Ton per day.	..	4	29	..	1	.....	.....
9	6	7	24	2	..	..	..	.....	..	..	3	5	..	.....	.....
10	2	4	8	..	..	..	..	.....	..	..	2	4	..	.....	.....
11	6	8	26	..	2	2	..	.....	2	3	20	7	2	.....	.....
12	5	4	17	..	26	4	..	.....	2	1	11	33	..	.....	.....
13	7	7	2	..	2	..	..	.....	1	1	15	30	3	.....	.....
14	4	5	3	..	..	..	..	.....	2	..	12	25	..	.....	.....
15	4	6	11	..	6	..	..	.....	4	2	31	97	..	.....	.....
16	1	1	1	..	..	..	..	.....	..	..	5	62	7	.....	.....
17	3	5	26	2	3	1	5	817 Tons.	5	8	45	2	18	.....	.....
18	2	3	3	..	..	..	..	.....	..	1	4	16	..	.....	.....
19	4	4	1	..	..	..	..	.....	6	..	14	122	1	.....	.....
20	5	6	22	..	..	1	..	.....	1	3	10	23	2	.....	.....
21	4	4	15	..	..	..	..	.....	..	3	9	1	6	.....	.....
22	4	2	4	..	3	..	..	.....	..	..	6	..	..	.....	.....
23	1	2	10	..	..	..	..	.....	..	..	7	..	..	.....	.....
24	3	2	..	..	..	..	..	.....	..	..	2	1	..	.....	.....
25	5	5	6	..	2	..	..	.....	3	..	17	2	..	.....	.....
26	2	3	1	1	3	1	..	.....	..	1	3	21	8	.....	.....
27	8	8	2	..	1	5	..	.....	2	1	10	7	20	.....	.....
28	8	8	7	1	18	..	..	.....	2	..	7	10	3	.....	.....
29	5	8	5	..	3	3	..	.....	1	..	6	20	12	.....	.....
30	..	..	..	..	..	..	..	.....	..	..	4	20	..	.....	.....
31	2	4	4	..	..	..	..	.....	..	1	5	..	..	.....	.....
32	5	6	1	..	..	..	..	.....	..	..	4	2	2	.....	.....
33	6	5	14	..	..	..	..	.....	2	..	3	4	..	.....	.....
34	1	1	..	..	..	1	..	.....	..	..	2	7	..	.....	.....
35	10	7	8	..	..	..	..	.....	2	..	10	9	..	.....	.....
36	8	9	20	..	..	..	..	.....	..	..	7	2	..	.....	.....
37	11	18	150	1	..	..	..	.....	..	1	7	3	..	.....	.....
38	4	3	56	..	..	..	..	.....	..	..	16	2	..	.....	.....
39	2	2	7	..	..	..	..	.....	..	..	3	1	..	.....	.....
40	..	..	..	..	..	..	..	.....	..	..	..	..	..	.....	.....
41	..	..	..	..	..	..	..	.....	..	..	..	..	..	.....	.....
	153	169	469	8	69	18	6	.....	36	30	335	540	86	.....	.....

A B S T R A C T

Of the Returns of the Enumeration of the Inhabitants of Lower Canada, and of the other Statistical Information obtained in the year 1844, under the Provincial Act 7th Victoria, Cap. 24, intituled, "An Act for taking the Census of the Inhabitants of Lower Canada, and for obtaining certain Statistical Information therein mentioned."

Appendix (D.)

ABSTRACT of the Returns of the Enumeration, &c.—Continued.

Appendix (D.)

1846.

1846.

COUNTY.	Designation of Parishes, Townships and Municipalities, as established under Act 8 Vict. c. 40.	Designation of Parishes, Townships, Seigniorice, &c. as taken from the Census Returns.	HOUSES.			
			Inhabited.	Vacant.	Building.	
Saguenay ..	Municipality of <i>Chicoutimi</i> , comprising the Townships of <i>Chicoutimi</i> , <i>La Ferrière</i> , <i>Simard</i> and <i>Tremblay</i> .	<i>Chicoutimi et Terres Rompues</i>	50	..	2	
		<i>Rivière du Moulin à l'Anse aux Foins</i>	13	1	1	
		Between <i>l'Anse à Peltier</i> and <i>Rivière à Mars</i>	23	..	2	
	Do.	Municipality of <i>Bagot</i> , comprising the Townships of <i>Bagot</i> , <i>Simon</i> and <i>Harvey</i> .	<i>l'Anse aux Foins</i> to <i>Rivière à Mars</i>	24	..	4
			<i>La Grande Baie et la Rivière à Mars</i>	53	1	9
			<i>La Baie Ha! Ha!</i>	61	..	5
	Do.	Municipality of <i>Tadoussac</i> , comprising the Townships of <i>Tadoussac</i> and <i>St. John's</i> , together with the tracts adjacent thereto, bounded on the south-west by the <i>Rivière Noire</i> , on the north-west by the prolongation in both directions of the north-western boundary line of the Township of <i>St. John's</i> , on the north east by a line prolonged from the rear line of the Township of <i>Harvey</i> to its intersection with the rear line of the Township of <i>Tadoussac</i> , and on the south-east by the <i>River St. Lawrence</i> .	<i>Rivière Ste. Marguerite</i> to <i>l'Anse St. Jean</i>	21	..	1
			<i>Rivière aux Canards</i> to <i>Rivière Ste. Marguerite</i>	24	4	1
	Do.	Municipality of <i>La Malbaie</i> , being the Parish of <i>St. Etienne de La Malbaie</i> , together with the remainder of the Seigniorie of <i>Mount Murray</i> .	<i>Port aux Saumons</i> to <i>Rivière aux Canards</i>	18	1	3
			Parish of <i>La Malbaie</i>	431	1	..
	Do.	Parish of <i>St. Agnès de Murray Bay</i>	Parish of <i>St. Agnès</i>	128	..	..
	Do.	Municipality of <i>St. Irénée</i> , being the Parish of <i>St. Irénée</i> , together with that part of the Township of <i>Settrington</i> not comprised therein, which lies eastward of a line drawn between <i>lots eleven and twelve</i> in the first range thereof, and prolonged to meet the north eastern outline of the said Township.	Parish of <i>St. Irénée</i>	97	..	..
			Parish of <i>L'Assomption de Notre Dame des Eboulemens</i>	261	3	..
	Do.	Parish of <i>St. Louis de l'Isle aux Coudres</i>	Parish of <i>Isle aux Coudres</i>	79	..	..
	Do.	Parish of <i>St. Pierre et St. Paul de la Baie St. Paul</i>	Parish of <i>La Baie St. Paul</i>	430	6	..
	Do.	Municipality of <i>St. Urbain</i> , being the Parish of <i>St. Urbain</i> , <i>Côte Beauport</i> , together with so much of the Township of <i>Settrington</i> as is not comprised within the Municipality of <i>St. Irénée</i> .	Parish of <i>St. Urbain</i>	108	2	..
			Parish of <i>St. François Xavier de la Petite Rivière</i>	66	2	..
Montmorency..	Municipality of <i>St. Joachim</i> , being the Parish of <i>St. Joachim</i> , with the exception of the part thereof lying to the north and west of the <i>River Ste. Anne</i> , and forming the tract commonly called the Parish of <i>St. Féréol</i> .	Parish of <i>St. Joachim</i>	140	5	..	
		Parish of <i>St. Féréol</i>	94	..	..
	Do.	Municipality of <i>St. Féréol</i> , being the part of the Parish of <i>St. Joachim</i> lying to the north and west of the <i>River Ste. Anne</i> , and commonly called the Parish of <i>St. Féréol</i> .	Parish of <i>St. Féréol</i>	94	..	..
	Do.	Parish of <i>St. Anne, Côte Beauport</i>	Parish of <i>St. Anne</i>	118	..	..
	Do.	Parish of <i>Château Richer</i>	Parish of <i>Château Richer</i> ..	161	4	2
	Do.	Parish of <i>Ange Gardien</i>	Parish of <i>Ange Gardien</i>	123	6	..
	Do.	Parish of <i>St. François, Isle d'Orléans</i>	Parish of <i>St. François</i>	77	1	..
	Do.	Parish of <i>St. Jean, Isle d'Orléans</i>	Parish of <i>St. Jean</i>	200	3	..
	Do.	Parish of <i>La Ste. Famille, Isle d'Orléans</i>	Parish of <i>St. Famille</i>	102	4	..
	Do.	Parish of <i>St. Laurent, Isle d'Orléans</i>	Parish of <i>St. Laurent</i>	113	1	..
	Do.	Parish of <i>St. Pierre, Isle d'Orléans</i>	Parish of <i>St. Pierre</i>	116	5	..
Montmorency..	Municipality of <i>Beauport</i> , being the Parish of <i>La Nativité de Notre Dame de Beauport</i> , together with the tract lying to the north-west of the <i>River Montmorency</i> , and commonly called the Parish of <i>Laval</i>	Parish of <i>Laval</i>	39	..	..
Quebec.....	Parish of <i>Laval</i>	Parish of <i>Beauport</i>	370	15	3	
Quebec.....	Parish of <i>St. Charles de Charlesbourg</i>	Parish of <i>Charlesbourg</i>	278	10	5	
Do.	Municipality of <i>St. Dunstan, Lake Beauport</i> , being the tract commonly called the Parish of <i>St. Dunstan, Lake Beauport</i>	Parish of <i>St. Dunstan, Lake Beauport</i>	70	5	..	
		Municipality of <i>Stoneham</i> , comprising the Townships of <i>Stoneham</i> and <i>Tewkesbury</i>	Township of <i>Stoneham</i>	70	3	..

Appendix (D.)

ABSTRACT of the Returns of the Enumeration, &c.—Continued.

Appendix (D.)

1846.

NUMBER OF	NUMBER OF				NUMBER OF COLOURED PERSONS.		NUMBER OF MALE FARM SERVANTS.		NUMBER OF OTHER SERVANTS.		NUMBER OF PERSONS ENGAGED IN TRADE OR COMMERCE.	NUMBER OF PERSONS SUBSISTING ON ALMS, OR PAUPERS.	NUMBER OF ACRES OR ARPENTS OF LAND OCCUPIED.	NUMBER OF ACRES OR ARPENTS OF IMPROVED LAND.	PRODUCE RAISED DURING THE LAST YEAR, AND ESTIMATED IN WINCHESTER BUSHELS.			
	Quakers.	Moravians and Tinkers.	Dutch Reformed Church.	Jews.	Male.	Female.	Male.	Female.	Wheat.	Barley.					Rye.	Oats.		
1					3	253	7								120	78	10	45
2						28									10			
3						6	3								11	297	111	1093
4						15	6								55	442	40	181
5						1	10	7							356	485	230	523
6						23	9								408	754	294	910
7						33									60	313	146	150
8						77	4	2	6	446	95				95	10	45	20
9						4	7	1					2832	291	302	735	526	148
10						21	27	55	17	60	30987	12020	30987	12020	5158	5909	9903	13532
11							3	4		41	13207	2847	13207	2847	664	1638	4622	776
12						1	3	6		13	8408	2981	8408	2981	2270	1030	2747	1601
13						12	22	4	12	27337	9860	4137	3089	8733	5774			
14						3	10	1		7427	3974	1012	1395	3813	2809			
15						20	28	11	50	37226	13116	1696	6553	17979	11880			
16						9	7		8	11491	2384	350	1641	4420	3245			
17						3	3	1		19416	1741	332	1731	2699	1966			
18										11185	3584	815	858	1764	21480			
19							2		7	6284	1899	310	457	882	3452			
20						1	5	6		13297	10316	2330	1230	1960	11283			
21						3	10	15		25306	5777	2139	2160	1242	18769			
22						18	3	14		12638	6394	1065	660	42	16959			
23							9	1		6335	3562	479	330	2539	9707			
24						2	7	8		11708	8050	1127	469	3254	16829			
25						12	22			13085	5220	945	1335	1502	18759			
26						18	5	26		9208	2637	853	382	1066	1648			
27						8	9	3		8416	1871	356	990	156	17882			
28						1		2		2808	446	33	88	4	1413			
29						17	11	32	11	13352	5009	626	1390	14	23485			
30						19	2	16	1	4	17880	9144	192	1343	248	36986		
31						1	1			5862	1046				2246			
32										8085	1435			851	2532			

Appendix (D.)

1846.

ABSTRACT of the Returns of the Enumeration, &c.—Continued.

Appendix (D.)

1846.

PRODUCE RAISED DURING THE LAST YEAR, AND ESTIMATED IN WINCHESTER BUSHELS.	LIVE STOCK.				NUMBER OF YARDS OF FILLED CLOTH MANUFACTURED IN THE DOMESTIC WAY.	NUMBER OF YARDS OF LINEN, COTTON, OR OTHER THIN CLOTH MANUFACTURED IN THE DOMESTIC WAY.	NUMBER OF YARDS OF FLANNEL OR OTHER WOOLLEN CLOTH NOT FILLED, MANUFACTURED IN THE DOMESTIC WAY.	NUMBER OF POUNDS OF WOOL PRODUCED DURING THE LAST YEAR.	UNDER WHAT TENURE SUCH LAND IS HELD.					
	Peas.	Indian Corn.	Buckwheat.	Potatoes.						Neat Cattle.	Horses.	Sheep.	Hogs.	
1	40			946				97	103	do				
2	15				13	7	38	7	47	68	do			
3	162			577	975	38	29	46	21	83	93	84	do	
4	64			143	1260	42	21	57	25	121	168	95	do	
5	68			602		70	37	167	45	53	449	252	do	
6	255			1301	625	79	59	172	65	244	505	290	do	
7	66			67	745	42	25	106	28	7	221	176	do	
8				500		44	38	72	31	66	116	113	do	
9	221			1391		85	29	142	56	27	35	233	253	Seigniorial
10	6716			36878		2234	656	4514	902	6048	6916	5831	8320	do
11	626			5859	500	535	192	1054	256	1353	1935	1446	1718	do
12	543		1	5906		593	141	1029	166	1249	1722	1289	1813	do
13	1975		86	22001	113	1697	390	2785	487	3709	7269	3340	5471	do
14	880			12426	540	592	206	1155	237	1437	3903	1650	2892	do
15	6019		293	39272	7510	3062	622	3401	687	4573	6767	4530	7010	do
16	1514		71	7047		758	145	983	190	1431	2921	1175	1796	do
17	271			5048	5846	374	79	455	101	750	1824	663	1099	do
18	439	1	46	9191	24785	1176	241	878	291	979	2758	294	1513	do
19				4495	11804	292	85	359	108	330	802	29	592	do
20	1230	1		10410	20168	993	170	777	156	1018	3324	415	1594	do
21	1291	16	118	23944	41471	935	229	1352	266	1964	3268	1315	3599	do
22	1559	4		11838	17555	749	144	713	177	949	2711	230	1353	do
23	1705			12210	1023	658	121	779	215	1014	1239	1791	1541	do
24	1885			15692	4718	908	179	904	323	966	964	481	1457	do
25	1676			17819	7447	1271	198	1134	305	1450	2838	300	1969	do
26	1476			28803	3164	1156	120	697	249	992	2411	467	1407	do
27	785	2		14494	1414	848	152	778	240	1408	2741	267	1508	do
28				6300	850	78	18		54					do
29	2215		20	33523	80	788	369	1017	309	1213	614	258	1724	do
30	832	4	7	52307	295	1099	372	898	420	1449	1361	648	2578	do
31				8930	25	198	56	20	28	30			95	do
32	11			16350	300	234	39	53	135	74			68	Free & Common Soccage.

Appendix (D.)

ABSTRACT of the Returns of the Enumeration, &c.—Continued.

Appendix (D.)

1846.

1846.

COUNTY.	Designation of Parishes, Townships and Municipalities, as established under Act 8 Vict. c. 40.	Designation of Parishes, Townships, Seigniories, &c. as taken from the Census Returns.	HOUSES.		
			Inhabited.	Vacant.	Building.
33 Quebec.....	Municipality of <i>Valcartier</i> , being the part of the Seigniority of St. Gabriel not included within the Parish of St. Ambroise de La Jeune Lorette, and commonly called the Parish of St. Gabriel de Valcartier.....	Valcartier.....	234	2	6
34 Do.....	Municipality of <i>St. Roch</i> de Québec, being the part of the Parish of St. Roch de Québec lying beyond the limits of the City of Québec.....	Parish of St. Roch, without the City of Québec.....	197	17	6
35 Do.....	.....	Parish of St. Roch, within the City of Québec.....	1847	43	64
36 Do.....	Municipality of <i>Stadacona</i> , being the part of the Parish of Notre Dame de Québec, lying beyond the limits of the City of Québec.....	Parish of Notre Dame de Québec, without the City of Québec.....	232	7	2
37 Do.....	.....	Parish of Notre Dame de Québec, within the City of Québec.....	2724	61	40
38 Quebec.....	Parish of <i>Ste. Foye</i>	Parish of Ste. Foye.....	213	13	2
39 Portneuf.....	.....	.....	38	10	1
40 Quebec.....	Parish of <i>Ancienne Lorette</i>	Parish of Ancienne Lorette.....	122	9	5
41 Portneuf.....	.....	.....	182	5	1
42 Quebec.....	Parish of <i>St. Ambroise</i> de la Jeune Lorette.....	Jeune Lorette.....	44	1	1
43 Quebec.....	.....	Parish of St. Ambroise.....	313	9	.....
44 Portneuf.....	.....	.....	38	.....	1
45 Portneuf.....	Parish of <i>St. Augustin de Desmaures</i>	Parish of St. Augustin.....	237	19	4
46 Do.....	Parish of <i>Ste. Catherine</i> de Fossambault.....	Parish of Ste. Catherine.....	303	12	11
47 Do.....	Municipality of <i>Pointe aux Trembles</i> , being the Parish of St. François de Sales de Neuville, ou Pointe aux Trembles, as limited since its civil erection by the canonical erection of the Parish of St. Basile.....	Parish of Pointe aux Trembles.....	268	15	3
48 Do.....	Municipality of <i>St. Basile</i> , being the Parish of St. Basile as canonically erected.....	.....	.....	.....	.....
49 Do.....	Municipality of <i>St. Raymond</i> , being the Parish of St. Raymond as canonically erected.....	Parish of St. Raymond.....	216	14	14
50 Do.....	Parish of <i>St. Jean Baptiste des Ecureuils</i>	Parish of Les Ecureuils.....	70	2	.....
51 Do.....	Municipality of <i>Cap Santé</i> , being the Parish of La Ste. Famille du Cap Santé, as limited since its civil erection by the canonical erection of the Parish of St. Basile.....	Parish of Cap Santé.....	600	10	16
52 Do.....	Municipality of <i>Deschambault</i> , being the Parish of St. Joseph de Deschambault, together with the Township of Alton.....	Parish of Deschambault.....	353	24	11
53 Do.....	Municipality of <i>Grondines</i> , being the Parish of St. Charles de Grondines as limited since its civil erection by the canonical erection of the Parish of St. Casimir.....	Township of Alton.....	14	.....	2
54 Champlain.....	Municipality of <i>St. Casimir</i> , being the Parish of St. Casimir as canonically erected.....	Parish of Grondines.....	304	9	16
55 Do.....	Parish of <i>Ste. Anne de La Pérade</i>	Parish of Ste. Anne de la Pérade.....	400	23	8
56 Do.....	Parish of <i>St. François Xavier de Batiscan</i>	Parish of Batiscan.....	116	6	4
57 Do.....	Parish of <i>Ste. Geneviève de Batiscan</i>	Parish of Ste. Geneviève de Batiscan.....	273	12	11
58 Do.....	Parish of <i>St. Stanislas</i> de La Rivière des Envies.....	Parish of St. Stanislas.....	290	22	11
59 Do.....	Parish of <i>La Visitation de Champlain</i>	Parish of Champlain.....	201	5	8
60 } St. Maurice..	Parish of <i>Ste. Marie du Cap de La Magdeleine</i>	Parish of Cap de la Magdeleine.....	238	5	11
61 } ..	Parish of <i>St. Maurice</i>.....	.....	.....	.....	.....
62 } ..	Municipality of <i>Three-Rivers</i> , being the Parish of Notre Dame des Trois-Rivières as at present canonically erected, together with the Fief St. Etienne and the north-west Tract of the Forges of St. Maurice.....	Town of Three-Rivers.....	533	25	9
63 Do.....	Municipality of <i>Pointe du Lac</i> , being the Parish of La Visitation de La Pointe du Lac as canonically erected.....	Banlieue of Three-Rivers.....	103	6	2
64 Do.....	Municipality of <i>Gatineau</i> , being the Parish of St. Barnabé de Gatineau, together with the Township of Caxton.....	Forges of St. Maurice.....	64	.....	.....
65 Do.....	Municipality of <i>Yamachiche</i> , being the Parish of Ste. Anne de Yamachiche as at present canonically erected and bounded.....	Parish of Pointe du Lac.....	201	11	4
		Parish of St. Barnabé (including the Township of Caxton)	207	10	7
		Parish of Ste. Anne d'Yamachiche.....	583	26	2

Appendix (D.)

ABSTRACT of the Returns of the Enumeration, &c.—Continued.

Appendix (D.)

1846.

Table with columns: COUNTY, Designation of Parishes, Townships and Municipalities, as established under Act S Vict. c. 40., Designation of Parishes, Townships, Seigniories, &c. as taken from the Census Returns., HOUSES (Inhabited, Vacant, Building).

Appendix (D.)

ABSTRACT of the Returns of the Enumeration, &c.—Continued.

Appendix (D.)

1846.

Table with columns: Proprietors of Real Property, Not Proprietors of Real Property, Tenants entitled to vote at Elections, Total Number of Persons, Male and Female, now resident, Number of Persons, Male or Female, temporarily absent, NATIVES OF (England, Ireland, Scotland, Canada, of French origin, Canada, of British origin, The Continent of Europe, or otherwise, The United States of America), NUMBER OF PERSONS (1 year of age and under, 1 year and under 2, 2 years and under 3, 3 years and under 4, 4 years and under 5).

ABSTRACT of the Returns of the Enumeration, &c.—Continued.

NUMBER OF PERSONS

	5 years and under 10.		10 years and under 15.		15 years and under 21 years.		21 years and under 30 years.		30 years and under 40 years.		40 years and under 50 years.		50 years and under 60 years.											
	Males.		Females.		Males.		Females.		Males.		Females.		Males.		Females.									
	Single.	Married.	Single.	Married.	Single.	Married.	Single.	Married.	Single.	Married.	Single.	Married.	Single.	Married.	Single.	Married.								
33	94	92	96	94	86	3	75	5	40	17	19	57	7	68	1	63	6	59	3	55	4	45	15	23
34	68	70	67	65	61	...	83	3	74	20	54	46	22	61	17	62	6	57	12	37	10	17	9	22
35	621	620	621	551	575	15	676	115	293	469	355	631	101	726	120	653	53	453	158	388	41	254	133	175
36	100	111	72	92	83	1	81	10	54	76	76	95	12	90	21	94	15	66	16	49	10	32	9	18
37	1113	1232	1081	1141	1392	28	1581	149	768	822	1334	1129	262	1168	413	1148	169	759	366	622	125	386	302	222
38	86	92	73	57	74	...	70	8	61	32	72	52	15	84	17	67	15	36	15	36	6	31	16	19
39	12	11	17	12	13	...	11	...	15	6	6	6	1	11	2	10	...	9	1	9	...	10	...	7
40	44	37	60	41	42	...	30	3	29	19	23	25	10	33	15	32	4	27	4	26	1	14	6	9
41	64	88	93	73	79	...	65	3	59	16	47	34	9	52	10	52	1	51	6	50	2	35	3	40
42	12	8	4	12	8	...	11	2	10	7	2	10	3	10	2	9	1	9	...	7	2	3	4	5
43	132	87	131	112	117	2	96	16	50	51	69	74	17	82	25	75	8	71	11	71	10	56	11	38
44	17	31	26	27	11	...	9	2	...	3	2	3	...	11	1	18	...	15	1	13	1	7	...	2
45	92	82	79	92	111	1	102	11	77	34	73	55	21	63	35	58	12	51	19	58	5	59	3	41
46	136	135	137	114	85	3	58	19	40	46	23	68	3	73	3	94	7	77	2	56	1	59	...	37
47	105	114	130	105	99	7	87	8	60	29	44	48	17	76	31	74	4	60	10	66	2	40	5	38
48	94	69	70	56	58	2	23	12	32	47	5	62	6	63	1	55	...	46	2	35	...	19	...	17
49	31	45	30	23	33	...	16	2	10	11	23	21	2	22	10	15	3	17	5	20	2	13	8	10
50	272	280	227	224	214	2	209	22	115	89	110	141	31	172	29	170	16	150	12	145	8	93	11	91
51	151	147	126	115	129	5	121	13	38	37	66	62	21	93	25	100	12	73	13	57	8	53	10	53
52	2	2	...	2	3	...	2	2	2	...	4	1	6	...	2	...	2	...	4	...	1	...	...	...
53	143	105	126	115	98	...	109	11	68	53	61	79	23	89	12	88	13	66	8	61	2	49	2	41
54	143	148	180	164	135	10	141	57	96	106	65	139	49	111	34	108	31	75	24	96	12	53	12	62
55	48	58	50	59	50	...	55	7	35	29	24	41	10	53	13	41	6	27	5	27	2	10	3	17
56	112	118	157	112	92	3	105	25	31	75	25	89	15	80	19	70	13	61	5	56	3	52	1	50
57	107	132	152	111	73	10	81	19	19	74	26	101	15	91	13	86	5	56	7	51	4	23	4	27
58	110	109	100	86	74	3	72	10	37	32	31	56	8	74	10	68	7	70	5	55	2	30	3	30
59	101	99	110	85	61	6	59	17	29	78	21	95	9	86	8	73	1	40	4	42	3	21	4	22
60	200	225	181	162	205	4	219	33	95	101	111	134	21	159	57	145	12	119	67	118	14	89	55	72
61	71	59	33	57	46	...	38	3	22	14	19	21	1	31	6	35	6	31	8	27	1	16	6	9
62	33	21	23	33	13	1	15	8	4	17	7	17	1	19	2	18	4	13	2	11	2	8	2	6
63	122	105	76	74	75	2	98	11	34	38	23	51	4	51	7	61	6	60	7	47	3	34	9	19
64	133	134	106	81	63	4	87	11	21	45	13	63	...	67	4	58	5	54	7	49	6	25	4	15
65	271	285	214	192	201	11	207	29	80	102	75	132	15	154	32	142	15	101	13	88	9	63	23	54

ABSTRACT of the Returns of the Enumeration, &c.—Continued.

	NUMBER OF PERSONS				NUMBER OF								Number of Persons belonging to the			NUMBER OF							
	60 years and upwards.				Deaf and Dumb Persons.		Blind Persons.		Idiots.		Lunatic Persons.		Church of England.	Church of Scotland.	Church of Rome.	British Wesleyan Methodists.	Canadian Wesleyan Methodists.	Episcopal Methodists.	Other Methodists.	Presbyterians not in connexion with the Church of Scotland.	Congregationalists or Independents.	Baptists and Anabaptists.	Lutherans.
	Single.	Married.	Single.	Married.	Males.	Females.	Males.	Females.	Males.	Females.	Males.	Females.											
33	5	17	3	1	4	...	1	...	1	...	...	299	203	730	4	...	...	...	61	...	...	...
34	8	23	11	9	1	...	...	...	1	...	...	213	96	848	26	2	...	...	...	...	...	...
35	62	145	163	68	3	4	2	4	7	14	1	2	460	261	10256	111	2	...	...	52	...	3
36	13	14	5	4	...	1	...	...	...	...	...	312	194	1102	3	...	...	...	...	11	...	...
37	137	175	301	75	3	2	12	8	20	27	2	1	3781	1551	15459	696	20	...	2	62	122	16	
38	16	9	12	7	...	...	...	2	...	...	...	71	69	1123	4	...	...	...	...	...	...	6
39	...	4	...	6	...	...	...	...	1	...	...	17	...	196	...	...	...	...	...	...	...	...
40	12	16	7	12	3	...	...	...	1	...	...	8	7	1203	...	...	...	...	...	...	...	...
41	1	53	3	35	...	3	1	1	2	...	...	3	...	199	...	...	...	...	...	...	...	...
42	5	9	5	4	1	...	...	...	...	...	...	3	...	1924	...	...	...	...	...	...	...	...
43	17	39	23	28	4	7	1	4	1	...	...	3	...	261	...	...	...	...	...	...	...	...
44	...	6	...	3	...	1	...	...	...	...	...	3	...	261	...	...	...	...	...	...	...	...
45	4	51	5	53	...	1	1	4	3	1	...	10	2	1596	...	...	...	...	...	...	...	...
46	4	44	2	31	...	1	1	...	...	...	...	123	4	1570	...	...	...	...	5	...	...	...
47	8	64	11	53	...	1	...	1	1	...	2	9	...	1679	...	...	...	...	11	...	...	...
48	1	18	1	6	...	...	...	...	...	...	...	64	...	941	2	16	7	...	...	...	...	...
49	...	18	4	18	...	1	...	2	1	...	...	499	...	...	...	...	...	...	5	...	...	...
50	5	110	12	83	1	9	3	1	4	2	...	238	66	3370	...	...	...	...	...	...	...	...
51	6	66	21	43	2	...	1	6	1	...	...	6	...	2073	...	...	...	...	...	...	...	...
52	...	1	...	...	...	...	...	...	...	...	...	...	...	53	...	...	...	...	...	...	...	...
53	2	54	9	41	1	...	3	...	2	...	1	...	4	1873	...	...	...	...	...	...	...	...
54	8	84	18	95	1	2	4	3	7	1	3	1	25	7	2760	...	...	...	...	...	...	...
55	3	31	5	28	1	2	...	...	5	3	1	...	...	953	9	...	...	...	1	...	...	...
56	2	64	6	49	3	1	3	2	5	3	1	...	31	...	1854	7	...	...	...	...	...	1
57	2	33	1	31	3	1	1	1	3	2	...	8	...	1805	...	...	...	...	...	...	...	...
58	3	35	5	30	...	1	...	...	2	1	...	2	...	1446	...	...	...	...	...	...	...	...
59	1	33	1	35	...	1	1	2	1	3	...	78	25	1365	3	...	...	8	14	...	...	...
60	24	67	80	38	...	1	...	3	8	1	5	260	15	2892	...	...	11	45	39	...	...	...
61	5	11	9	8	1	1	1	1	1	...	...	...	...	706	...	...	...	...	7	...	...	...
62	3	5	3	2	...	...	...	...	...	...	...	6	...	365	...	...	...	3	3	...	...	...
63	10	21	17	13	2	...	2	1	1	2	4	...	...	1306	...	...	...	...	...	...	...	...
64	7	12	10	8	1	5	2	2	...	...	...	1	2	1	1376	...	...	...	...	...	...	...
65	26	83	41	59	1	1	6	3	...	...	11	3	10	...	3279	...	...	...	...	...	...	...

Appendix (D.)

ABSTRACT of the Returns of the Enumeration, &c.—Continued.

Appendix (D.)

1846.

NUMBER OF	NUMBER OF			Number of Persons of all other Religious Denominations.	Number of Coloured Persons.		Number of Male Farm Servants.		Number of other Servants.		Number of Persons engaged in Trade or Commerce.	Number of Persons subsisting on Alms, or Paupers.	Number of Acres or Arpents of Land occupied.	Number of Acres or Arpents of improved Land.	Produce raised during the last year, and estimated in Winchester Bushels.			
	Quakers.	Moravians and Tunkers.	Dutch Reformed Church.		Males.	Females.	Males.	Females.	Number of Persons engaged in Trade or Commerce.	Number of Persons subsisting on Alms, or Paupers.					Wheat.	Barley.	Rye.	Oats.
33						5	16	13		6	20772	5973	194	447	707	18250		
34					1	56	22	60	2	12	6647	4911		866	20	10794		
35					8	2	6	35	129	172	90							
36						6	31	66	26		1563	996		670		3638		
37	9		13		4	3	3	386	1171	512	171	125	125			50		
38						29	9	29	7		6777	3870	67	1092	53	9519		
39						4	2	5			1214	509	23	110	17	1545		
40						4	2	4	3		4876	3274	47	108	10	10613		
41						25	1	14	13		18373	8295	205	376	457	31478		
42											527	272	7			821		
43						14	14	27	7	18	12350	5785	234	299	143	18598		
44						3		2		26	2656	738	33	2	15	1745		
45						42	4	20	3		22732	10932	1075	1422	619	39187		
46						10	5	12	1	25	28004	5018	123	384	1402	18010		
47						26	3	31	8	18	28930	12447	2262	1667	2886	29725		
48						2	3	1	2		16193	2356	36	389	4160	5273		
49						6	1	4		5	4935	2881	678	137	488	12320		
50						42	18	33	11	8	59256	18108	1198	2235	4359	60080		
51						28	4	25	10	31	28151	9908	640	655	1429	44335		
52											1259	109	22	40	86	495		
53						19	4	28	6	3	27885	8105	259	2220	216	34896		
54	1				1	50	22	39	10	34	30357	11800	651	2371	49	52598		
55						9	7	18	6	3	11262	4425	283	1547	667	21129		
56					1	14	7	14	5	4	20115	6975	279	2232	657	24114		
57						7	5	16	2	4	24055	4082	362	2017	104	15528		
58						10	9	25	2	2	26657	5162	824	2517	192	21227		
59					1	15		14	4	6	19910	3351	397	2329	71	14260		
60	8	19	1	11	5	56	90	52	47		1658	1182	436	1368	56	3486		
61					1	3	6	1	1	4	5572	3198	1631	2945	34	16756		
62											22	22						
63						1		3			11223	5665	1994	1886	840	15422		
64						4	1	4			12050	4571	1085	1591	28	21695		
65						37	8	21			25293	18100	5622	6705	127	76133		

Appendix (D.)

ABSTRACT of the Returns of the Enumeration, &c.—Continued.

1846.

NUMBER OF	Produce raised during the last year, and estimated in Winchester Bushels.				Number of Hives of Bees kept last season.	Number of pounds of Maple Sugar made last season.	LIVE STOCK.				Number of yards of Fulfilled Cloth manufactured in the domestic way.	Number of yards of Linnen cloth, or other thin Cloth manufactured in the domestic way.	Number of yards of Flannel or other Woollen Cloth not fulled, manufactured in the domestic way.	Number of pounds of Wool produced during the last year.	Under what Tenure such Land is held.
	Peas.	Indian Corn.	Buckwheat.	Potatoes.			Neat Cattle.	Horses.	Sheep.	Hogs.					
33	726		26	104752		230	728	201	196	516	102	83	110	352	Seigniorial.
34	116	4		59058	30		555	221	156	113	59	15		281	
35							139	295	3	15					
36				24700	14		143	100	21	12				41	
37				10150	1		679	625	18	26				75	Seigniorial.
38	925			42172	6		447	204	205	115	247	149	127	772	do
39	88			2392			88	34	64	34	36	20	38	114	do
40				11186			358	130	407	137	353	194	216	654	do
41	797			27592		123	1023	293	1060	342	1102	1087	417	1960	do
42	12			2110			40	18	15	17	26	15		30	Free & Common
43	454	6	33	23226		1530	733	265	621	336	1029	1873	173	1173	Seigniorial.
44	194	4		3335			96	29	50	47	57		12	91	do
45	1932	4	159	31820		4192	1886	337	1448	418	1113	3661	880	2051	do
46	466	3	272	52835		1776	666	234	233	502	215	419	111	533	do
47	2865	9	796	2396		9923	1508	336	1471	379	1408	2203	1380	2691	do
48	490		588	23498		8793	235	121	99	205	39	50	18	123	do
49	799	2	15	4900		5497	506	98	549	139	664	1467	553	1283	do
50	3826	29	1706	56113		34953	2692	733	3541	1061	3963	7779	3021	5794	do
51	2679	53	1017	38773		18955	1773	454	3184	594	3314	6989	3358	5099	do
52	73	1	18	736		655	16	7	7	13	1	6			Free & Common
53	2910	112	1936	37223		17079	1586	371	2343	632	2956	7615	6055	4048	Seigniorial.
54	3055	235	3762	53293		23877	2682	566	3595	958	4575	9945	3590	6024	{ Part Seigniorial
55	2510	69	2359	19530		220	667	186	1533	394	1405	3506	1213	2256	{ & part en roture.
56	2729	107	2561	34678		11731	1386	369	2309	686	2226	6480	1705	3283	do
57	3773	7	827	27512		11302	1077	329	1639	613	1812	1285	5126	2474	do
58	3291	132	3252	16427		5134	970	277	2285	731	2105	5515	1970	3109	do
59	2828	9	1726	30194		15841	838	259	1325	483	1318	3310	1592	2071	do
60	661	44	420	21070		5935	378	220	139	171	118	204	101	209	do
61	1431	25	1415	14551		2681	680	154	791	280	1363	1545	998	1772	do
62				2715			79	15		22					do
63	1355	147	1721	18986		16989	738	265	1023	389	1956	3675	1156	1971	do
64	3805	29	791	24729		20693	777	264	1087	425	2176	5200	955	2004	do
65	7418	396	3401	62786		23090	2686	786	3572	1156	7072	12210	3316	7230	do

Appendix (D.)

1846.

Appendix (D.) 1846.

ABSTRACT of the Returns of the Enumeration, &c.—Continued.

Appendix (D.) 1846.

COUNTY.	Designation of Parishes, Townships and Municipalities, as established under Act S Vict. c. 40.	Designation of Parishes, Townships, Seigniorities, &c. as taken from the Census Returns.	HOUSES.		
			Inhabited.	Vacant.	Building.
66 } St. Maurice..	Municipality of Dumontier, being the Parish of St. Léon de Dumontier as canonically erected, together with the Township of Hunterstown.	Parish of St. Léon le Grand.	364	21	13
		Township of Hunterstown..	40	2	....
68 Do.	Municipality of Rivière du Loup, en haut, being the Parish of St. Antoine de La Rivière du Loup de Lac St. Pierre, as at present canonically erected and bounded.	Parish of Rivière du Loup..	380	15	2
69 Do.	Parish of Ste. Ursule.	Parish of Ste. Ursule.....	248	11	6
70 Do.	Municipality of Maskinongé, being the Parish of St. Joseph de Maskinongé, as at present canonically erected.	Parish of Maskinongé.....	486	25	5
71 Berthier	Parish of La Visitation de L'Isle du Pads.	Parish of Isle du Pads.....	173	....	1
72 Do.	Parish of St. Barthélemi de Dusablé.	Parish of St. Barthélemi.....	259	6	....
73 Do.	Municipality of Berthier, en haut, being the Parish of Ste. Geneviève de Berthier, as at present canonically erected and bounded.	Parish of Berthier.....	883	31	12
74 Do.	Municipality of St. Cuthbert, being the Parish of St. Cuthbert as canonically erected.	Parish of St. Cuthbert.....	394	7	2
75 Do.	Municipality of Brandon, being the Township of Brandon, together with the tract adjacent thereto, bounded on the north-east by the County of St. Maurice and falling within the Mission of St. Gabriel du Lac Maskinongé.	Parish of St. Gabriel.....	175	1	4
76 Do.	Parish of St. Joseph de Lanoraie.	Parish of Lanoraie.....	209	13	1
77 Do.	Municipality of Ste. Elizabeth, being the Parish of Ste. Elizabeth de D'Autraye, as canonically erected and bounded.	Parish of Ste. Elizabeth....	500	40	13
78 Do.	Municipality of St. Félix de Valois, being the Parish of St. Félix de Valois as canonically erected.	Parish of St. Félix de Valois.....	270	7	6
79 Do.	Municipality of Ste. Mélanie, being the tract commonly called the Parish of Ste. Mélanie de D'Aillebout.	Parish of Ste. Mélanie de D'Aillebout.....	178	3	4
80 Do.	Municipality of St. Thomas de North Jersey, being the tract commonly called the Parish of St. Thomas de North Jersey.	Parish of St. Thomas de North Jersey.....	184	1	....
81 Do.	Parish of St. Antoine de Lavaltrie.	Parish of St. Antoine de Lavaltrie.....	215	3	....
82 Do.	Parish of St. Paul de Lavaltrie.	Parish of St. Paul de Lavaltrie.....	343	6	....
83 Do.	Parish of St. Charles Borromée du Village d'Industrie.	Parish of St. Charles Borromée.....	302	12	11
84 } Do.	Municipality of Kildare, being the Township of Kildare, together with the north-western Augmentation thereof.	Parish of St. Ambroise de Kildare.....	296	6	5
85 } Do.		Parish of St. Alphonse, Augmentation of Kildare.....	74	....	2
86 Leinster	Municipality of St. Sulpice, being the Parish of St. Sulpice, as at present canonically erected.	Parish of St. Sulpice.....	146	11	....
87 Do.	Municipality of L'Assomption, being the Parish of St. Pierre du Portage de L'Assomption, as canonically erected.	Parish of L'Assomption.....	501	36	....
88 Do.	Parish of St. Jacques de St. Sulpice ou de L'Achigan.	Parish of St. Jacques de L'Achigan.....	910	22	2
89 Do.	Township of Rawdon.	Township of Rawdon.....	445	5	15
90 Do.	Parish of L'Assomption de Repentigny.	Parish of Repentigny.....	244	17	....
91 Do.	Parish of St. Roch de L'Achigan.	Parish of St. Roch de L'Achigan.....	453	12	....
92 Do.	Parish of St. Esprit.	Parish of St. Esprit.....	314	....	....
93 Do.	Municipality of Lachenaie, being the Parish of St. Charles de Lachenaie, as at present canonically erected, but having as its boundary line to the south and south-west the boundary line of the County of Leinster.	Parish of Lachenaie.....	132	8	....
94 Do.	Parish of St. Henri de Mascouche.	Parish of St. Henri de Mascouche.....	401	19	4
95 } Do.	Municipality of St. Lin, being the Parish of St. Lin de Lachenaie, as canonically erected, together with the Township of Kilkenny.	Parish of St. Lin.....	456	5	....
96 } Do.		Township of Kilkenny.....	14	....	....

Appendix (D.) 1846.

ABSTRACT of the Returns of the Enumeration, &c.—Continued.

Appendix (D.) 1846.

Proprietors of Real Property.	Not Proprietors of Real Property.	Tenants entitled to vote at Elections.	Total Number of Persons, Male and Female, now resident.	Number of Persons, Male or Female, temporarily absent.	NATIVES OF							NUMBER OF PERSONS										
					England.	Ireland.	Scotland.	Canada, of French origin.	Canada, of British origin.	Continent of Europe, or otherwise.	United States of America.	Number of Aliens not naturalized.	1 year of age and under.		1 year and under 2.		2 years and under 3.		3 years and under 4.		4 years and under 5.	
													Male.	Female.	Male.	Female.	Male.	Female.	Male.	Female.	Male.	Female.
66	333	43	2430	11	....	....	2430	....	....	....	....	59	40	50	59	48	52	43	63	43	45
67	13	36	274	1	....	4	1 256	2	....	4	....	6	7	7	14	3	8	8	2	5	5
68	325	78	2637	39	3	7	4 2601	17	1	4	....	47	43	55	38	42	48	46	38	38	42
69	222	30	1710	48	1	12	1666	29	....	2	....	45	39	39	50	30	22	37	32	21	49
70	410	78	3417	65	....	15	3382	15	2	3	....	77	77	91	82	54	67	69	64	56	56
71	101	72	980	12	....	....	980	....	....	....	....	15	19	16	12	9	18	21	19	8	18
72	211	48	1683	2	....	....	1683	....	....	....	....	43	36	29	36	32	27	25	34	23	30
73	606	276	4831	68	4	24	3 4698	96	2	4	1	102	110	79	90	90	69	73	113	84	88	
74	345	49	2699	28	....	....	2697	2	....	....	....	54	47	39	53	41	53	45	31	45	61
75	169	6	988	10	4	20	1 702	165	....	3	....	33	33	19	24	23	27	16	19	26	24
76	203	96	1623	56	....	....	1618	5	....	....	....	42	46	30	29	25	29	32	22	35	37
77	431	63	3160	14	....	....	3158	2	....	2	....	85	89	42	57	67	57	65	60	53	70
78	241	29	1591	9	....	1	1 1521	57	....	11	....	76	45	11	20	47	41	37	36	46	47
79	165	13	990	3	1	....	2 974	8	1	4	....	42	24	7	16	26	19	18	27	22	17
80	161	23	1138	12	....	....	1138	....	....	....	....	30	30	15	19	15	27	20	21	16	20
81	156	57	1205	2	....	....	1282	13	....	....	....	24	28	16	21	12	14	20	28	17	27
82	282	59	2162	10	....	1	2160	1	....	....	....	46	57	35	29	36	38	35	41	36	46
83	240	57	1711	5	3	8	1666	25	2	7	1	55	38	24	24	40	33	42	38	36	38	
84	251	45	1610	31	....	81	1 1447	64	2	15	2	52	45	31	25	30	33	38	29	39	50
85	23	51	398	....	....	17	369	6	....	6	....	22	9	4	4	12	13	6	15	15	11
86	124	24	957	....	....	....	957	....	....	....	....	22	15	23	14	13	18	21	10	21	23
87	424	164	3788	5	5	22	28 3712	8	5	8	....	82	73	69	73	74	62	75	60	73	66
88	777	122	5656	7	....	6	2 5631	11	4	2	....	138	103	112	121	118	117	107	89	124	94
89	296	151	2607	1	64	695	23 926	883	....	16	8	63	68	51	42	55	59	62	56	66	53
90	184	59	1729	12	2	11	1716	....	....	....	....	37	35	39	21	32	32	37	34	35	36
91	350	103	2809	7	5	2	2802	....	....	....	....	68	62	68	64	73	53	45	49	51	60
92	264	52	1927	....	....	....	1927	....	....	....	....	51	60	37	32	46	44	38	40	55	53
93	80	55	904	3	4	....	900	....	....	1	....	18	18	16	18	15	20	14	15	10	16
94	293	111	2513	8	16	19	4 2436	9	26	3	....	62	50	51	55	46	49	48	44	46	42
95	362	93	2557	7	18	78	20 2379	59	1	2	....	62	60	49	75	60	50	59	42	60	54
96	14	....	86	....	....	....	86	....	....	....	....	2	5	3	4	4	1	1	1	1	6

Appendix (D.)

ABSTRACT of the Returns of the Enumeration, &c.—Continued.

Appendix (D.)

1846.

NUMBER OF	NUMBER OF		NUMBER OF PERSONS OF ALL OTHER RELIGIOUS DENOMINATIONS.		NUMBER OF COLOURED PERSONS.		NUMBER OF MALE FARM SERVANTS.		NUMBER OF OTHER SERVANTS.		NUMBER OF PERSONS ENGAGED IN TRADE OR COMMERCE.		NUMBER OF PERSONS SUSTAINING ON ALMS, OR PAUPERS.		NUMBER OF ACRES OR ARPENTS OF LAND OCCUPIED.		NUMBER OF ACRES OR ARPENTS OF IMPROVED LAND.		Produce raised during the last year, and estimated in Winchester Bushels.			
	Quakers.	Moravians and Tunkers.	Dutch Reformed Church.	Jews.	Male.	Female.	Male.	Female.	Male.	Female.	Number of Persons engaged in Commerce.	Number of Persons sustaining on Alms, or Paupers.	Number of Acres or Arpents of Land occupied.	Number of Acres or Arpents of Improved Land.	Wheat.	Barley.	Rye.	Oats.				
66								5	4	15	4	2	20612	11330	2956	4213	40	45870				
67									1	3	1		22675	740	46	73		2337				
68								20	18	41	8		22003	15784	7147	12555	321	58595				
69				1				2	1	7	4	2	13159	7663	3611	4131	174	30029				
70								28	11	27	8	8	25879	18991	11279	16450	221	70635				
71								12	1	11			8312	5440	4504	1355	113	20640				
72								10	4	13	6		15526	7860	6152	10782	20	44387				
73				6				16	30	59	8	1	36831	27048	10159	6050	1427	77653				
74								17	7	13	2		27016	15647	7863	9802	34	65138				
75								3	3	8			10742	2010	830	1088	979	6898				
76								10	13	21			18889	7673	2375	1241	6583	19632				
77								24	4	30	3		36187	16226	5370	4184	2838	55187				
78								5		2	2		13836	3343	865	777	2113	13345				
79								1	2	6	4	2	12003	4357	1922	1478	2140	17172				
80								2		3			9554	4679	759	464	2621	10726				
81								12	5	20	2	5	13428	6638	975	1622	5925	18585				
82								11	8	15	2	1	24240	14874	3488	3432	3913	42043				
83				15				4	25	21	4		10517	3242	541	698	675	12600				
84				1				2	2	1	3	11	16609	4954	2403	1934	456	21698				
85													7069	794	111	390	97	3705				
86								3	9	10	1		869	8614	2182	6212	79	22812				
87				3				5	29	23	4		1143	36983	4286	9784	4907	79235				
88								21	25	47	2	4	4632	40727	5681	18525	2500	115784				
89								5	6	5	4		45248	10845	753	2134	781	29742				
90								5	3	4			15118	2491	8058	632	41965					
91								27	2	29			3563	22321	2457	15842	637	68458				
92								49					11926	2239	6769	6769	15	40303				
93								2	6				972	10667	707	6736	793	25230				
94								16	15	29	1	5	5661	22803	2850	8033	984	46960				
95								30	4	27			4226	17239	1995	6705	46	45131				
96													608	264		10	16	132				

Appendix (D.)

1846.

ABSTRACT of the Returns of the Enumeration, &c.—Continued.

Appendix (D.)

1846.

	Produce raised during the last year and estimated in Winchester Bushels.				Number of Hives of Bees kept last season.	Number of pounds of Maple Sugar made last season.	LIVE STOCK.				Number of yards of Felled Cloth manufactured in the domestic way.	Number of yards of Linen Cloth, or other thin cloth manufactured in the domestic way.	Number of yards of Flannel or other woollen cloth not felled, manufactured in the domestic way.	Number of pounds of Wool produced during the last year.	Under what Tenure such Land is held.
	Peas.	Indian Corn.	Buckwheat.	Potatoes.			Neat Cattle.	Horses.	Sheep.	Hogs.					
66	5154	44	1879	31482	....	10132	1579	521	1973	704	2871	10321	1865	3261	En Roture.
67	513	....	15	5071	....	....	93	46	120	55	12	....	16	381	Part in Free & Common Soccage & part en Roture.
68	6046	285	3546	44470	....	3541	2276	729	3147	977	4029	12236	4122	7042	En Roture.
69	4025	18	1490	2015	....	6180	995	370	1502	622	2157	7171	1443	2727	do.
70	11172	154	3264	57158	....	8537	2825	966	3786	1363	4216	15558	3458	5937	do.
71	2245	185	1597	16494	2	1095	886	288	1598	569	2043	3183	1259	2935	do.
72	4652	98	965	23310	....	6970	1230	481	1951	650	2427	5974	8323	3893	do.
73	9806	164	5660	130326	57	31539	3399	1169	4806	2231	5137	9486	4265	8229	do.
74	7391	75	1691	39465	31	3232	2180	820	3314	1057	3218	9640	4340	5930	do.
75	2312	4	938	14567	....	12793	381	152	466	332	494	2248	653	806	do.
76	2449	79	729	31102	2	16133	1112	453	1670	765	1836	2705	1403	3129	do.
77	13957	170	1474	43227	15	68887	2143	914	3744	1299	3577	7287	3682	6227	do.
78	2138	19	291	16608	....	4134	568	263	734	330	703	1176	671	1183	do.
79	1962	21	274	16461	....	5586	506	205	743	328	617	1382	708	1233	do.
80	2014	32	605	11280	....	5372	590	269	830	364	1006	1887	806	1462	do.
81	1754	132	280	16323	8	8013	916	338	1058	482	1913	1742	610	1940	do.
82	7426	123	495	35597	1	10872	1666	608	3071	638	2887	3797	1884	4477	do.
83	1833	9	589	10779	4	3710	567	263	574	343	779	918	427	908	do.
84	4453	18	365	23007	1	3488	873	338	977	535	1443	2105	1006	1907	Free and Common Soccage.
85	197	....	....	8422	....	1510	134	48	78	72	115	152	34	144	do.
86	5577	185	456	17978	1	3879	1225	361	1878	420	2696	3315	937	2495	Seigniorial
87	15087	433	821	70122	45	16405	4246	1204	4533	1490	9693	7207	4595	9907	do.
88	12918	555	1540	92963	25	43981	4657	1386	7648	2100	9055	13620	7880	15552	do.
89	2619	38	1049	62816	....	2934	1690	388	1350	976	2084	1712	1800	2231	Free and Common Soccage.
90	7679	390	676	36391	12	605	1956	636	2204	729	3116	8697	1746	4057	Seigniorial
91	12370	171	2339	42784	....	34348	2696	896	4607	1100	4865	6533	4176	8047	do.
92	6842	21	170	24861	4	33103	1479	479	2604	762	2396	2236	2159	4836	do.
93	5044	138	287	14661	24	1907	1185	398	1573	374	1424	1143	962	2854	do.
94	11024	160	427	31954	80	2913	2632	766	3725	823	3022	3857	2518	6326	do.
95	7778	24	1215	38032	7	17030	1719	596	3002	690	3193	3273	2682	5091	do.
96	2	8	17	180	....	60	12	3	6	6	11	16	26	8	Free and Common Soccage.

ABSTRACT of the Returns of the Enumeration, &c.—Continued.

COUNTY.	Designation of Parishes, Townships and Municipalities, as established under Act 5 Vict. c. 40.	Designation of Parishes, Townships, Seignories, &c. as taken from the Census Returns.	HOUSES.		
			Inhabited.	Vacant.	Building.
97	Terrebonne	Municipality of <i>St. François de Sales</i> , Isle Jésus, being the Parish of <i>St. François de Sales</i> , Isle Jésus, as heretofore civilly erected.	131	17	....
98	Do.	Municipality of <i>St. Vincent de Paul</i> , being the Parish of <i>St. Vincent de Paul</i> as canonically erected, with the exception of so much thereof as falls within the limits of the Municipality of <i>St. François de Sales</i> , Isle Jésus.	359	5	1
99	Do.	Parish of <i>St. Martin</i> .	552	19	7
100	Do.	Parish of <i>St. Rose de Lima</i> .	379	15	1
101	Do.	Municipality of <i>Terrebonne</i> , being the Parish of <i>St. Louis de Terrebonne</i> as canonically erected, but bounded to the north-east, south and south-east, by the Municipalities of <i>Lachenaie</i> and <i>St. François de Sales</i> , Isle Jésus, as above described.	255	41	....
102	Do.	Parish of <i>St. Anne des Plaines</i> .	269	15	1
103	Do.	Municipality of <i>Lacorne</i> , being the Augmentation of the Seigniorship of <i>Terrebonne</i> commonly called <i>Lacorne</i> .	171	31	9
104	Do.	Parish of <i>St. Thérèse de Blainville</i> .	581	21	4
105	Do.	Municipality of <i>St. Jérôme</i> , Rivière du Nord, being the Parish of <i>St. Jérôme</i> , Rivière du Nord, as canonically erected, with the exception of so much thereof as lies within the County of <i>Two Mountains</i> .	580	18	3
106		Township of <i>Abercrombie</i> .	60	....	....
107		Continuation of <i>Mille Isles</i> .	33	1	....
108	Two Mountains.	Parish of <i>St. Raphaël de L'Isle Bizard</i> .	120	2	....
109	Do.	Municipality of <i>St. Eustache</i> , being the Parish of <i>St. Eustache de La Rivière du Chêne</i> as at present canonically erected and bounded, together with the tract adjoining commonly known as the Parish or Mission of <i>L'Annonciation du Lac des Deux Montagnes</i> .	489	16	2
110		Mission of <i>Two Mountains</i> .	103	37	....
111	Do.	Parish of <i>St. Augustin</i> .	377	5	....
112	Do.	Municipality of <i>St. Scholastique</i> , being the Parish of <i>St. Scholastique</i> as canonically erected, together with the tract lying between the northern boundary line thereof and the Rivière du Nord.	766	14	2
113	Do.	Municipality of <i>St. Columban</i> , being that part of the Augmentation of the Seigniorship of the Lake of <i>Two Mountains</i> lying to the north of the Rivière du Nord, and commonly called the Parish or Mission of <i>St. Columban</i> .	147	21	6
114	Do.	Municipality of <i>St. Benoit</i> , being the Parish of <i>St. Benoit</i> as canonically erected.	622	10	3
115	Do.	Municipality of <i>St. Hermas</i> , being the Parish of <i>St. Hermas</i> as canonically erected.	247	2	2
116	Do.	Municipality of <i>Argenteuil</i> , being the Seigniorship of <i>Argenteuil</i> or Protestant Parish of <i>St. Andrews</i> .	661	36	7
117	Do.	Municipality of <i>Gore</i> , comprising the Townships of <i>Gore</i> and <i>Wentworth</i> .	142	5	1
118		Township of <i>Wentworth</i> .	34	6	1
119	Do.	Township of <i>Chatham</i> .	407	42	....
120	Do.	Municipality of <i>Grenville</i> , comprising the Township and Augmentation of <i>Grenville</i> , together with the Township of <i>Harrington</i> .	332	21	1
121		Township of <i>Harrington</i> .	23	1	5
122	Ottawa	Municipality of <i>Petite Nation</i> , being the Parish of <i>Notre Dame de Bonsecours de La Petite Nation</i> as canonically erected.	281	19	16
123	Do.	Municipality of <i>Lochaber</i> , comprising the Township and Gore of <i>Lochaber</i> .	119	3	4
124	Do.	Municipality of <i>Buckingham</i> , comprising the Townships of <i>Buckingham</i> and <i>Portland</i> .	193	5	2
125		Township of <i>Portland</i> .	6	....	....
126	Do.	Rivière du Lièvre.	17	....	....
127	Do.	Township of <i>Templeton</i> .	143	2	1
128	Do.	Township of <i>Hull</i> .	433	5	2
129	Do.	Township of <i>Wakefield</i> .	54	....	....
130	Do.	Lands adjoining <i>Wakefield</i> .	56	....	....

ABSTRACT of the Returns of the Enumeration, &c.—Continued.

Proprietors of Real Property.	Not Proprietors of Real Property.	Tenants entitled to vote at Elections.	Total Number of Persons, Male and Female, now resident.	Number of Persons, Male or Female, temporarily absent.	NATIVES OF							Number of Aliens not naturalized.	NUMBER OF PERSONS										
					England.	Ireland.	Scotland.	Canada, of French origin.	Canada, of British origin.	The Continent of Europe, or otherwise.	The United States of America.		1 year of age and under.		1 year and under 2.		2 years and under 3.		3 years and under 4.		4 years and under 5.		
													Male.	Female.	Male.	Female.	Male.	Female.	Male.	Female.	Male.	Female.	
97	93	38	14	926	2	1	10	6	898	12	....	1	....	26	25	8	10	19	15	14	13	13	10
98	254	118	....	2050	5	1	13	4	2012	24	....	1	....	43	50	38	20	42	28	39	37	39	37
99	437	185	....	3334	14	12	20	4	3297	13	1	1	....	67	74	66	62	54	57	60	59	57	97
100	304	101	....	2414	11	5	5	15	2372	28	....	....	....	54	49	49	29	36	43	46	45	47	56
101	176	79	11	1769	21	19	14	2	1704	51	....	....	....	43	43	29	37	30	34	23	30	27	32
102	204	65	13	1735	16	....	2	8	1735	6	....	....	....	51	42	21	14	26	31	33	25	25	33
103	154	17	1	1094	4	22	331	126	111	485	1	12	4	21	25	14	23	13	22	16	19	25	17
104	435	182	....	3460	4	31	45	48	3232	103	3	2	....	89	73	59	37	58	57	77	82	54	60
105	497	83	....	3354	12	1	63	2	3223	73	....	4	2	91	91	40	52	72	58	51	67	59	73
106	58	2	....	347	1	....	20	....	319	9	....	....	....	8	10	6	6	7	6	8	8	9	9
107	33	....	....	173	....	16	111	....	46	....	....	....	....	5	3	1	2	2	4	5	5	2	6
108	93	27	....	818	16	....	....	....	834	....	....	....	....	21	26	7	6	15	19	12	22	14	17
109	363	126	....	3043	7	27	22	53	2856	88	1	3	....	62	55	22	24	69	63	64	46	47	45
110	....	103	....	520	6	....	....	1	516	8	1	....	....	9	10	12	4	12	8	7	11	12	6
111	285	92	....	2304	11	6	7	26	2229	46	....	1	....	35	34	43	29	41	45	25	47	45	37
112	589	177	....	4592	31	38	65	39	4325	153	3	....	3	89	100	78	69	101	79	80	87	82	93
113	146	13	....	860	24	1	353	19	44	440	3	....	....	17	18	11	17	17	15	23	13	14	20
114	463	159	....	3723	56	5	7	24	3706	36	1	....	....	88	88	62	63	79	59	68	84	63	50
115	198	49	....	1540	20	2	....	7	1536	15	....	....	....	26	34	35	31	17	24	25	31	36	20
116	404	257	....	4066	48	223	388	590	1235	1442	89	99	....	87	88	71	63	80	71	74	70	79	85
117	62	78	....	919	10	7	371	14	1	523	1	2	....	26	16	4	21	22	25	15	11	19	17
118	6	28	....	205	6	10	75	5	1	113	....	1	....	4	7	9	8	4	6	3	9	3	8
119	258	149	....	2304	19	152	330	326	383	1001	9	58	....	51	34	42	44	36	51	43	47	37	42
120	178	134	....	1820	41	76	367	154	436	770	3	14	3	43	36	32	37	38	36	29	35	44	32
121	17	6	....	121	2	7	11	36	16	51	....	....	....	2	....	1	2	2	1	2	1	2	2
122	292	40	....	1701	14	4	64	6	1405	196	....	26	....	49	31	25	36	26	37	34	32	24	33
123	86	47	....	702	19	16	198	134	101	235	....	18	....	14	19	10	17	15	11	20	15	21	18
124	112	95	....	1105	7	24	356	45	149	499	....	32	1	20	27	27	27	29	22	22	24	23	25
125	....	6	....	42	....	....	....	....	....	34	....	4	....	1	1	1	1	1	1	2	....	....	....
126	....	17	....	106	2	....	....	....	....	99	....	....	....	2	1	4	1	4	1	2	....	....	....
127	82	64	....	840	11	8	111	20	459	216	....	....	....	21	23	18	12	13	19	12	21	15	19
128	252	183	....	2726	9	86	712	95	371	1340	....	....	....	113	55	58	46	51	43	54	44	41	51
129	....	54	....	352	....	....	....	....	....	198	....	....	....	5	....	11	10	6	7	3	13	5	11
130	....	56	....	268	....	2	140	....	....	116	....	....	....	6	....	11	12	4	9	8	5	8	12

ABSTRACT of the Returns of the Enumeration, &c.—Continued.

Table with columns for age groups (5 years and under to 50 years and over) and marital status (Single, Married) for males and females. Rows 97-130.

ABSTRACT of the Returns of the Enumeration, &c.—Continued.

Table with columns for marital status (Single, Married) for males and females, and various categories of persons (Deaf and Dumb, Blind, Idiots, Lunatic). Rows 97-130.

Appendix (D.)

ABSTRACT of the Returns of the Enumeration, &c.—Continued.

Appendix (D.)

1846.

NUMBER OF	NUMBER OF										Produce raised during the last year, and estimated in Winchester Bushels.						
	Quakers.	Moravians and Tunkers.	Dutch Reformed Church.	Jews.	Number of Persons of all other Religious Denominations.	Male.	Female.	Number of Male Farm Servants.	Male.	Female.	Number of Persons engaged in Trade or Commerce.	Number of Persons subsisting on Alms, or Paupers.	Number of Acres or Arpents of Land occupied.	Number of Acres or Arpents of improved Land.	Wheat.	Barley.	Rye.	Oats.
97							26	1	19		1	7366	5835½	1241	5060	277	21672
98					1		30	9	30	5	59	15437	12347	3802	8443	32	41303
99							36	14	27	15	117	22084	16426	1690	15434	493	69367
100					12		56	13	56	13	61	17009	13305	2155	9278	406	42753
101							28	40	59	10	30	14833	7970	807½	3857	2180	22262
102							41	6	28	3	13	22687	12328	2669½	4150	220½	30376
103	2				6		8	32	12	5		16321½	4094	270½	609	19	14463
104					16		42	22	49	16	118	26922	14013	1754	10236	1128	42051
105							26	30	35	2	8	31972½	9565	3175½	4640½	785½	39474
106							1	1	1			4300	452	354½	746		1272
107					6							4770	487	5	417		3552
108							6		9			5809½	4350½	747	6800	28	14514
109							37	3	35	4		24016½	14135	3364	10254½	465	44439
110							6	5	18	1		990	690	182	243		2445
111							24	7	28	3		17738	11402	2540	6566		40812
112					6		76	20	69	4		34740½	17202½	6876½	9531	203½	67258½
113							1	3	11	2	3	14634	2833½	46	117	197	7300
114							34	11	55	8	12	32189½	16008½	5512	11088½	383	56565
115							17	8	24	3	3	12227½	6505½	2027	4593	220	24588
116		2			40	7	26	45	55	30	1	50479½	18366	2108	1271	2814	56820
117					18	2	1		1			17350½	3271½	85½	657½	39½	9539½
118					4							4255	534	50½	397		1435½
119					203		37	30	40	9		39416	11118	1878½	2576	431½	32532
120	1				1		3	6	7	3		28349½	6585½	2107	814	305	16773
121					1			1	2			3725	647	659½	33	38	1802
122					63		11	10	9	7	1	34644½	5388½	2733½	1635	281½	10147
123					42		6	1	4	1		17452½	2135½	1870	147½	47	5372
124					12		1	2	9	10	1	28401	4519½	2156	11	70½	15154
125												1200	200	115			370
126													197½	417	45		925
127	1				20		1	8	8	7	1	11822½	1987½	1371½	45½	10	8310
128					34		51	42	63	16		42122½	11346½	8527½	102	351	21034½
129												3761	1395	1865	113		4910
130												891	891	1154	15		2810

Appendix (D.)

ABSTRACT of the Returns of the Enumeration, &c.—Continued.

Appendix (D.)

1846.

	Produce raised during the last year, and estimated in Winchester Bushels.				Number of Hives of Bees kept last season.	Number of pounds of Maple Sugar made last season.	LIVE STOCK.				Number of yards of Fulfilled Cloth manufactured in the domestic way.	Number of yards of Linen cloth, or other Cloth manufactured in the domestic way.	Number of yards of Flannel or other Woolen Cloth not fulled, manufactured in the domestic way.	Number of pounds of Wool produced during the last year.	Under what Tenure such Land is held.
	Peas.	Indian Corn.	Buckwheat.	Potatoes.			Neat Cattle.	Horses.	Sheep.	Hogs.					
97	6140	127	898	15416	57	3185	1109	336	1432	392	1624	1510	1508	2723	En Roture.
98	10208	257	2257	30453	71	2547	1686	677	1934	619	2256	1208	1774	3702	Seigniorial.
99	7703	730	3928	83601	65	3030	2502	957	2488	1116	4062	2154	3519	5301	do
100	6826	356	3793	42387	115	2660	1976	708	2515	882	3075	3000	3011	5109	do
101	7408	243½	696	25235	72	2096	1228	450	1543	478	1884	1955	1720	3037	En Roture.
102	9243½	7½	1379	18634	11	1948	1556	525	2349	527	2515	2166	2444½	4033	do
103	965	13	111	30904	4	567	725	198	707	217	833	99	351½	1410½	do
104	7712	87	1886	44230	119	4951	2142	746	2730	1004	3261	2856	2578	4924	Seigniorial.
105	5550½	120½	2284½	42370½	32	8774	1902	747	2195	873	3409	2648	1897½	3643½	En Roture.
106	107		169	2547		1537	72	31	20	55	37½	83	21	7	Free & Common
107	½		7	5950		778	83	18	47	61	31	35		67	Socage.
108	3233½	188	2447½	13140	31	1277	755	292	872	367	1341	493½	1050	1678½	En Roture.
109	9026	341	4856	32523	182	9067	2436	897	2859	1125	4004½	2369	3164	5578	do
110	316½	1780	95	2892	2	3290	267	105	126	149	130	75	71	43	.....
111	5870½	50	2706	30824	173	6136	1992	777	2440	887	3205	2688	2667	4558	Seigniorial
112	11160½	71½	2750½	46655	88	9435	3256	1355	4010	1626	5754½	4150½	4306	7566½	do
113	350		141	19479		320	492	147	454	307	507½	40	358	797	do
114	9759	350½	2442	38784	135	4007	2955	1104	3844	1457	5589	3172	4402	7743	do
115	4682½	55	1686	18246	17	329	1158	467	1589	633	2515½	2426	1847½	3118½	do
116	3858	1648½	1173	91493	67	1109	3403	550	3588	1596	4206	334½	4065½	8912	do
117	108½	5½	98½	23324	1	423	662	145	841	345	850½	456½	893½	1740	Free & Common
118	59½		51	4469		2	122	27	121	57	54		327½	223½	do
119	1739	898½	78½	55636	7	1115	1889	480	2075	847	2380	92	2499	4065	do
120	1061	447	46	37741	2	982	1201	330	1068	542	1052	286	1136	2233	do
121	124			5027		65	103	20	61	61	151		44	153	do
122	2000½	1486	306½	17632	1	1787	1053	347	1080	336	1103½	185	160½	2221	Part Seigniorial & part en Roture.
123	579	278½	20½	12704		298	538	114	392	187	323	85	522	884½	Free & Common
124	448½	220		28379	1	530	903	188	532	366	371		625½	1207	Socage.
125	15			1220			33	3	26	15	55		57	80	do
126	145			2479			73	23		49					Unsurveyed lands.
127	373	273½	105	12333		1852	445	173	179	148	126		354	458	Free & Common
128	2647	1978	10	46523	63	1475	1770	746	1967	664	2074		2937	4540	do
129	142			7885		45	295	74	142	126	51		412	292	do
130	20	15		4906			169	33	41	61			44		do

Appendix (D.)

ABSTRACT of the Returns of the Enumeration, &c.—Continued.

Appendix (D.)

1846.

COUNTY.	Designation of Parishes, Townships and Municipalities, as established under Act S Vict. c. 40.	Designation of Parishes, Townships, Seigniories, &c. as taken from the Census Returns.	HOUSES.			
			Inhabited.	Vacant.	Building.	
Ottawa	Municipality of <i>Onslow</i> , comprising the Townships of Eardley and Onslow	Township of Eardley	53			
		Township of Onslow	59			
	Do.	Township of <i>Bristol</i>	Rivière à la Pêche	42		
			Township of Bristol	124	4	
	Do.	Municipality of <i>Clarendon</i> , comprising the Townships of Clarendon and Litchfield.	Township of Clarendon	191	1	
			Township of Litchfield	67		
			Allumettes Island	149		
			Calumet Island	113		
			Lands west of Litchfield	82		
			Parish of Montreal, within the City	6252	1014	301
Do.	Municipality of <i>Hochelaga</i> , being the part of the Parish of Montreal lying beyond the limits of the City of Montreal.	Parish of Montreal, without the City	755	57	8	
Do.	Parish of St. François d'Assise de la <i>Longue Pointe</i>	Parish of Longue Pointe	148	9	1	
Do.	Parish of L'Enfant Jésus de la <i>Pointe aux Trembles</i>	Parish of Pointe aux Trembles	177	7		
Do.	Municipality of <i>Rivière des Prairies</i> , being the Parish of St. Joseph de La Rivière des Prairies, as at present canonically erected, with the exception of so much thereof as is above declared to form part of the Municipality of St. François de Sales, Isle Jésus.	Parish of Rivière des Prairies	161	2		
Do.	Municipality of <i>Sault au Recollet</i> , being the Parish of La Visitation du Sault au Recollet, as canonically erected.	Parish of Sault au Recollet.	318	6	1	
Do.	Parish of <i>St. Laurent</i>	Parish of St. Laurent	393	22	2	
Do.	Parish of St. Michel de <i>Lachine</i>	Parish of Lachine	420	11	1	
Do.	Municipality of <i>Pointe Claire</i> , being the Parish of St. Joachim de la Pointe Claire, as at present canonically erected.	Parish of Pointe Claire	220	9		
Do.	Parish of <i>Ste. Geneviève</i>	Parish of Ste. Geneviève	267	6	2	
Do.	Municipality of <i>Bout de L'Isle</i> , being the Parish of Ste. Anne du Bout de L'Isle, as at present canonically erected.	Parish of Ste. Anne	122	11	1	
Do.	Municipality of <i>Isle Perrot</i> , being the Parish of Ste. Jeanne de Chantal de l'Isle Perrot, as canonically erected.	Seigniorie of Isle Perrot	122	5	1	
Do.	Municipality of <i>Vaudreuil</i> , being the Parish of St. Michel de Vaudreuil, as canonically erected.	Seigniorie of Vaudreuil	456	28	3	
Do.	Municipality of <i>Rigaud</i> , being the Parish of Ste. Magdeleine de Rigaud, as canonically erected.	Seigniorie of Rigaud	618	44	4	
Do.	Municipality of <i>Newton</i> , comprising the Township and Augmentation of Newton	Township of Newton	54	1	3	
Do.	Municipality of <i>Nouvelle Longueuil</i> , being the Parish of St. Polycarpe de la Nouvelle Longueuil, as canonically erected.	Seigniorie of Nouvelle Longueuil	655	59	4	
Do.	Municipality of <i>Coteau du Lac</i> , being the Parish of St. Ignace du Coteau du Lac, as canonically erected.	Seigniorie of Soulanges	757	48	11	
Do.	Municipality of <i>St. Joseph de Soulanges</i> , being the Parish of St. Joseph de Soulanges, as canonically erected.					
Do.	Municipality of <i>Dundee</i> , being the tract commonly called the Township of Dundee and lying to the west and south-west of the Township of Godmanchester.	Township of Dundee	204	10	3	
Do.	Municipality of <i>St. Anicet</i> , being the Parish of St. Anicet de Godmanchester, as canonically erected, with the exception of so much thereof as falls beyond a line drawn from the north-eastern side line of the Township of Godmanchester between the second and third Ranges thereof, to the north-eastern side line of the eighteenth Lot in the fourth Range thereof, thence along the said side line to the northern angle of the said Lot, thence between the third and fourth Ranges to the south-western side line of the said Township, and thence along the said side line to Lake St. Francis.	Township of Godmanchester	582	12	19	
Do.	Municipality of <i>Godmanchester</i> , being so much of the Township of Godmanchester as is not above declared to fall within the limits of the Municipality of St. Anicet.					

Appendix (D.)

1846

ABSTRACT of the Returns of the Enumeration, &c.—Continued.

Appendix (D.)

1846.

Proprietors of Real Property.	Not Proprietors of Real Property.	Tenants entitled to vote at Elections.	Total Number of Persons, Male and Female, now resident.	Number of Persons, Male or Female, temporarily absent.	NATIVES OF							Number of Aliens not naturalized.	NUMBER OF PERSONS										
					England.	Ireland.	Scotland.	Canada, of French origin.	Canada, of British origin.	Continent of Europe, or otherwise.	United States of America.		1 year of age and under.		1 year and under 2.		2 years and under 3.		3 years and under 4.		4 years and under 5.		
													Male.	Female.	Male.	Female.	Male.	Female.	Male.	Female.	Male.	Female.	
131	21	32	297		1	70	5	47	163	1	10	9	6	5	3	2	6	4	6	9	3		
132	22	37	321		7	101	10	36	160	2	5	7	11	3	4	2	9	6	7	8	6		
133			182			17		146	18		1	9	8	3	2	5	5	3	5	8	6		
134			661	12	9	172	161	12	297	1	9	23	22	15	13	17	17	23	10	18	17		
135	116	75	1160	14	29	407	91	29	595		9	32	29	22	22	14	23	18	24	30	27		
136	31	36	434	7	16	148	48	37	177		8	10	12	9	7	14	8	5	10	5	11		
137			576		10	195	19	134	208	3	3	15	16	19	14	20	23	17	21	19	25		
138			692		9	254	21	223	175	7	3	18	10	17	17	15	13	12	18	18	18		
139			269		11	51	20	105	82			5	9	6	5	9	9	6	5	6	12		
140	Montreal	Parish of Montreal, within the City	6252	1014	301							1005	1003	679	626	604	649	557	612	580	590		
141	Do.	Municipality of <i>Hochelaga</i> , being the part of the Parish of Montreal lying beyond the limits of the City of Montreal.	755	57	8							133	162	57	54	76	89	82	76	68	81		
142	Do.	Parish of St. François d'Assise de la <i>Longue Pointe</i>	148	9	1							21	13	20	16	7	15	20	13	18	17		
143	Do.	Parish of L'Enfant Jésus de la <i>Pointe aux Trembles</i>	177	7								23	24	19	14	8	16	14	20	21	13		
144	Do.	Municipality of <i>Rivière des Prairies</i> , being the Parish of St. Joseph de La Rivière des Prairies, as at present canonically erected, with the exception of so much thereof as is above declared to form part of the Municipality of St. François de Sales, Isle Jésus.	161	2								23	20	11	9	17	12	16	17	12	15		
145	Do.	Municipality of <i>Sault au Recollet</i> , being the Parish of La Visitation du Sault au Recollet, as canonically erected.	318	6	1							14	11	53	41	23	26	33	41	36	30	34	36
146	Do.	Parish of <i>St. Laurent</i>	393	22	2							53	63	47	30	41	38	42	37	43	42		
147	Do.	Parish of St. Michel de <i>Lachine</i>	420	11	1							92	85	40	47	45	49	43	51	48	39		
148	Do.	Municipality of <i>Pointe Claire</i> , being the Parish of St. Joachim de la Pointe Claire, as at present canonically erected.	220	9								40	27	22	22	28	21	24	30	26	22		
149	Do.	Parish of <i>Ste. Geneviève</i>	267	6	2							37	33	26	25	28	29	39	40	41	30		
150	Do.	Municipality of <i>Bout de L'Isle</i> , being the Parish of Ste. Anne du Bout de L'Isle, as at present canonically erected.	122	11	1							27	23	3	7	18	14	19	16	14	13		
151	Vaudreuil	Municipality of <i>Isle Perrot</i> , being the Parish of Ste. Jeanne de Chantal de l'Isle Perrot, as canonically erected.	122	5	1							19	21	14	18	21	15	18	12	20	19		
152	Do.	Municipality of <i>Vaudreuil</i> , being the Parish of St. Michel de Vaudreuil, as canonically erected.	456	28	3							71	58	42	43	51	68	52	53	47	68		
153	Do.	Municipality of <i>Rigaud</i> , being the Parish of Ste. Magdeleine de Rigaud, as canonically erected.	618	44	4							94	88	63	55	94	69	88	82	90	114		
154	Do.	Municipality of <i>Newton</i> , comprising the Township and Augmentation of Newton	54	1	3							2	6	5	3	7	8	5	6	5	3		
155	Do.	Municipality of <i>Nouvelle Longueuil</i> , being the Parish of St. Polycarpe de la Nouvelle Longueuil, as canonically erected.	655	59	4							132	96	55	52	89	69	73	85	85	93		
156	Do.	Municipality of <i>Coteau du Lac</i> , being the Parish of St. Ignace du Coteau du Lac, as canonically erected.	757	48	11							101	120	72	69	91	72	84	88	78	107		
157	Beauharnois	Municipality of <i>Dundee</i> , being the tract commonly called the Township of Dundee and lying to the west and south-west of the Township of Godmanchester.	204	10	3							19	22	27	17	11	23	17	24	19	26	23	
158	Do.	Municipality of <i>St. Anicet</i> , being the Parish of St. Anicet de Godmanchester, as canonically erected, with the exception of so much thereof as falls beyond a line drawn from the north-eastern side line of the Township of Godmanchester between the second and third Ranges thereof, to the north-eastern side line of the eighteenth Lot in the fourth Range thereof, thence along the said side line to the northern angle of the said Lot, thence between the third and fourth Ranges to the south-western side line of the said Township, and thence along the said side line to Lake St. Francis.	582	12	19							111	32	93	94	59	58	97	81	70	61	76	93
159	Do.	Municipality of <i>Godmanchester</i> , being so much of the Township of Godmanchester as is not above declared to fall within the limits of the Municipality of St. Anicet.																					

Appendix (D.) 1846.

ABSTRACT of the Returns of the Enumeration, &c.—Continued.

Appendix (D.) 1846.

Table with columns for age groups (5 years and under to 60 years and under) and marital status (Single, Married) for males and females. Rows 131-158.

Appendix (D.) 1846.

ABSTRACT of the Returns of the Enumeration, &c.—Continued.

Appendix (D.) 1846.

Table with columns for marital status (Single, Married) for males and females, and various categories of persons (Deaf and Dumb, Blind, Idiots, Lunatic, etc.). Rows 131-158.

ABSTRACT of the Returns of the Enumeration, &c.—Continued.

NUMBER OF	NUMBER OF PERSONS OF ALL OTHER RELIGIOUS DENOMINATIONS.				NUMBER OF COLOURED PERSONS.		NUMBER OF MALE FARM SERVANTS.		NUMBER OF OTHER SERVANTS.		NUMBER OF PERSONS ENGAGED IN TRADE OR COMMERCE.	NUMBER OF PERSONS SUBSISTING ON ALMS, OR PAUPERS.	NUMBER OF ACRES OR ARPENTS OF LAND OCCUPIED.	NUMBER OF ACRES OR ARPENTS OF IMPROVED LAND.	PRODUCE RAISED DURING THE LAST YEAR, AND ESTIMATED IN WINCHESTER BUSHELS.			
	Quakers.	Moravians and Tunkers.	Dutch Reformed Church.	Jews.	Male.	Female.	Male.	Female.	Male.	Female.					Wheat.	Barley.	Rye.	Oats.
131				4	2	9	2	1	5106	1080	1309	15	15	2184				
132					5	12	12		6970	862	1716		25	2098				
133									6700	403	343			2098				
134					5	4	13		13757	2151	3836	118	141	4027				
135					10	15	15	6	25141	3790	8309	78	101	13126				
136					10	15	15	7	5886	1138	2251			3826				
137					16	3	9	7	28850	2905	2510		50	7237				
138									961	961	1897		9	2331				
139									13828	1399	1531		38	4212				
140	1		105	176	37	26	9	1215	2498	1055	282	785	741	200	450		300	
141			7	8	1		109	75	106	16	5	21589	16648	3357	2986	135	5475	
142					1		40	12	33	4	3	8892	5943	315	826		16922	
143							20		19	4		7570	5961	1503	5395		17971	
144			1				16	5	34		1	6636	4651	896	3984		13746	
145							42	9	48	2		12784	9121	2221	10004		25738	
146	1				1		71	3	62	1		29948	17749	3414	19180		65844	
147							45	13	42	12		10293	7747	2571	8221		15346	
148			5		1		32	20	30	3	7	11126	10280	1939	5878	32	30446	
149							41	9	38	5	5	11072	8853	2420	9899		30437	
150							11	1	13	1	3	5548	4464	440	2936	168	11163	
151							1	9	12		7	6852	4915	399	2534	46	14348	
152					1		30	40	45	13	28	20042	15672	989	9130	2524	39419	
153					1	2	3	39	33	10	9	29001	13734	1149	5380	1221	42895	
154							3	3	1	1	8	4706	1072	990	540	52	4095	
155				11			17	41	43	15	4	27448	11535	5972	4182	279	34705	
156				1			10	50	61	10		33242	21345	5607	12192	449	55711	
157				25			11	14	20	16		17820	5407	3325	518	500	1206	
158	1			29	5	3	29	37	49	63		45178	12418	4174	1415	50	33907	

ABSTRACT of the Returns of the Enumeration, &c.—Continued.

PRODUCE RAISED DURING THE LAST YEAR AND ESTIMATED IN WINCHESTER BUSHELS.	LIVE STOCK.				NUMBER OF YARDS OF FULLED CLOTH MANUFACTURED IN THE DOMESTIC WAY.	NUMBER OF YARDS OF LINEN CLOTH, OR OTHER THIN-CLOTH MANUFACTURED IN THE DOMESTIC WAY.	NUMBER OF YARDS OF FLANNEL OR OTHER WOOLLEN CLOTH NOT FULLED, MANUFACTURED IN THE DOMESTIC WAY.	NUMBER OF POUNDS OF WOOL PRODUCED DURING THE LAST YEAR.	UNDER WHAT TENURE SUCH LAND IS HELD.						
	Peas.	Indian Corn.	Buckwheat.	Potatoes.						Neat Cattle.	Horses.	Sheep.	Hogs.		
131	458	107		5620	8	40	217	70	136	102	184		194	307	Free and Common Soccage.
132	191	60		6714		270	212	30	113	72	20		15	63	do
133	61	50		2579		208	96	22	10	52				8	do
134	918	84	3	11665		1638	371	61	297	266	92		871	718	Free and Common Soccage.
135	1560	79		22774		3512	678	142	678	459	100		899	1505	do
136	555	10		5642		658	229	67	102	97	40	38		254	Free and Common Soccage.
137	786	130		12185		790	434	136	218	207					do
138	488	2		5795		1122	358	43	17	116					do
139	235	140		6174		390	234	80	18	50					do
140	55			9455			1572	1658	16	582	75		862	10	do
141	7084	482	1387	223443	82	235	3009	1252	1187	1260	760		269	2518	Seigniorial.
142	5069	84	212	42960	51	422	897	306	484	293	649		636	1248	do
143	5045	138	673	21230	22	731	1011	439	855	381	1000		441	807	do
144	5671	90	722	15849	4	1587	868	318	895	350	982		494	556	do
145	9647	244	1800	49475	16	512	1351	610	1269	728	13505		108	1687	do
146	9487	240	3057	97150	237	381	2233	1105	2561	1096	2270		143	1451	do
147	5433	58	884	48887	49	207	1428	672	1295	602	1154		81	474	do
148	18862	157	1955	14970	29	1043	1655	559	1669	610	1668		37	1172	do
149	7678	145	3242	29752	69	922	1648	563	1544	745	2320		2472	2154	do
150	2860	143	1156	7629	34	112	744	249	885	337	1097			704	do
151	3139	74	793	6215	2	736	685	293	907	363	1203		24	704	do
152	9837	687	2455	32720	120	1021	2226	925	2651	1162	2977		82	2560	do
153	7190	131	1374	35726	28	877	2477	967	3174	1598	3771		23	2622	do
154	631			5633		100	218	90	415	164	366		109	264	Free and Common Soccage.
155	9677	52	5189	30443	70	105	2077	997	3276	1505	5191		316	2184	Seigniorial.
156	9840	68	8226	41297	103	4389	2992	1518	4673	1982	6570		1524	4451	do
157	1170	1229	299	20638	52	385	1497	341	2167	562	2188		41	2446	Leasehold.
158	2557	1454	561	52459	83	359	9290	768	4020	1203	3223		2691	4890	Free and Common Soccage.

Appendix (D.)

ABSTRACT of the Returns of the Enumeration, &c.—Continued.

Appendix (D.)

1846.

COUNTY.	Designation of Parishes, Townships and Municipalities, as established under Act 8 Vict. c. 40.	Designation of Parishes, Townships, Seigniorics, &c. as taken from the Census Returns.	HOUSES.		
			Inhabited.	Vacant.	Building.
150	Beauharnois.....	Township of <i>Hinchinbrooke</i>	543	9	21
160	do.....	Township of <i>Hemmingford</i>	563	16	16
161	do.....	Municipality of <i>Russelltown</i> , being the Parish of St. Jean Chrysostôme de Russelltown as canonically erected, with the exception of so much thereof as lies within the Township of Hemmingford.....	400	4	21
162	do.....	Municipality of <i>Ormstown</i> , being the tract commonly called the Parish of St. Malachie d'Ormstown, with the exception of so much thereof as lies within either of the Townships of Godmanchester and Hinchinbrooke.....	613	6	22
163	do.....	Parish of <i>St. Timothée</i> de Beauharnois.....	571	19	3
164	do.....	Parish of <i>St. Clément</i> de Beauharnois.....	495	24	17
165	do.....	Parish of <i>St. Martine</i> de Beauharnois.....	762	48	18
166	Huntingdon.....	Municipality of <i>Chateauguay</i> , being the Parish of St. Joachim de Chateauguay, as canonically erected.....	323	13	2
167	do.....	Parish of <i>St. Philomène</i>	302	13	1
168	do.....	Parish of <i>St. Isidore</i>	307	4	1
169	do.....	Parish of <i>St. Rémi</i> de La Salle.....	514	14	5
170	do.....	Municipality of <i>Caughnawaga</i> , being the Parish or Mission of St. François Xavier du Sault St. Louis, as canonically bounded.....	231	2	1
171	do.....	Parish of <i>St. Constant</i>	412	8	2
172	do.....	Parish of <i>St. Philippe</i>	378	9	2
173	do.....	Municipality of <i>St. Edouard</i> , being the Parish of St. Edouard de St. George, together with so much of the Township of Sherrington as may not lie within its limits or within those of any other Parish or Municipality herein enumerated.....	426	3	4
174	do.....	Township of <i>Sherrington</i>	221	6	3
175	do.....	Municipality of <i>Lacolle</i> , being the tract bounded to the north by the Parishes of St. Valentin and St. Cyprien de DeLéry, and commonly called the Parish or Mission of St. Bernard de Lacolle.....	546	8	1
176	do.....	Parish of <i>St. Valentin</i>	378	4	2
177	do.....	Parish of <i>St. Cyprien</i> de DeLéry.....	626	4	7
178	do.....	Municipality of <i>St. Jacques le Mineur</i> , being the Parish of St. Jacques le Mineur as canonically erected.....	279	2	1
179	Huntingdon.....	Parish of <i>St. Marguerite de Blairfinchie</i>	158	7	1
180	Chambly.....	Parish of <i>Blairfinchie</i>	209	13	1
181	Huntingdon.....	Parish of <i>St. Luc</i> de Longueuil.....	124	5	1
182	Chambly.....	Parish of <i>St. Luc</i>	124	5	1
183	Huntingdon.....	Municipality of <i>Laprairie</i> , being the Parish of Notre Dame de Laprairie de La Magdeleine, as at present canonically erected and bounded.....	570	9	6
184	Chambly.....	Parish of <i>Laprairie</i>	40	2	1
185	Huntingdon.....	Parish of <i>St. Antoine</i> de Longueuil.....	19	4	1
186	Chambly.....	Parish of <i>Longueuil</i>	456	12	4
187	Chambly.....	Municipality of <i>St. John's</i> , being the Roman Catholic Parish of St. Jean L'Evangeliste de Dorchester.....	542	24	11
188	do.....	Municipality of <i>Chambly</i> , being the Parish of St. Joseph de Chambly, as at present canonically erected and bounded.....	605	30	5
189	do.....	Parish of <i>St. Bruno</i> de Montarville.....	106	4	1
190	do.....	Parish of <i>La Ste. Famille</i> de Boucherville.....	379	12	5
191	Verchères.....	Municipality of <i>Varennes</i> , being the Parish of St. Anne de Varennes, as at present canonically erected.....	593	8	1
192	do.....	Parish of <i>St. Mathieu</i> de Belœil.....	301	8	1
193	do.....	Municipality of <i>Verchères</i> , being the Parish of St. François Xavier de Verchères, as at present canonically erected.....	424	5	1
194	do.....	Parish of <i>Verchères</i>	424	5	1
195	do.....	Parish of <i>St. Marc</i> de Cournoyer.....	195	3	1
196	do.....	Municipality of <i>St. Antoine</i> de la Rivière Chambly, being the tract commonly called the Parish of St. Antoine de la Rivière Chambly.....	285	4	1
196	Verchères.....	Municipality of <i>Contrecoeur</i> , being the Parish of La Ste. Trinité de Contrecoeur, as at present canonically erected.....	195	6	1
197	Richelieu.....	Parish of <i>Contrecoeur</i>	90	2	1

Appendix (D.)

ABSTRACT of the Returns of the Enumeration, &c.—Continued.

Appendix (D.)

1846.

Proprietors of Real Property.	Not Proprietors of Real Property.	Tenants entitled to vote at Elections.	Total Number of Persons, Male and Female, now resident.	Number of Persons, Male or Female, temporarily absent.	NATIVES OF							Number of Aliens not naturalized.	NUMBER OF PERSONS									
					England.	Ireland.	Scotland.	Canada, of French origin.	Canada, of British origin.	The Continent of Europe, or otherwise.	The United States of America.		1 year of age and under.		1 year and under 2.		2 years and under 3.		3 years and under 4.		4 years and under 5.	
													Male.	Female.	Male.	Female.	Male.	Female.	Male.	Female.	Male.	Female.
159	434	109	3105	49	65	687	545	151	1472	1	184	21	68	67	67	61	60	72	53	55	73	64
160	464	99	3085	22	110	968	188	319	1348	2	153	18	71	72	61	58	63	69	61	69	61	65
161	343	57	2421	22	97	315	121	905	907	86	2	63	67	54	29	52	55	60	51	42	58	
162	410	203	3606	11	97	638	760	696	1373	1	41	80	85	52	69	76	80	69	64	67	65	
163	289	302	3749	12	29	327	97	3048	173	2	73	3	90	87	64	64	81	88	85	69	86	113
164	362	158	3173	43	23	102	128	2723	178	7	12	75	86	60	56	65	67	66	61	79	89	
165	636	140	4728	136	18	108	349	3385	751	89	29	109	101	101	96	107	74	90	97	75	82	
166	245	95	2028	30	12	14	65	1868	98	1	9	46	43	19	31	28	41	33	36	46	36	
167	230	68	1814	22	5	10	19	1755	43	1	3	46	63	34	26	44	32	37	29	33	34	
168	244	66	2013	50	.....	.....	2060	2	1	1	57	51	32	23	37	38	33	48	38	37	
169	398	126	3268	31	44	11	27	3022	161	3	11	6	79	111	47	49	72	70	69	64	74	
170	224	41	1267	2	2	58	3	1172	20	.....	14	4	50	45	16	10	21	28	17	13	12
171	314	107	2680	25	31	10	4	2616	37	1	.....	51	71	47	44	53	51	59	43	37	56
172	298	83	2566	13	23	29	17	2435	61	3	1	3	50	57	32	34	44	35	55	57	46	
173	323	115	2783	6	4	10	7	2730	35	3	.....	1	75	73	43	41	59	56	58	50	52
174	162	60	1204	3	27	373	9	390	395	.....	13	11	27	24	21	26	25	25	13	22	23
175	386	160	3227	1	360	180	38	1350	1177	1	107	11	83	63	55	48	77	75	74	66	76	
176	269	109	2340	.....	19	17	7	2191	97	5	4	3	65	61	52	67	53	53	36	46	56
177	487	140	3818	7	63	52	7	3464	218	5	16	2	88	109	91	61	99	82	81	71	91	
178	194	87	1761	6	5	.....	1705	46	.....	11	2	49	30	27	41	39	33	36	35	37	40
179	105	55	996	.....	1	70	1	865	57	.....	2	29	21	14	15	21	12	15	16	15	14
180	143	85	1505	.....	13	13	10	1429	36	4	.....	4	31	37	28	35	31	29	21	26	17
181	26	24	321	1	20	42	3	207	49	.....	1	1	9	12	6	3	8	4	5	6	8
182	94	33	894	2	.....	.....	892	.....	.....	2	.....	2	25	20	28	29	13	15	22	20	16
183	346	299	3995	23	71	50	81	3597	195	4	14	13	102	79	66	61	65	75	60	64	67	
184	39	6	340	1	1	.....	338	9	1	1	2	6	5	2	8	4	13	5	4	5	
185	11	10	133	.....	8	5	3	100	16	.....	1	.....	5	4	2	.....	1	4	1	4	
186	337	193	3434	6	23	60	38	3222	78	15	4	16	71	82	53	60	76	59	54	50		
187	296	276	3522	.....	110	241	47	2832	266	12	14	22	95	96	58	78	77	67	42	56	
188	386	313	3949	18	62	139	11	3427	272	13	32	101	96	70	71	76	67	78	59	82		
189	98	34	742	5	.....	1	746	.....	.....	.....	.....	31	20	12	16	11	10	16	12	7	
190	263	177	2720	7	6	21	11	2678	2	1	1	73	76	31	22	44	47	45	48	53		
191	403	199	4005	16	.....	8	14005	.....	2	5	.....	69	84	100	108	77	65	79	66	62	
192	183	117	2018	1	.....	.....	2014	5	.....	.....	1	45	55	35	31	40	21	43	39	42	
193	276	151	2786	8	.....	.....	2791	1	.....	1	.....	52	62	60	66	76	48	47	50		
194	111	84	1204	4	4	5	1188	11	.....	.....	.....	28	29	22	32	20	23	22	12		
195	171	113	1830	23	.....	.....	1840	12	1	.....	.....	38	41	23	25	29	36	28	36		
196	143	51	1324	41	.....	.....	1365	.....	.....	.....	.....	44	46	3	7	18	13	24	27		
197	75	16	602	5	.....	.....	602	.....	.....	.....	.....	12	16	13	10	13	6	17	9		

Appendix (D.) 1846.

ABSTRACT of the Returns of the Enumeration, &c.—Continued.

Appendix (D.) 1846.

Table with columns for age groups (5 years and under, 10 years and under, 15 years and under, 21 years and under, 30 years and under, 40 years and under, 50 years and under) and marital status (Single, Married) for Males and Females. Rows 159-197.

Appendix (D.) 1846.

ABSTRACT of the Returns of the Enumeration, &c.—Continued.

Appendix (D.) 1846.

Table with columns for marital status (Single, Married) for Males and Females, and categories for Deaf and Dumb Persons, Blind Persons, Idiots, Lunatic Persons, and various religious denominations (Church of England, Church of Scotland, Church of Rome, etc.). Rows 159-197.

ABSTRACT of the Returns of the Enumeration, &c.—Continued.

Appendix (D.) 1846.

NUMBER OF	Quakers.		Moravians and Tunkers.	Dutch Reformed Church.	Jays.	Number of Persons of all other Religious Denominations.		Number of Coloured Persons.		Number of Male Farm Servants.		Number of other Servants.		Number of Persons engaged in Trade or Commerce.	Number of Persons subsisting on Alms, or Paupers.	Number of Acres or Arpents of Land occupied.	Number of Acres or Arpents of improved Land.	Produce raised during the last year, and estimated in Winchester Bushels.			
	Quakers.	Moravians and Tunkers.				Male.	Female.	Male.	Female.	Male.	Female.	Wheat.	Barley.					Rye.	Oats.		
159						60	5	1	31	12	27	32	7	45284	13920	3409	1092	1000	22932		
160						46	1	1	21	1	10	35		44824	12728	2105	994	316	15862		
161	1					18			21	10	14	29		28411	8505	1922	1692	410	11247		
162						8	1		33	9	33	51	1	44128	15275	3281	5061	275	44326		
163									27	18	36	16	11	16185	7344	2665	5838	25	21748		
164									9	24	37	13	2	23317	11117	5610	5509	18	28544		
165						2			53	12	46	17	27	41901	18981	8259	8821	48	55589		
166									15	31	30	4	3	11966	7983	1473	7879	12	21820		
167						8			18	3	24	5	4	12182	9161	3219	9022		29545		
168									15	7	20	3	6	13084	9252	4434	8507	103	36974		
169									36	8	30	7	20	22209	10698	7217	8799	37	34592		
170						2	1		2	4	11			1490	1395	18	105		1944		
171									50	9	52		3	19497	16069	4299	7193	7	52091		
172									10	11	50	4	1	24098	19854	6698	9107	50	33718		
173									10	16	29	3	20	15280	7068	4243	6184		18137		
174						6	4		6	4	7	3		12772	3731	339	1934		14809		
175						23			30	10	27	6		30856	16218	7218	5324	428	35003		
176									8	8	14	3		16761	7263	5419	4563	330	23586		
177						1	1		39	11	38	6	13	28529	13224	6172	13031	100	44903		
178									34	9	26	2	8	14381	10141	4400	6279		25626		
179									26	2	18			10305	8274	2005	5829		26638		
180									56	15	51	4	1	13884	9068	6065	10025		27292		
181									5		6			3915	2820	691	1405		6991		
182										10	12	2		6856	5781	1377			15987		
183						2	3	1	57	88	136	43	36	21634	18713	6158	5767		47130		
184									11		10	1		3013	3742	2268	871		11269		
185									3	2	3			1164	1048	575	497		3361		
186									95	24	89	3	23	29807	24950	8604	12453		92505		
187									21	65	126	30	6	13861	9035	6142	6030		27040		
188	1								47	34	83	58	11	26808	19402	12209	10988	483	52461		
189									19	9	20	1		5744	3159	960	1476		12742		
190									28	53	57		12	19629	18636	3149	10280		51302		
191									1	94	7	97	6	39917	26830	4084	16009	51	75071		
192									58	16	60		2	21247	16574	4119	12507	100	34684		
193						1			90	15	106	5	27	29426	20550	4022	10722	10	40365		
194									56	6	64	4	15	13853	10911	1371	5336	200	11477		
195						2			33	8	45	2	2	17606	14160	888	6457		29844		
196									8		12			8569	6880	2904	2530	183	17002		
197									2		2		30	3931	1798	624	782	1173	3320		

ABSTRACT of the Returns of the Enumeration, &c.—Continued.

Appendix (D.) 1846.

Produce raised during the last year, and estimated in Winchester Bushels.	LIVE STOCK.		Number of Hives of Bees kept last season.	Number of pounds of Maple Sugar made last season.	LIVE STOCK.				Number of yards of Filled Cloth manufactured in the domestic way.	Number of yards of Linnen cloth, or other thin Cloth manufactured in the domestic way.	Number of yards of Flannel or other Woollen Cloth not filled, manufactured in the domestic way.	Number of pounds of Wool produced during the last year.	Under what Tenure such Land is held.		
	Peas.	Indian Corn.			Buckwheat.	Potatoes.	Neat Cattle.	Horses.						Sheep.	Hogs.
159	1862	4522	1303	41349	164	495	3223	714	4001	1007	5715	70	6789	10465	Free and Com-
160	1146	2884	2318	47842	123	1214	2536	637	2914	882	2965		4000	7139	mon.Socage.
161	2275	1969	1518	23881	131	38	1912	519	1996	668	1969	80	1966	4422	do
162	8815	711	687	65320	110	315	3017	888	3233	1332	2817	1384	3449	9734	do
163	8237	23	760	11487	70	3992	1378	860	2119	859	3139	216	1717	5108	do
164	12612	63	852	13618	18	1510	1603	899	2453	328	2772	337	2044	5236	do
165	19692	209	1983	38548	161	1413	3599	1440	6890	2044	6646	1123	11	12349	do
166	5002	441	970	31069	19	3402	1264	569	1700	858	2347	1441	359	4314	do
167	7419	401	769	16576	14	2468	1369	601	2207	690	2957	2248	730	4854	do
168	10821	158	567	18898	19	606	1495	778	2641	1063	3557	2115	2490	5897	do
169	6442	464	3037	34170	60	581	2096	993	2919	1137	4228	1650	2026	6676	do
170	917	2576	28	3045		4755	250	233	37	289				110	do
171	16939	163	1308	21799	61	342	2067	1135	3573	1304	4560	1534	2098	6646	Seigniorial
172	12122	207	2359	38307	72	242	2294	1156	3310	1358	4305	1384	2170	7477	do
173	4138	205	3039	19590	73	815	1499	797	2318	816	3085	1453	1345	4886	do
174	830	56	2403	25199	8	766	943	292	914	389	1690	136	885	2870	do
175	4407	1454	7821	53362	102	7797	3078	943	3189	1112	5740	622	2945	11748	do
176	3899	200	4825	28039	17	3035	1491	625	1679	963	3390	2739	1793	4523	do
177	6178	480	6155	45115	152	6497	3052	1083	3274	1492	6938	5099	3048	8961	do
178	4280	202	2922	22261	53	2074	1266	634	2013	723	3310	1931	1785	5133	do
179	4045	79	1483	12378	3	938	997	384	1143	584	2278	1329	1079	2040	do
180	4213	154	1687	23909	33	2515	1547	592	1537	793	3486	2211	1956	3815	do
181	1240	19	305	3601	8		367	143	474	175	592	161	326	1347	do
182	2998	17	929	14097	9		750	312	825	349	1127	580	911	3815	do
183	11302	389	1204	37118	105	56	2350	1324	2666	1235	4392	972	1339	5757	do
184	1300	61	241	7365	8		391	218	433	205	275	88	125	1256	do
185	301	16	27	4996			140	90	193	69	168	26	80	377	do
186	12610	377	1272	49107	60	220	2591	1480	3324	1575	2895	1717	2311	7358	do
187	4364	189	3789	33098	29	213	1609	732	1727	911	1763	1670	1892	3718	do
188	10090	299	1463	41300	97	970	2693	1321	3408	1640	5202	1834	3453	7313	En Roture
189	3675	133	110	6335	3	525	589	265	745	302	1159	914	1081	1707	do
190	15692	1238	1523	43770		50	2333	997	3019	1118	2992	1152	2259	6564	do
191	31598	2696	1354	50284	1	6814	4015	1597	5850	1667	5952	7443	5499	10264	Seigniorial
192	13646	729	1339	28609	4	2148	2094	803	2819	897	2570	3443	2449	5625	do
193	29527	1057	179	36639	12	2807	2735	1195	3926	1244	4134	5826	3803	7647	do
194	9969	1065	745	10898	74	1292	1542	573	1755	548	1884	3174	1924	2448	do
195	27873	1045	29	27350	5	2515	2140	674	3273	787	3505	5181	4573	6121	do
196	9407	773	107	18697	3	6029	1093	477	1711	486	2704	3206	1956	3409	do
197	1083	301	102	5809	1	2039	259	124	489	186	728	820	417	709	do

Appendix (D.) 1846.

ABSTRACT of the Returns of the Enumeration, &c.—Continued.

Appendix (D.) 1846.

COUNTY.	Designation of Parishes, Townships and Municipalities, as established under Act 8 Vict. c. 40.	Designation of Parishes, Townships, Seigniories, &c. as taken from the Census Returns.	HOUSES.		
			Inhabited.	Vacant.	Building.
198	Richelieu	Municipality of Sorel, being the Roman Catholic Parish of St. Pierre de Sorel	830	10	14
199	do	Parish of Ste. Victoire	370	1	4
200	do	Parish of St. Aimé	549	14	10
201	do	Municipality of St. Ours, being the Parish of L'Immaculée Conception de St. Ours, as at present canonically erected	496	4	4
202	do	Parish of St. Jude de St. Ours	222	1	1
203	do	Parish of St. Bernabé	230	4	2
204	do	Parish of St. Denis de La Rivière Chambly	469	9	1
205	do	Parish of St. Charles de La Rivière Chambly	245	7	1
206	St. Hyacinthe	Parish of St. Hugues de Ramsay	250		
207	do	Municipality of St. Simon de Ramsay, being the Parish of St. Simon de Ramsay, as canonically erected	215		
208	do	Parish of Ste. Rosalie	222		
209	do	Municipality of St. Dominique, being the Parish of St. Dominique, as canonically erected	174		3
210	do	Parish of St. Pie	575		
211	do	Municipality of Abbotsford, being the tract commonly called the Protestant Parish or Mission of St. Paul of Abbotsford, bounded by the limits of the Parish of St. Pie, the Township of Granby, and the Municipality of St. Césaire	80		
212	do	Parish of La Présentation	208		
213	do	Parish of St. Hyacinthe	793		2
214	do	Parish of St. Damasc	423		7
215	do	Municipality of St. Césaire, being the Parish of St. Césaire, as canonically erected	737	44	5
216	Rouville	Municipality of Rouville, being the Parish of St. Hilaire de Rouville, with the exception of the part thereof commonly called the Parish of St. Jean Baptiste de Rouville	189	14	1
217	do	Municipality of St. Jean Baptiste de Rouville, being the tract commonly called the Parish of St. Jean Baptiste de Rouville	295	19	
218	do	Parish of St. Mathias de Chambly	287	12	
219	do	Parish of Ste. Marie de Monnoir	661	18	3
220	do	Parish of Ste. Brigid	106	8	7
221	do	Municipality of St. Grégoire le Grand de Monnoir, being the Parish of St. Grégoire le Grand de Monnoir, as canonically erected	299	12	9
222	do	Parish of St. Athanase de De Bleury	763	16	9
223	do	Municipality of Henryville, being the Roman Catholic Parish of St. George de Noyan or de Henryville, as civilly erected	557	23	4
224	do	Municipality of Clarenceville, being the Protestant Parish of St. George de Noyan, with the exception of so much thereof as falls within the Municipality of Henryville, as above set forth	206	5	
225	do	Municipality of Foucault, being the Protestant Parish of St. Thomas de Foucault, with the exception of any part thereof which may fall within the Municipality of Henryville, as above set forth	164		1
226	Shefford	Township of Milton	147	4	2
227	do	Municipality of Ely, comprising the Townships of Roxton and Ely	58	3	1
228	do	Township of Roxton	32		
229	do	Township of Granby	294	1	
230	do	Township of Shefford	332	13	9
231	do	Township of Stukely	184	8	
232	do	Township of Farnham	329	10	4
233	do	Township of Brome	292	6	1
234	Missisquoi	Township of Stanbridge	570	13	3
235	do	Township of Dunham	486	6	2

Appendix (D.) 1846.

ABSTRACT of the Returns of the Enumeration, &c.—Continued.

Appendix (D.) 1846.

	Proprietors of Real Property.	Not Proprietors of Real Property.	Tenants entitled to vote at Elections.	Total Number of Persons, Male and Female, now resident.	Number of Persons, Male or Female, temporarily absent.	NATIVES OF							NUMBER OF PERSONS											
						England.	Ireland.	Scotland.	Canada, of French origin.	Canada, of British origin.	Continent of Europe, or otherwise.	United States of America.	Number of Aliens not naturalized.	1 year of age and under.		1 year and under 2.		2 years and under 3.		3 years and under 4.		4 years and under 5.		
														Male.	Female.	Male.	Female.	Male.	Female.	Male.	Female.	Male.	Female.	
198	529	269	30	4917	115	87	310	62	4140	304	6	0	2	113	132	99	91	82	97	76	67	67	92	96
199	308	62	...	2287	67	3	12	...	2238	32	1	1	...	75	62	53	50	67	68	40	41	43	41	
200	411	138	...	3175	1	1	...	...	3162	11	1	...	...	88	87	71	63	62	57	65	68	77	62	
201	393	100	2	3002	55	6	4	5	2983	1	1	2	1	61	68	67	64	68	57	52	39	55	52	
202	186	36	...	1268	42	...	...	...	1267	...	1	...	...	30	35	21	19	23	32	28	21	24	22	
203	170	50	...	1250	15	...	...	...	1250	...	...	...	...	21	38	19	22	17	30	22	14	32	25	
204	342	127	...	2915	67	1	1	...	2902	10	1	...	1	69	68	52	43	45	59	58	60	54	57	
205	147	98	...	1472	...	1	2	...	1455	10	2	2	2	31	38	31	29	26	20	24	22	25	19	
206	192	58	...	1540	...	...	...	...	1539	...	1	1	...	44	28	44	28	25	40	35	21	44	36	
207	168	47	...	1330	...	1	...	4	1322	...	3	...	...	25	25	30	24	22	23	30	20	34	33	
208	169	53	...	1381	...	...	...	...	1378	1	1	1	1	31	34	20	21	29	35	22	31	35	25	
209	139	35	...	1036	2	...	...	...	1035	...	1	...	...	38	29	26	19	18	15	29	28	18	20	
210	410	165	...	3074	...	11	12	...	3022	12	7	10	3	23	45	59	68	122	138	152	160	129	146	
211	72	8	...	435	...	42	1	3	203	95	59	32	...	5	5	10	14	11	14	21	18	13	20	
212	203	65	...	1545	...	...	...	...	1545	...	...	...	...	41	38	22	30	33	30	29	40	37	40	
213	486	307	...	4581	1	7	7	1	4554	9	2	1	...	78	95	79	103	119	100	95	113	118	114	
214	290	132	...	2643	...	...	...	...	2643	...	...	...	...	51	61	52	39	55	44	46	47	43	55	
215	533	205	...	4408	...	2	54	...	4218	4	30	100	...	110	106	90	103	89	70	93	78	105	78	
216	115	101	...	1204	5	3	13	21	1123	35	1	0	...	29	21	18	26	15	19	21	16	18	21	
217	201	141	...	1984	4	...	1	...	1972	10	...	...	...	35	37	33	30	35	31	26	27	28	31	
218	169	140	...	2012	26	11	11	12	1930	46	...	2	...	37	34	48	31	30	35	23	32	44	21	
219	452	283	...	4296	25	4	15	...	4229	46	...	2	...	105	87	81	86	83	83	76	75	74	71	
220	145	39	...	1040	...	5	179	10	629	211	1	5	...	23	20	22	21	20	24	24	25	24	16	
221	232	93	...	1887	2	2	52	4	1763	60	4	2	...	39	50	41	32	37	35	41	27	32	38	
222	615	206	...	4605	101	34	155	17	4066	291	2	40	3	149	143	75	69	102	104	96	82	70	95	
223	504	111	...	3622	65	19	221	50	2400	800	2	130	...	108	107	48	62	81	69	68	71	65	70	
224	164	49	...	1230	48	24	97	22	108	804	3	172	...	30	32	18	8	18	15	23	25	11	24	
225	129	39	...	1018	18	34	57	33	156	677	8	53	8	27	25	16	15	19	16	17	26	24	22	
226	8	157	...	937	6	24	24	5	740	121	1	22	1	25	23	27	16	24	30	13	19	16	23	
227	11	49	...	321	5	4	71	70	66	80	...	30	...	9	4	10	9	7	7	4	5	3	6	
228	32	...	...	200	...	5	...	...	158	28	...	9	...	2	6	3	6	10	6	10	6	5	11	
229	255	20	...	1715	2	66	269	88	366	695	2	229	1	34	41	41	45	37	32	46	51	45	46	
230	209	124	...	2030	...	82	198	108	321	1105	1	215	...	41	34	42	38	35	34	23	51	39	47	
231	62	125	...	1151	...	10	31	7	588	452	...	63	...	23	31	28	27	30	26	10	23	20	15	
232	145	181	...	1980	18	42	133	92	556	932	...	225	10	38	49	28	27	44	43	43	32	46	37	
233	191	101	...	1771	11	120	79	31	94	1211	1	235	20	40	47	26	40	37	39	28	27	32	44	
234	325	245	...	3110	17	98	146	15	550	1709	4	588	46	76	75	59	59	62	40	46	60	47	71	
235	225	261	...	2844	10	103	119	49	449	1653	6	465	32	67	55	36	43	35	49	50	43	50	49	

Appendix (D.) 1846.

ABSTRACT of the Returns of the Enumeration, &c.—Continued.

Appendix (D.) 1846.

	NUMBER OF PERSONS																							
	5 years and under 10.		10 years and under 15.		15 years and under 21 years.				21 years and under 30 years.				30 years and under 40 years.				40 years and under 50 years.				50 years and under 60 years.			
	Male.		Female.		Male.		Female.		Male.		Female.		Male.		Female.		Male.		Female.		Male.		Female.	
	Single.	Married.	Single.	Married.	Single.	Married.	Single.	Married.	Single.	Married.	Single.	Married.	Single.	Married.	Single.	Married.	Single.	Married.	Single.	Married.	Single.	Married.		
198	361	342	379	368	241	13	289	67	68	178	66	210	21	252	13	249	15	193	20	185	8	114	13	99
199	148	152	167	178	89	10	136	39	13	106	18	124	7	101	6	91	6	71	3	67	7	45	5	43
200	237	248	215	197	164	15	168	31	42	120	59	174	12	173	15	167	6	112	3	90	3	60	6	50
201	198	187	215	224	143	13	194	29	55	101	60	135	32	130	31	128	8	110	12	82	9	64	16	70
202	100	101	92	87	60	3	58	11	17	49	12	57	5	59	2	70	4	48	2	43	1	20	2	24
203	94	101	99	93	69	3	65	19	33	38	21	39	5	56	2	65	3	55	4	39	5	38	3	25
204	164	184	228	196	168	21	146	25	60	94	63	126	23	129	32	116	17	103	24	81	10	71	29	70
205	114	104	95	93	89	3	84	7	14	62	13	51	13	95	5	87	9	73	6	71	1	45	5	15
206	131	111	118	105	75	14	62	16	4	73	25	12	59	16	68	3	57	4	58	2	50	3	36	31
207	102	95	109	99	75	4	73	25	12	59	16	68	3	57	4	58	2	50	3	42	3	36	31	
208	97	102	101	84	78	5	86	19	31	65	24	70	17	62	13	53	7	30	3	32	9	26	12	20
209	74	70	63	70	42	6	46	18	9	45	19	61	5	57	11	42	2	42	2	34	7	19	2	15
210	139	125	110	221	121	2	101	21	27	76	26	120	9	175	15	170	4	159	2	147	6	99	4	62
211	19	20	18	42	18	...	13	6	5	7	11	12	6	22	3	24	...	26	1	21	1	10	...	4
212	101	105	99	121	68	3	67	8	34	33	39	66	16	81	16	70	14	50	10	54	4	35	3	33
213	260	236	325	305	232	14	244	42	106	124	109	201	34	231	33	206	21	181	19	174	7	126	9	103
214	223	219	188	175	151	1	164	22	65	107	43	141	7	123	7	115	6	112	4	102	1	45	2	40
215	328	350	298	295	240	8	211	58	81	160	63	237	35	230	25	209	24	169	28	110	12	92	15	66
216	95	74	83	90	67	2	69	15	46	45	30	55	8	39	5	50	1	52	2	45	3	33	2	29
217	147	144	136	147	153	7	130	27	51	73	48	84	8	67	9	77	5	61	9	72	...	63	3	48
218	156	162	136	141	127	...	134	27	49	85	43	87	5	80	11	78	9	62	7	68	3	63	5	45
219	391	322	292	305	282	16	248	60	87	174	55	205	14	199	11	185	6	136	3	144	5	102	...	80
220	95	90	75	64	56	1	50	19	20	46	9	47	4	45	...	43	2	47	...	42	...	19	...	19
221	159	200	133	136	106	5	79	23	26	68	17	85	5	105	3	106	1	69	3	56	4	26	1	31
222	352	344	303	305	194	6	223	66	103	206	50	243	17	230	14	194	6	168	7	161	9	126	4	94
223	256	305	237	268	191	14	189	40	70	121	46	172	15	178	15	167	4	150	3	127	4	90	...	70
224	87	92	74	88	83	1	59	4	53	38	24	48	12	59	12	79	2	56	4	36	1	24	5	27
225	64	68	77	75	44	14	43	15	24	29	23	48	13	51	7	40	12	28	8	29	7	26	6	19
226	73	67	79	61	46	3	25	10	35	19	30	13	36	21	31	47	1	39	1	34	...	16	...	14
227	18	20	26	19	23	...	7	4	21	12	2	18	...	2	18	...	10	...	1	5	...	9	...	8
228	17	5	11	3	10	...	2	4	6	6	9	5	9	2	17	...	4	...	1	4	...	...	...	...
229	101	82	128	112	88	10	53	13	58	42	38	75	25	88	6	73	10	78	2	52	5	39	10	33
230	135	127	154	140	102	6	81	15	63	66	31	89	14	99	14	102	12	85	14	59	6	30	5	28
231	82	66	60	61	79	15	40	31	48	62	16	48	4	63	3	39	5	43	5	27	5	15	3	18
232	155	142	131	137	105	12	89	19	51	71	26	94	15	118	4	101	3	60	2	46	4	51	3	46
233	117	121	135	111	129	13	80	9	31	67	37	88	12	84	43	88	13	74	5	50	3	32	8	35
234	175	182	242	204	206	10	168	33	97	89	69	143	44	168	22	152	17	127	13	96	13	68	5	60
235	175	203	204	189	188	19	139	36	130	95	73	112	22	135	13	133	9	99	12	105	7	70	10	44

Appendix (D.) 1846.

ABSTRACT of the Returns of the Enumeration, &c.—Continued.

Appendix (D.) 1846.

	NUMBER OF PERSONS				NUMBER OF								Number of Persons belonging to the			NUMBER OF							
	60 years and upwards.				Deaf and Dumb Persons.		Blind Persons.		Idiots.		Lunatic Persons.		Church of England.	Church of Scotland.	Church of Rome.	British Wesleyan Methodists.	Canadian Wesleyan Methodists.	Episcopal Methodists.	Other Methodists.	Presbyterians not in connexion with the Church of Scotland.	Congregationalists or Independents.	Baptists and Anabaptists.	Lutherans.
	Male.	Female.	Male.	Female.	Males.	Females.	Males.	Females.	Males.	Females.	Males.	Females.											
	Single.	Married.	Single.	Married.																			
198	9	93	10	76	2	2	1	1	3	1	...	2	368	17	4421	2	...	1	48	54	6	...	
199	3	55	6	42	4	1	1	...	1	...	1	...	51	9	2226	1	...	...	...	...	...	...
200	1	68	2	37	2	...	2	3	1	...	...	2	2	...	3173	...	...	...	...	...	...	...
201	10	89	17	67	1	1	...	1	1	1	...	4	5	2993	...	...	...	...	...	...	...	...
202	1	48	...	37	1	1	1	...	2	3	...	...	...	1268	...	...	...	...	...	...	...	...
203	1	16	...	19	...	...	...	...	3	1	...	1	...	1249	...	...	...	...	...	...	...	...
204	14	66	44	46	2	1	3	2	6	2	...	2	...	2908	...	...	...	...	...	...	...	...
205	1	42	4	31	4	...	2	1	2	...	...	2	...	1470	...	...	...	...	...	...	...	...
206	2	20	...	19	1	1	...	1	4	...	...	2	1	1540	...	...	...	...	...	...	...	...
207	...	23	1	14	1	...	1	1	2	...	...	2	1	1325	2	...	...	...	...	...	...	...
208	12	20	6	14	1	...	1	1	1	...	...	...	...	1381	...	...	...	...	...	...	...	...
209	3	15	9	8	...	...	...	...	...	...	...	...	...	1036	...	...	...	...	3	2	11	...
210	1	42	1	27	...	...	...	...	1	...	...	14	...	3015	5	...	...	...	...	...	...	...
211	...	9	...	6	...	...	...	...	1	...	...	67	...	194	...	82	1	...	91	...	...	...
212	9	36	...	30	1	...	1	...	2	4	...	20	...	1545	...	...	...	...	...	...	...	...
213	8	106	13	98	2	1	...	1	4	...	...	...	...	4553	...	...	...	...	...	...	...	...
214	2	51	1	30	1	...	1	...	4	1	...	...	...	2613	...	...	...	...	...	...	...	...
215	4	79	8	51	5	1	1	1	3	...	...	199	...	4203	...	...	1	5	...	...	...	...
216	2	55	1	22	1	...	1	1	2	1	...	3	46	1130	25	...	...	...	...	...	...	...
217	2	53	2	45	2	2	3	...	6	5	...	1	...	1984	...	...	...	...	...	...	...	...
218	2	44	3	45	2	...	1	2	5	6	...	22	22	1949	18	...	...	...	...	...	...	1
219	2	92	4	75	4	...	4	5	14	8	1	11	...	4279	...	...	...	...	...	...	...	6
220	...	17	1	10	...	...	4	2	4	2	...	89	36	915	...	...	...	...	...	...	...	...
221	...	41	1	26	...	...	1	4	4	...	...	17	4	1866	...	...	...	...	...	...	...	...
222	4	108	...	83	2	2	1	2	2	1	2	328	38	4204	29	...	...	...	...	...	...	1
223	2	71	...	68	1	1	...	1	...	2	...	328	108	2759	239	...	24	...	151	...	4	...	
224	2	32	1	23	...	...	...	...	...	...	...	422	94	192	459	...	15	...	8	2	13	...
225	10	15	5	11	...	...	...	...	...	...	...	1	538	65</								

ABSTRACT of the Returns of the Enumeration, &c.—Continued.

Appendix (D.) 1846.

Appendix (D.) 1846.

NUMBER OF	NUMBER OF				NUMBER OF COLOURED PERSONS.		NUMBER OF MALE FARM SERVANTS.		NUMBER OF OTHER SERVANTS.		NUMBER OF PERSONS ENGAGED IN TRADE OR COMMERCE.		NUMBER OF PERSONS SUBSISTING ON ALMS, OR PAUPERS.		NUMBER OF ACRES OR ARPENTS OF LAND OCCUPIED.		NUMBER OF ACRES OR ARPENTS OF IMPROVED LAND.		PRODUCE RAISED DURING THE LAST YEAR, AND ESTIMATED IN WINCHESTER BUSHELS.			
	Quakers.	Moravians and Tunkers.	Dutch Reformed Church.	Jews.	Male.	Female.	Male.	Female.	Male.	Female.	Number of Persons engaged in Trade or Commerce.	Number of Persons subsisting on Alms, or Paupers.	Number of Acres or Arpents of Land occupied.	Number of Acres or Arpents of improved Land.	Wheat.	Barley.	Rye.	Oats.				
108					1		3	35	52	23	5	18145	8276½	6601	1657	3313	18599					
109							4	2	14		4	17890	846	802½	510	740	10250					
200							17	10	24	4	0	30930½	10180½	557½	2387	183	19179					
201							11	22	27	15	5	29640½	17500½	3719	5685½	1462	35838					
202							3	2	6	1	27	16309½	5837½	1551	2681		14211					
203							7	3	6		1	14388½	6313½	2547	5480		14884					
204							75	19	74	10	17	27363½	17961½	2512	8409	20	30245					
205							20	27	40	9	6	14650	8476½	810½	4633	7	13844½					
206							16	3	25	4		12992	4480	7041	4360½		10792½					
207							11	6	17	3		11222½	4478½	4672½	6703½		11723					
208							21	19	19			14899½	7634	4619½	8057		14690					
209							8		6	1		10038	1438	473	868½		3211					
210					24		1	19	17			22893	10022½	7434	9920	70	26100					
211					10			4	4			5702½	2705	904	351	64	3074					
212								6	11	1		17218½	12059½	1870	7955	3	24947					
213					9		20	91	102	19	10	40125	25744½	7561	13918		39321½					
214							51	8	57		5	22811	16437	9457	15069	60	26002					
215							6	18	35			34850½	11817½	6844	4551	40	24695					
216							15	21	32	5		10375½	6858½	3204	3054	54	1186					
217							59	13	54	5		18281½	15401½	7290	9438		32920					
218							34	20	41	9	6	17737	13514	6059	4869		27442					
219							94	35	87	4	21	33394½	22092½	23968	15548	32	44354					
220							11		7			11653½	2939½	2207	1019		8934					
221							22	7	18	4		16173	5931	6208	2949	8	14549					
222					5		13	10	27	9	9	31460	11926	11364	5160	9	35592					
223					9		13	8	27	5	1	123916	40955	22390	7037	1544	78074					
224					25		7	10	11	2		14661	5978	3282	274	918	14345					
225							10	1	5	1		11544	6758	3862	848	1861	11880					
226										5	3	10972	2005½	1031	134	47½	2425					
227					37		3	1	2			8467	945	747	310		1942					
228					49							3603	725	733	48		1170					
229					194			27	15	2		22225½	7110	2114	54	1421	9489					
230					45	4				2		35249½	10493	5645	439	198	9780					
231					127		39	8	12	1		25076½	5291	2224½	400	114	4586					
232	118				10		31		10	4		27335	12646½	3021	114½	78	14382½					
233	6				101		19	4	10	5		28560½	9583½	4448	41	215	13037					
234	6				673	1	2	17	60	32	13	54951½	14214½	4600	171	2148	25630					
235					741		50	20	36	13		39447½	17945½	7651	279	307	24250					

ABSTRACT of the Returns of the Enumeration, &c.—Continued.

Appendix (D.) 1846.

Appendix (D.) 1846.

NUMBER OF	PRODUCE RAISED DURING THE LAST YEAR, AND ESTIMATED IN WINCHESTER BUSHELS.				NUMBER OF HIVES OF BEES KEPT LAST SEASON.	LIVE STOCK.				NUMBER OF YARDS OF FULLED CLOTH MANUFACTURED IN THE DOMESTIC WAY.	NUMBER OF YARDS OF LINEN CLOTH, OR OTHER THIN CLOTH MANUFACTURED IN THE DOMESTIC WAY.	NUMBER OF YARDS OF FLANNEL OR OTHER WOOLLEN CLOTH NOT FULLED, MANUFACTURED IN THE DOMESTIC WAY.	NUMBER OF POUNDS OF WOOL PRODUCED DURING THE LAST YEAR.	UNDER WHAT TENURE SUCH LAND IS HELD.	
	Peas.	Indian Corn.	Buckwheat.	Potatoes.		Neat Cattle.	Horses.	Sheep.	Hogs.						
198	2919½	176½	2373	32677	2	1158	1622	680	2600	1045	4544	5023	2375	4476	Seigniorial
199	5436	91	3388	37732	2	853	1498	611	2382	919	2884	6643	2360	4226	do
200	3311½	217½	3864½	21739½	10	1983	1828	787	2472	1030	2795½	6582½	1362½	4026½	do
201	10277½	413	1711½	36854	17	8575	2203	821	3841	1023	4875½	7145½	4545	6411	do
202	1662	69	1759	14275	5	2425	689	301	869	389	1369	3033	1236	1390	do
203	4069	642	945	10406		3447	954	337	1241	511	1692	3472	1726	2351	do
204	21686½	1025½	2271	33840½	20	2195	2654	943	3925	990	3127½	6243	4531	5898	do
205	6609½	806½	2160½	13540	29	2395	1111	423	1546	494	1575½	3397	932½	2799½	do
206	3440	59½	1563	14001		2942	891	320	1005	603	1267½	2590	892½	2054	En Roture
207	3616	65	335	10017	6	1380	1035	208	1170	603	1758½	2083	1175½	2240	do
208	5436½	741½	807	13558	8	4772	1227	463	1518	632	1715	1062	1669	2797	do
209	612½	441	869½	40361	5	5943	477	200	340	291	570½	1076	328½	391	do
210	3524	4167	1490	41830	54	4208	2470	1075	1971	1059	2175	12845	1253	3253	do
211	415	2393	558	13620	14	300	396	139	416	144	441	1030	258	740	do
212	6643	1212	1441	15528		1415	1584	535	1764	588	2177	3364	1344	3245	do
213	9850	3518	4195	41941	71	5410	3143	1136	3790	1526	4530	8999	2104	7223	do
214	6064	2437	726½	26954	30	3087	2653	567	3070	975	2629	5648	2438	5009	do
215	6635	2754	3465	40361	65	4759	2395	924	3157	1275	3034	3170	1711	5955	do
216	6197	394	1272	11594	78	8302	988	353	1224	421	1435	1845	1913	2660	do
217	10314	1552	1310	23440	41	7262	2351	724	2947	883	2932	4829	4214	6214	do
218	11167	455	1172	20003	108	3499	2016	632	2694	951	3736	2954	3578	6594	do
219	13757	1319	2214	57500	54	3819	3778	1345	5241	1719	6113	9023	8072	12542	do
220	1789	119	849	16116	23	624	604	218	773	344	948	839	1174	1763	do
221	2708	149	1909	20731	62	666	1259	562	1637	694	2076	2543	2848	4063	do
222	6948	373	4546	48357	23	206	2377	1074	3521	1586	5843	4070	4361	7383	do
223	12473	1842	5057	94623	134	502	2385	785	3122	1273	4392	2069	4764	20907	do
224	1383	2260	1998	19930	80	95	1285	364	2345	515	1909	170	2224	4847	do
225	2757	1344	1354	14800	138	2103	1325	255	1858	472	2031	260	1999	4702	do
226	1324	1531	6574	12164	115	3349	464	116	413	151	264	149	213	415	Free & Com-
227	10½	77½	1244	8098	4	2208	231	25	191	64	142	34	401	314	mon Soccage.
228	72	286	152	4078	6	3528	153	24	166	46	76		80	160	do
229	757	3434	371	43626	20	5259	1236	273	1387	356	1819	12	1715	3399	do
230	309	2071	1734	53669	95	7837	12249	379	2886	452	2678	209	5516	5718	do
231	126	185½	1423	27411	1	11166	1140	200	1293	222	1051	353	2596	3453	do
232	1293	4909	1033	43257	120	6427	1629	444	2494	580	2640	805½	4591½	5620	do
233	690½	3375	2518	43100	62	7066	1947	340	2623	411	2906½	901	4852	6894½	do
234	1994	7620	3352	54466	154	3008	2855	689	4029	693	4826	543	6552	10793	do
235	1864	5587	3108	77034	365	8199	4086	727	5212	819	6124	802	6837	12191	do

Appendix (D.) 1846.

ABSTRACT of the Returns of the Enumeration, &c.—Continued.

Appendix (D.) 1846.

COUNTY.	Designation of Parishes, Townships and Municipalities, as established under Act 8 Vict. c. 40.	Designation of Parishes, Townships, Seigniories, &c. as taken from the Census Returns.	HOUSES.			
			Inhabited.	Vacant.	Building.	
Missisquoi.	Municipality of <i>Philipsburg</i> , being the Protestant Parish of St. Armand West.	Parish of St. Armand West.	302	7	4	
		Municipality of <i>Frelighsburg</i> , being the Protestant Parish of St. Armand East.	Parish of St. Armand East.	270	9	3
			Township of <i>Sutton</i> .	307	12	9
Stamstead.	Township of <i>Bolton</i> .	Township of Bolton.	289			
		Township of <i>Hatley</i> .	353	0		
		Township of <i>Potton</i> .	232			
		Township of <i>Stamstead</i> .	702			
		Municipality of <i>Barnston</i> , comprising the Townships of <i>Barnston</i> and <i>Barford</i> .	Township of <i>Barnston</i> .	414		
			Township of <i>Barford</i> .	68		
Sherbrooke.	Municipality of <i>Hereford</i> , being the Township of <i>Hereford</i> , together with so much of the Townships of <i>Clifton</i> and <i>Auckland</i> as lies east and south of a line drawn from the northern boundary line of <i>Hereford</i> , between the sixth and seventh Ranges of <i>Clifton</i> to the fifteenth Lot therein, thence between the fourteenth and fifteenth Lots to the eastern boundary line of <i>Clifton</i> , thence along the said boundary line to its intersection with the line between the sixth and seventh Ranges of <i>Auckland</i> , and thence along the said Range line to the Province line.	Township of <i>Hereford</i> .	56	1		
		Township of <i>Clifton</i> .	52			
do.	Municipality of <i>Compton</i> , being the Township of <i>Compton</i> , together with so much of the Township of <i>Clifton</i> as lies to the west of the line between the sixth and seventh Ranges thereof.	Township of <i>Compton</i> .	389	8	4	
do.	Municipality of <i>Ascot</i> , comprising the Townships of <i>Orford</i> and <i>Ascot</i> .	Township of <i>Orford</i> .	37			
		Township of <i>Ascot</i> .	212	2		
do.	Municipality of <i>Eaton</i> , comprising the Townships of <i>Eaton</i> , <i>Newport</i> and <i>Ditton</i> , and so much of the Townships of <i>Clifton</i> and <i>Auckland</i> as is not within either of the Municipalities of <i>Hereford</i> and <i>Compton</i> , together with the tract adjoining thereto, bounded on the north by the southern outline of the Township of <i>Marston</i> , and on the east and south by the County and Province lines, respectively.	Township of <i>Eaton</i> .	258	9	3	
		Township of <i>Newport</i> .	37			
do.	Municipality of <i>Bury</i> , comprising the Townships of <i>Bury</i> and <i>Lingwick</i> , together with the tract adjoining thereto, bounded on the north west by a prolongation of the line between the Townships of <i>Lingwick</i> and <i>Weedon</i> , on the north east and east by the Counties of <i>Megantic</i> and <i>Dorchester</i> , and on the south by the Municipality of <i>Eaton</i> .	Township of <i>Bury</i> .	147	13	3	
		Township of <i>Lingwick</i> .	100			
do.	Municipality of <i>Melbourne</i> , being the Township of <i>Melbourne</i> , together with the eleventh, twelfth and thirteenth Ranges of <i>Brompton</i> , and so much of the eighth, ninth and tenth Ranges thereof as lies to the north-west of the Great Pond of <i>Brompton</i> and of its outlet, the <i>Clark Mill Stream</i> or <i>Salmon Creek</i> .	Township of <i>Melbourne</i> .	260	4	5	
do.	Municipality of <i>Brompton</i> , being the Township of <i>Brompton</i> , with the exception of so much thereof as is above declared to fall within the Municipality of <i>Melbourne</i> .	Township of <i>Brompton</i> .	76	1	1	
do.	Township of <i>Shipton</i> .	Township of <i>Shipton</i> .	406	4	5	
do.	Municipality of <i>Windsor</i> , being the Township of <i>Windsor</i> , together with so much of the Township of <i>Stoke</i> as lies to the south-west of the line between the fourth and fifth ranges thereof.	Township of <i>Windsor</i> .	51	2	1	
		Township of <i>Stoke</i> .	2			

Appendix (D.) 1846.

ABSTRACT of the Returns of the Enumeration, &c.—Continued.

Appendix (D.) 1846.

	Proprietors of Real Property.	Not Proprietors of Real Property.	Tenants entitled to vote at Elections.	Total Number of Persons, Male and Female, now resident.	Number of Persons, Male or Female, temporarily absent.	NATIVES OF							Number of Aliens not naturalized.	NUMBER OF PERSONS									
						England.	Ireland.	Scotland.	Canada, of French origin.	Canada, of British origin.	The Continent of Europe, or otherwise.	The United States of America.		1 year of age and under.		1 year and under 2.		2 years and under 3.		3 years and under 4.		4 years and under 5.	
														Male.	Female.	Male.	Female.	Male.	Female.	Male.	Female.	Male.	Female.
236	177	125	1693	11	43	111	20	177	1000	3	336	42	30	28	26	24	15	32	25	15	29	16
237	151	120	1550	11	43	104	17	215	819	1	321	23	38	34	16	13	32	25	10	27	12	31
238	172	131	1668	19	14	40	10	107	1076	421	51	42	39	27	12	27	37	25	33	35	29
239	106	183	1681	33	22	9	180	1076	361	2	53	44	35	37	34	31	39	30	35	41
240	193	166	1935	32	68	66	12	161	1230	2	396	57	36	39	22	20	33	38	25	30	50	
241	72	160	1433	3	13	4	14	73	772	559	22	51	32	32	29	31	33	29	33	34	39
242	460	212	4142	5	95	92	86	133	2592	1144	60	78	90	69	63	71	57	69	65	90	94
243	168	216	2396	7	37	100	3	89	1502	4	661	205	51	41	32	36	47	46	36	52	49	30
244	29	39	372	4	11	3	194	164	68	10	5	7	7	6	7	6	8	8	15	
245	do.	Municipality of <i>Hereford</i> , being the Township of <i>Hereford</i> , together with so much of the Townships of <i>Clifton</i> and <i>Auckland</i> as lies east and south of a line drawn from the northern boundary line of <i>Hereford</i> , between the sixth and seventh Ranges of <i>Clifton</i> to the fifteenth Lot therein, thence between the fourteenth and fifteenth Lots to the eastern boundary line of <i>Clifton</i> , thence along the said boundary line to its intersection with the line between the sixth and seventh Ranges of <i>Auckland</i> , and thence along the said Range line to the Province line.	Township of <i>Hereford</i> .	56	1																		
			Township of <i>Clifton</i> .	52																			
247	do.	Municipality of <i>Compton</i> , being the Township of <i>Compton</i> , together with so much of the Township of <i>Clifton</i> as lies to the west of the line between the sixth and seventh Ranges thereof.	Township of <i>Compton</i> .	389	8	4																	
248	do.	Municipality of <i>Ascot</i> , comprising the Townships of <i>Orford</i> and <i>Ascot</i> .	Township of <i>Orford</i> .	37																			
			Township of <i>Ascot</i> .	212	2																		
251	do.	Municipality of <i>Eaton</i> , comprising the Townships of <i>Eaton</i> , <i>Newport</i> and <i>Ditton</i> , and so much of the Townships of <i>Clifton</i> and <i>Auckland</i> as is not within either of the Municipalities of <i>Hereford</i> and <i>Compton</i> , together with the tract adjoining thereto, bounded on the north by the southern outline of the Township of <i>Marston</i> , and on the east and south by the County and Province lines, respectively.	Township of <i>Eaton</i> .	258	9	3																	
			Township of <i>Newport</i> .	37																			
253	do.	Municipality of <i>Bury</i> , comprising the Townships of <i>Bury</i> and <i>Lingwick</i> , together with the tract adjoining thereto, bounded on the north west by a prolongation of the line between the Townships of <i>Lingwick</i> and <i>Weedon</i> , on the north east and east by the Counties of <i>Megantic</i> and <i>Dorchester</i> , and on the south by the Municipality of <i>Eaton</i> .	Township of <i>Bury</i> .	147	13	3																	
			Township of <i>Lingwick</i> .	100																			
255	do.	Municipality of <i>Melbourne</i> , being the Township of <i>Melbourne</i> , together with the eleventh, twelfth and thirteenth Ranges of <i>Brompton</i> , and so much of the eighth, ninth and tenth Ranges thereof as lies to the north-west of the Great Pond of <i>Brompton</i> and of its outlet, the <i>Clark Mill Stream</i> or <i>Salmon Creek</i> .	Township of <i>Melbourne</i> .	260	4	5																	
256	do.	Municipality of <i>Brompton</i> , being the Township of <i>Brompton</i> , with the exception of so much thereof as is above declared to fall within the Municipality of <i>Melbourne</i> .	Township of <i>Brompton</i> .	76	1	1																	
257	do.	Township of <i>Shipton</i> .	Township of <i>Shipton</i> .	406	4	5																	
258	do.	Municipality of <i>Windsor</i> , being the Township of <i>Windsor</i> , together with so much of the Township of <i>Stoke</i> as lies to the south-west of the line between the fourth and fifth ranges thereof.	Township of <i>Windsor</i> .	51	2	1																	
			Township of <i>Stoke</i> .	2																			

Appendix (D.) 1846.

ABSTRACT of the Returns of the Enumeration, &c.—Continued.

Appendix (D.) 1846.

Quakers.	Moravians and Tunkers.	Dutch Reformed Church.	Jews.	NUMBER OF Persons of all other Religious Denominations.		NUMBER OF Coloured Persons.		NUMBER OF Male Farm Servants.		NUMBER OF other Servants.		NUMBER OF Persons engaged in Trade or Commerce.	NUMBER OF Persons subsisting on Alms, or Paupers.	NUMBER OF Acres or Arpents of Land occupied.	NUMBER OF Acres or Arpents of improved Land.	Produce raised during the last year, and estimated in Winchester Bushels.			
				Male.	Female.	Male.	Female.	Male.	Female.	Wheat.	Barley.					Rye.	Oats.		
236				211	5	3	45	31	52	21			19195½	10452	3439	91	1261	14303	
237				318	1	2	47	16	42	3	1		21869½	11405½	5102	24	172	13622	
238				735			15	1	10	2			30591½	8900	3280	24½	98	10431	
239	3												36902	9731	4900	531	148	6704	
240							34	15	27	3	20		32192	13672	7694	1216	72	15376	
241				2			2						26500	8040	3703	622	351	8227	
242							5	1	5	2			57401	28315	17830	1160	125	52442	
243				1	5	15	2	11	4				36533	14746	8712	3910	28	22369	
244													7168	1744	911	488	50	1371	
245				119				1					5555	2115	442	250	4	2224	
246				32			1	1	2				5970	1361	1123	269	7	1516	
247				463			49	33	22	4			32071	13701	8343	2474	98	25579	
248				10			4		1				3235	921	400	59	10	2633	
249				9			36	65	24	1			2380	1176	346	10		1163	
250				251			31	21	17	3			24094	8157	3162	1110	61	12285	
251				258			43	24	39	4			29604	10334	8542	2114	103	16310	
252				61			2		2				4046	1449	786	253	19	1446	
253							4						9121	2742	1661	2219	110	2698	
254				9									5660	883	782	1746		1877	
255	1			133			7	16	22	8			20470½	8448½	5319	1028	307	14090	
256				18			4	1	6				7543	2511	1087	262	344	4283	
257				229			32	16	32	11			38809	12474	9342	1362	94	20520	
258				3			5	1	2	2			5768	1355	538	40	218	1780	
259													100	18	19	10		34	

Appendix (D.) 1846.

ABSTRACT of the Returns of the Enumeration, &c.—Continued.

Appendix (D.) 1846.

Produce raised during the last year, and estimated in Winchester Bushels.	LIVE STOCK.				NUMBER OF yards of Filled Cloth manufactured in the domestic way.	NUMBER OF yards of Linen cloth, or other thin Cloth manufactured in the domestic way.	NUMBER OF yards of Flannel or other Woolen Cloth not filled, manufactured in the domestic way.	NUMBER OF pounds of Wool produced during the last year.	Under what Tenure such Land is held.						
	Peas.	Indian Corn.	Buckwheat.	Potatoes.						Neat Cattle.	Horses.	Sheep.	Hogs.		
236	1092	4160	1938	33248	240	2301	2079	486	2731	396	2291	632	3420	6709	Free and Common Soccage
237	552	2674	784	55163	192	5276	2704	415	3315	536	3437	439	3596	8634	do
238	487½	2407	2814½	38985	114	7267	1032	403	2723	418	2677½	1075½	1973½	6352	do
239	46	686	2722	38178	1	8300	2058	225	2046	327	1259	2125	3866	do	
240	1029	2756	2017	58478	109	16864	2375	429	3783	493	4332	854	6350	11419	do
241	141	1364	2393	35267	11	1300	1610	480	2478	285	2780	1400	4249	do	
242	197	3072	2091	151032	51	7066	5693	1142	8331	1295	6432	6897	16474	do	
243	395	745	4889	92227	59	25014	2716	499	4215	640	5287	295	5873	12352	do
244	18	245	1364	11306	1	5285	103	42	468	75	510	12	765	1413	do
245	14		2965	11271		7300	386	43	620	106	484	276	1188	1778	do
246	21	73	993	9825		7484	375	53	592	80	669	227	1055	1431	do
247	359	2353	10423	80371	45	40325	2910	559	4251	618	5055	322	5712	10750	do
248	94	36	625	6186		2125	178	40	132	37	100	20	107	234	do
249	27	130	178	8046	6	910	266	114	133	80	13102	65	734	do	
250	217	927	4314	40748	30	23523	1550	301	2046	437	2126	185	2627	5205	do
251	194	192	2638	64528	27	44754	2052	368	3378	471	3780	3014	6067	9111	do
252	1		697	7009		8062	293	53	495	55	728	128	1217	1513	do
253	175	31	2598	24308		6856	481	60	304	115	168	69	195	458	do
254	1		163	14228		850	201	8	138	21	32	30	228	241	do
255	365	237	867	35258	23	15067	1737	285	1974	444	1773	399	4062	4793	Free and Common Soccage
256	513	260	1947	12076	10	5865	475	66	608	74	482	280	1372	1622	do
257	1149	1465	1533	69455	91	31204	2478	369	3118	674	3041	2005	6892	7850	do
258	46	144	1198	7148	4	2955	302	25	310	75	268		666	639	do
259			10	280		140	4	1		1					do

Appendix (D.) 1846.

ABSTRACT of the Returns of the Enumeration, &c.—Continued.

Appendix (D.) 1846.

COUNTY.	Designation of Parishes, Townships and Municipalities, as established under Act 8 Vict. c. 40.	Designation of Parishes, Townships, Seignories, &c. as taken from the Census Returns.	HOUSES.		
			Inhabited.	Vacant.	Building.
260 } Sherbrooke.	Municipality of <i>Dudswell</i> , comprising the Townships of Westbury, Dudswell and Weedon, so much of the Township of Stoke as is not above declared to fall within the Municipality of Windsor, so much of the Township of Wotton as lies to the south-east of a line drawn in prolongation of the line between the Townships of Windsor and Stoke, and also the eleventh Range of the Township of Ham and the Augmentation of the same, together with the adjacent tract extending to the County of Megantic and bounded to the south-east by the Municipality of Bury.	Township of Dudswell	72	3	2
		Township of Westbury	10	1	.....
262 } Drummond.	Municipality of <i>Tingwick</i> , comprising the Township of Tingwick, so much of the Townships of Wotton and Ham as is not above declared to fall within the Municipality of Dudswell, and so much of the Township of Chester as lies to the south-east of the line between the twentieth and twenty-first Lots of the several Ranges thereof.	Township of Tingwick	113	4	.....
		Township of Wotton	5	.....	1
		Township of Ham	3	.....	.....
265 } do	Municipality of <i>Arthabaska</i> , comprising the Townships of Arthabaska and Warwick, together with so much of the Township of Chester as is not above declared to fall within the Municipality of Dudswell, and so much of the Township and Augmentation of Bulstrode as lies to the south of the line between the fifth and sixth Ranges thereof.	Township of Arthabaska	114	8	7
		Township of Warwick	45	.....	.....
		Township of Chester	9	.....	.....
		Township of Bulstrode	31	2	1
269 do	Township of <i>Stanford</i>	Township of Stanford	177	4	11
270 do	Municipality of <i>Kingsey</i> , being the Township of Kingsey, together with so much of the Township of Simpson as lies to the north, east and south of a line drawn from its north-western side line between the sixth and seventh Ranges thereof to the fifteenth Lot and thence between the fourteenth and fifteenth Lots of the several Ranges to the River St. Francis.	Township of Kingsey	209	11	5
271 } do	Municipality of <i>Aston</i> , comprising the Township and Augmentation of Aston, the Township of Horton and so much of the Township of Wendover as lies to the north-east of the south-western branch of the River Nicolet.	Township of Aston	45	8	6
		Township of Horton	4	1	1
273 do	Municipality of <i>Durham</i> , being the Township of Durham, together with so much of the first, second, third, fourth and fifth Ranges of the Township of Acton as lies to the east of the line between the sixteenth and seventeenth Lots in the said Ranges.	Township of Durham	302	7	10
274 do	Township of <i>Wickham</i>	Township of Wickham	74	6	4
275 } do	Municipality of <i>Grantham</i> , being the Township of Grantham, and so much of the Townships of Wendover, Simpson and Acton as is not above declared to fall within the Municipalities of Aston, Kingsey and Durham, respectively, together with so much of the Township of Upton as lies to the south-east and south of the line between the seventh and eighth Ranges thereof.	Township of Grantham	156	2	8
		Township of Wendover	13	2	.....
		Township of Simpson	9	.....	.....
		Township of Acton	21	.....	.....
279 do	Municipality of <i>Upton</i> , being the Township of Upton, with the exception of so much thereof as is above declared to fall within the Municipality of Grantham.	Township of Upton	164	11	1
280 Yamaska	Municipality of <i>Yamaska</i> , being the Parish of St. Michel d'Yamaska as at present canonically erected,	Parish of St. Michel d'Yamaska	386	10	3
281 do	Parish of <i>St. François du Lac St. Pierre</i>	Parish of St. François du Lac St. Pierre	554	43	18
282 do	Parish of <i>St. David de Deguir</i>	Parish of St. David de Deguir	370	25	14
283 Yamaska	Parish of <i>St. Antoine de La Baie du Febvre</i>	Parish of St. Antoine de la Baie du Febvre	407	33	4
284 Nicolet		.....	30	.....	.....

Appendix (D.) 1846.

ABSTRACT of the Returns of the Enumeration, &c.—Continued.

Appendix (D.) 1846.

	Proprietors of Real Property.	Not Proprietors of Real Property.	Tenants entitled to vote at Elections.	Total Number of Persons, Male and Female, now resident.	Number of Persons, Male or Female, temporarily absent.	NATIVES OF							NUMBER OF PERSONS										
						England.	Ireland.	Scotland.	Canada, of French origin.	Canada, of British origin.	Continent of Europe, or otherwise.	United States of America.	Number of Aliens not naturalized.	1 year of age and under.		1 year and under 2.		2 years and under 3.		3 years and under 4.		4 years and under 5.	
														Male.	Female.	Male.	Female.	Male.	Female.	Male.	Female.	Male.	Female.
260	39	33	.....	401	.....	31	25	.....	5	273	.....	67	.....	9	7	3	5	8	6	9	5	6	6
261	2	8	.....	61	.....	7	3	.....	30	18	.....	3	.....	3	1	1	1	1	.....	3	1	.....	1
262	18	93	1	647	21	12	199	11	43	349	2	52	4	14	18	19	12	24	9	19	8	10	14
263	.....	5	.....	35	1	1	5	.....	.....	28	.....	1	.....	1	1	.....	.....	1	1	1	1	2	1
264	2	1	.....	12	.....	.....	.....	.....	1	8	.....	3	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
265	13	107	.....	664	13	2	.....	.....	659	1	1	1	1	18	18	10	14	14	16	17	8	8	14
266	4	42	.....	255	5	20	20	.....	134	75	.....	6	.....	5	5	9	5	7	.....	6	4	3	8
267	.....	9	.....	54	3	.....	.....	.....	52	.....	.....	2	.....	2	2	1	1	1	1	1	1	.....	1
268	5	27	.....	154	3	.....	.....	.....	152	1	.....	1	.....	6	3	4	4	4	2	4	2	1	2
269	37	144	.....	1070	19	1	1	.....	1067	.....	1	.....	.....	25	38	30	26	28	21	21	32	12	23
270	173	121	5	1868	48	76	184	32	1036	483	1	56	10	38	39	29	38	45	29	46	30	32	28
271	36	9	1	233	.....	.....	.....	2	231	.....	.....	.....	.....	9	10	6	1	2	8	7	9	3	5
272	3	1	.....	28	.....	.....	.....	.....	28	.....	.....	.....	.....	1	.....	1	2	1	.....	2	2	1	.....
273	118	184	5	1713	26	98	375	79	369	748	1	43	1	37	32	29	30	41	27	19	35	34	38
274	71	3	.....	426	2	6	70	12	180	141	12	7	.....	16	11	10	8	11	10	9	5	8	3
275	101	46	10	947	54	32	102	41	582	179	10	1	.....	17	22	19	10	22	24	16	21	16	15
276	12	1	1	77	.....	6	4	8	38	19	1	1	.....	.....	.....	1	2	1	.....	1	1	2	1
277	3	6	.....	62	7	.....	.....	.....	47	12	.....	10	.....	1	1	.....	3	.....	1	1	1	2	1
278	15	6	.....	127	3	.....	.....	6	121	.....	.....	.....	.....	4	3	.....	3	4	1	7	2	3	2
279	128	32	4	1002	10	.....	.....	.....	999	2	.....	1	1	23	23	22	18	12	27	24	18	19	12
280	289	69	.....	2481	2	1	16	.....	2426	32	.....	6	.....	68	61	48	37	51	53	46	48	45	70
281	482	115	.....	3615	222	.....	2	.....	3832	.....	.....	3	.....	78	90	72	71	71	76	57	70	61	68
282	341	27	.....	2308	9	2	3	.....	2293	4	10	6	.....	58	59	49	36	49	49	52	49	46	36
283	370	82	.....	2841	133	.....	2	.....	2960	9	.....	4	.....	48	60	49	42	53	46	53	46	49	49
284	27	5	.....	233	1	.....	.....	.....	234	.....	.....	.....	.....	4	5	3	3	6	7	3	7	8	2

ABSTRACT of the Returns of the Enumeration, &c.—Continued.

	NUMBER OF PERSONS																							
	5 years and under 10.		10 years and under 15.		15 years and under 21 years.		21 years and under 30 years.		30 years and under 40 years.		40 years and under 50 years.		50 years and under 60 years.											
	Male.	Female.	Male.	Female.	Male.	Female.	Male.	Female.	Male.	Female.	Male.	Female.	Male.	Female.										
	Single.	Married.	Single.	Married.	Single.	Married.	Single.	Married.	Single.	Married.	Single.	Married.	Single.	Married.										
260	31	27	33	22	28	1	26	1	14	9	12	18	4	25	...	18	...	14	1	16	1	9	1	7
261	4	5	2	6	2	...	3	1	4	2	...	1	...	3	...	4	...	4	...	3	...	1	...	1
262	50	52	43	47	34	...	21	12	21	17	5	33	3	43	4	31	3	20	1	24	3	15	1	13
263	1	6	3	2	1	...	1	...	1	...	1	1	...	2	...	3	...	1	...	...	...	1	...	1
264	...	1	...	...	2	...	1	...	2	1	...	1	...	...	...	...	...	1	...	...	...	1	...	1
265	60	37	48	35	39	1	29	15	20	39	7	44	3	34	2	25	...	20	...	20	...	17	...	12
266	16	23	14	19	18	...	11	8	9	12	1	19	1	18	...	9	...	8	...	6	...	4	...	4
267	3	7	6	3	2	...	1	...	2	2	...	2	...	3	...	3	...	1	...	1	...	...	...	3
268	12	11	12	7	3	...	5	3	7	9	2	9	1	12	...	9	...	7	...	7	...	1	...	2
269	81	78	71	62	47	...	30	7	24	56	13	78	...	65	1	54	1	38	...	24	3	23	...	11
270	146	154	111	127	123	...	105	22	50	79	35	94	14	97	10	73	3	50	3	64	3	39	...	36
271	22	14	16	11	4	2	8	9	1	13	1	18	1	17	1	10	...	6	1	5	...	5	...	3
272	2	3	2	1	1	...	1	...	...	1	...	2	...	1	...	...	...	...	...	2	...	2	...	...
273	124	126	100	111	98	1	105	10	60	72	14	107	11	72	8	68	9	56	1	46	1	40	...	41
274	20	21	26	24	32	...	27	2	10	13	8	25	12	20	2	15	7	11	1	13	2	13	...	6
275	66	85	63	56	49	...	44	6	36	37	20	51	11	39	4	33	3	34	1	37	2	27	...	19
276	5	4	4	3	8	...	7	...	6	2	3	4	3	2	...	3	...	3	...	3	1	2	...	1
277	9	6	7	7	5	...	2	...	1	1	3	1	...	1	...	3	...	3	...	3	...	1	...	1
278	9	13	7	10	5	...	6	1	2	4	...	8	2	7	1	8	2	8	...	1	...	...	...	1
279	96	78	68	69	57	...	53	14	21	33	11	48	3	46	2	47	1	53	...	37	...	20	...	18
280	136	140	102	185	155	7	153	16	46	64	44	107	18	114	23	110	14	102	7	75	2	51	...	1565
281	305	275	252	235	232	9	230	21	128	107	102	154	25	164	32	167	15	138	23	128	8	82	...	2961
282	145	185	145	157	99	4	135	34	51	97	41	133	11	116	8	96	3	97	5	80	2	47	...	341
283	213	199	216	204	203	6	219	13	116	66	88	105	19	138	34	126	14	91	17	93	8	53	...	948
284	21	22	11	24	14	...	16	1	5	4	2	6	1	8	1	10	1	8	1	10	...	7	...	11

ABSTRACT of the Returns of the Enumeration, &c.—Continued.

	NUMBER OF PERSONS				NUMBER OF								NUMBER OF								
	60 years and upwards.				Deaf and Dumb Persons.		Blind Persons.		Idiots.		Lunatic Persons.		Number of Persons belonging to the								
	Male.	Female.	Males.	Females.	Males.	Females.	Males.	Females.	Males.	Females.	Church of England.	Church of Scotland.	Church of Rome.	British Wesleyan Methodists.	Canadian Wesleyan Methodists.	Episcopal Methodists.	Other Methodists.	Presbyterians not in connexion with the Church of Scotland.	Congregationalists or Independents.	Baptists and Anabaptists.	Lutherans.
	Single.	Married.	Single.	Married.	Single.	Married.	Single.	Married.	Single.	Married.	Single.	Married.	Single.	Married.	Single.	Married.	Single.	Married.	Single.	Married.	Single.	Married.
260	1	9	2	7	...	...	...	...	...	...	...	63	2	14	60	...	1	...	13	150	...
261	...	1	1	1	...	...	...	...	...	...	...	8	...	30	17	...	...	...	...	...	...
262	3	10	...	6	1	...	...	...	1	...	...	82	25	370	6	7	15	105	...	52	2
263	...	1	...	...	...	...	...	...	...	...	...	10	1	24	...	...	...	...	...	...	...
264	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...
265	...	11	...	0	...	...	...	...	2	...	...	2	...	661	...	...	1	...	...	...	...
266	...	4	...	1	...	...	...	...	...	...	...	68	...	157	...	...	8	...	18	...	...
267	...	3	...	...	...	...	...	...	...	...	...	...	...	52	...	...	...	...	1	...	...
268	...	1	...	2	...	...	...	...	...	...	...	...	...	153	...	...	...	...	...	...	...
269	...	16	...	12	...	1	...	1	...	...	...	...	...	1070	...	...	...	...	...	...	...
270	...	34	...	23	2	1	...	1	...	1	...	408	31	1147	30	16	...	103	20	49	28
271	1	2	1	1	...	...	...	...	...	...	...	...	2	231	...	...	...	...	...	...	...
272	...	...	...	...	...	...	...	...	...	...	...	...	...	28	...	...	...	...	...	...	...
273	1	44	1	36	1	1	...	...	4	...	...	474	98	540	39	174	...	88	23	180	65
274	2	9	6	5	...	...	...	...	...	...	...	81	11	336	...	...	...	...	...	...	...
275	1	21	1	19	...	1	...	...	...	...	...	176	44	706	5	...	...	16	...	...	...
276	...	2	2	1	...	...	...	...	...	...	...	18	17	42	...	...	...	...	...	...	...
277	1	2	...	1	...	...	...	...	...	...	...	20	...	49	...	...	...	...	...	...	...
278	...	1	...	2	...	...	...	...	...	...	...	...	6	121	...	...	...	...	...	...	...
279	...	19	...	10	1	...	...	...	3	...	...	2	...	999	...	...	...	...	...	...	...
280	6	59	7	41	1	...	...	2	2	2	...	20	...	2461	...	...	...	...	...	...	...
281	21	87	48	45	1	1	1	3	1	2	2	3	...	3801	...	1	...	...	27	...	...
282	3	41	3	41	...	...	...	...	2	2	...	14	...	2288	...	...	...	1	5	...	...
283	18	77	37	50	4	...	1	1	5	2	3	4	15	3	2955	...	...	...	1	...	...
284	1	4	4	3	...	...	...	1	...	...	...	...	...	234	...	...	...	...	...	...	...

ABSTRACT of the Returns of the Enumeration, &c.—Continued.

NUMBER OF	Quakers.	Moravians and Tinklers.	Dutch Reformed Church.	Jews.	Number of Persons of all other Religious Denominations.	Number of Coloured Persons.		Number of Male Farm Servants.	Number of other Servants.		Number of Persons engaged in Trade or Commerce.	Number of Persons subsisting on Alms, or Paupers.	Number of Acres or Arpents of Land occupied.	Number of Acres or Arpents of improved Land.	Produce raised during the last year, and estimated in Winchester Bushels.			
						Male.	Female.		Male.	Female.					Wheat.	Barley.	Rye.	Oats.
260					89			2					8653½	2317½	2361	38		1735
261					6								1410	237	267		2	190
262					4			2					12507	2320	2492	16	58	2660
263					1								650	87	24	5		41
264					11								350	84	55			200
265								7	5	8			8144	1370	2600	356		3139
266					4			1					4374	424	1034	74		678
267					1			1					675	110	60			80
268					1			1	2	1			2425	384	417	60		1324
269								7	1	5	12		10270	2133	4565	1951		3738
270					36			48	6	37	43		24989	8388	8534	1052	51	18162
271													3171	459	125	267	3	1643
272													450	73	73		6	210
273					11			23	13	34			27663	8488	9030	194		21960
274								3	2				7761	2124	1455	94	39	3745
275								15	5	22	22		12952	2707	1673	281		5624
276								2	2				1439	267	137	35		592
277													1648	277	28	15	124	757
278													1749	106	35	22		156
279					1			4	1	6	13		7191	3019	4348	571		5786
280								1	4	4	9	8	25091½	11869½	7836	2607½	117	26091
281					8			27	11	47	1	8	31897	10404½	7746	3098½	1725	29574½
282								5	2	10	1		25355	6895½	5361½	1490½	19	14990
283								51	15	72	8	2	35600½	15822½	9683	7870½	100	40875
284								2		1		2	2800½	1301½	437	669		3258

ABSTRACT of the Returns of the Enumeration, &c.—Continued.

Produce raised during the last year, and estimated in Winchester Bushels.	Peas.	Indian Corn.	Buckwheat.	Potatoes.	Number of Hives of Bees kept last season.	Number of pounds of Maple Sugar made last season.	LIVE STOCK.				Number of yards of Felted Cloth manufactured in the domestic way.	Number of yards of Linen cloth, or other thin Cloth manufactured in the domestic way.	Number of yards of Flannel or other Woollen Cloth not felted, manufactured in the domestic way.	Number of pounds of Wool produced during the last year.	Under what Tenure such Land is held.
							Neat Cattle.	Horses.	Sheep.	Hogs.					
260	32	129	1779	12133	11184	376	78	661	120	736	520	1624	1804	Free and Common Soccage	
261	14		123	610	793	32	9	18	11	57	15	105	115		
262	65	143	149	19735	4	4705	516	48	546	130	431	194	1501	do	
263	1	24		470	800	24	2	32	7	22	41	68	69	Squatters	
264				675	300	11	5	15	4	34		45	70	Free and Common Soccage	
265	512		613	11933	7739	273	59	172	148	233	770	135	251	do	
266	43	117	74	3862	1794	87	13	29	31			135	81	do	
267			22	961	1030	20	3	10	8	10		38	36	Squatters	
268	94		386	2747	390	80	24	79	46	99	208	53	121	Free and Common Soccage	
269	617	2	678	20332	6836	316	88	246	220	266	782	152	372	do	
270	1805	724	1163	52092	16	8509	1638	289	2108	609	1739	1336	3932	4882	do
271	247	3	167	3550	345	179	41	141	69	141	389	77	235	do	
272	20		15	440	335	11	2	15	6	9	36	16	25	do	
273	911	666	350	67139	12442	1788	250	2094	605	1416	769	5753	5031	Free and Common Soccage & Indian Lease.	
274	539	13	246	12248	1	2425	634	83	501	126	361	611	562	796	Free and Common Soccage
275	887	59	449	17781	2474	592	153	629	261	858	1196	722	1234	do	
276		22	7	1360	150	80	10	52	38	50	62	25	88	do	
277	165		113	1065	565	25	12	52	8	87	32	49	64	do	
278	10	48		350	715	22	8	4	12					do	
279	2622	2	936	7157	1702	562	204	771	286	1112	2132	682	1362	do	
280	3525	173½	5097	30105	195	5325	2026	735	2947	837	2871	5083	775½	3861	Seigniorial
281	3960	677	7735½	48372	2	9820	2526	767	3445	1265	4810	13775	1727½	6091½	do
282	3115½	235	1887½	21032½	2	1486	1400	491	1886	632	2391½	7472	1452	2784½	do
283	9738	294	5872	57002	3	15269	3239	774	4895	967	8620	14168	2474½	8561	do
284	1909	34½	473	6069	1145	273	59	494	74	664	593	240	854	En Roture.	

Appendix (D.) 1846.

ABSTRACT of the Returns of the Enumeration, &c.—Continued.

Appendix (D.) 1846.

COUNTY.	Designation of Parishes, Townships and Municipalities, as established under Act 8 Vict. c. 40.	Designation of Parishes, Townships, Seigniorics, &c. as taken from the Census Returns.	HOUSES.		
			Inhabited.	Vacant.	Building.
285	Yamaska	Parish of St. Zéphirin de Courval	122	2	0
286	Nicolet	Parish of St. Jean Baptiste de Nicolet	411	5	3
287	do	Parish of Ste. Monique	324	4	1
288	do	Parish of St. Grégoire Le Grand	458	12	1
289	do	Parish of La Nativité de Bécancour	456	12	4
290	do	Parish of St. Edouard de Gentilly	346		3
291	do	Parish of St. Pierre Les Becquets	350		
292	do	Municipality of Blandford, comprising the Townships of Blandford and Maddington, so much of the Township and Augmentation of Bulstrode as is not above declared to fall within the Municipality of Arthabaska, together with the tract in rear of the Augmentation of the Seigniorie of Deschailions, called the Augmentation of the Township of Somerset.	52	2	2
293		Township of Maddington	24	1	3
294	Lotbinière	Municipality of Deschailions, being the Parish of St. Jean Deschailions, together with the remainder of the Augmentation of the Seigniorie of Deschailions.	222	4	5
295	do	Municipality of Lotbinière, being the Parish of St. Louis de Lotbinière, together with the Augmentation of the Seigniorie of Lotbinière.	440	14	5
296	do	Parish of Ste. Croix	305	15	5
297	do	Parish of St. Flavien de Ste. Croix	67	5	
298	do	Parish of St. Antoine de Tilly	427	30	6
299	do	Municipality of St. Gilles, being the Parish of St. Gilles de Beauvillage, together with so much of the Seigniorie of Ste. Croix as is within the tract commonly called the Parish of Ste. Agathe de Ste. Croix	184		3
300	do	Parish of St. Sylvestre de Beauvillage	582	5	4
301	Megantic	Municipality of Somerset, comprising the Townships of Somerset and Nelson, with the exception of so much of the Township of Nelson as lies between the Township of Inverness and the Augmentation of the Seigniorie of Ste. Croix, and is bounded to the south-east by the line between the eighth and ninth Ranges of the said Township of Nelson.	225		
302		Township of Somerset	31		
303	do	Municipality of Inverness, being the Township of Inverness, together with so much of the Township of Nelson as is not above declared to fall within the Municipality of Somerset.	269		
304	do	Township of Halifax	194		
305	do	Municipality of Ireland, comprising the Townships of Ireland and Wolfstown	114	2	
306		Township of Wolfstown	29		
307	do	Township of Leeds	265	3	5
308	do	Municipality of Broughton, comprising the Townships of Broughton and Thetford	65		
309		Township of Broughton	2		
310	do	Municipality of Tring, comprising the Townships of Tring, Lambton, Aylmer, Forsyth and Price, together with the tracts adjoining, bounded to the north-west by the Municipalities of Ireland and Broughton, and to the east and south-west by the Counties of Dorchester and Sherbrooke respectively.	60		3
311		Township of Lambton	19		7
312		Township of Forsyth	16	4	5
313	Dorchester	Parish of St. Nicholas	350	14	5
314	do	Parish of St. Jean Chrysostôme	347	17	1
315	do	Parish of St. Henri de Lauzon	427	5	2
316	do	Municipality of St. Isidore, being the Parish of St. Isidore, as limited by canonical decree since its civil erection.	336	4	5
317	do	Parish of St. Anselme	388	2	3
318	do	Parish of Ste. Claire de Joliette	379	4	

Appendix (D.) 1846.

ABSTRACT of the Returns of the Enumeration, &c.—Continued.

Appendix (D.) 1846.

Proprietors of Real Property.	Not Proprietors of Real Property.	Tenants entitled to vote at Elections.	Total Number of Persons, Male and Female, now resident.	Number of Persons, Male or Female, temporarily absent.	NATIVES OF							NUMBER OF PERSONS										
					England.	Ireland.	Scotland.	Canada, of French origin.	Canada, of British origin.	The Continent of Europe, or otherwise.	The United States of America.	Number of Aliens not naturalized.	1 year of age and under.		1 year and under 2.		2 years and under 3.		3 years and under 4.		4 years and under 5.	
													Male.	Female.	Male.	Female.	Male.	Female.	Male.	Female.	Male.	Female.
285	124	10	711	30	13	700	24	2	2	16	14	26	16	22	17	8	16	14	13			
286	321	89	2514	14	10	37	2383	84	1	4	63	45	39	41	35	47	50	29	43	50		
287	204	33	1951	12	3	54	1878	26			60	52	42	36	43	39	41	45	41	45		
288	455	55	3337	67	5	3	3354	39			76	66	51	50	53	42	65	56	53	45		
289	465	49	3289	60	2	7	3321	13	1	3	76	67	62	47	56	54	50	43	63	49		
290	321	25	2314	11			2302	2	1	7	42	49	45	37	51	30	43	54	45	59		
291	312	38	2262	8			2270				50	57	35	48	40	37	43	38	30	35		
292	46	5	274	8	4		273	5			6	7	7	7	5	6	3	6	8	4		
293																					24	1
294	194	28	1243		1		1235	7			49	24	28	19	20	17	25	27	23	20		
295	374	66	3024	4	2		3002	7	9	5	78	60	50	59	43	58	64	41	51	40		
296	271	34	1979		9	6	1956	3	1	2	44	37	34	32	30	28	37	28	32	34		
297	56	11	363				363				18	8	7	5	11	9	10		5	6		
298	363	64	2830		5	16	2791	16	2		67	62	68	40	56	57	63	46	51	44		
299	145	39	1088	1	12	248	12	593	221	2	25	26	18	18	23	18	19	29	25	20		
300	530	52	3170	62	66	1044	19	841	1193	7	88	79	60	43	69	75	70	59	74	67		
301	115	110	1062				19	1043			35	31	21	25	20	35	19	20	20	30		
302	25	6	158		10	76	3	13	56		4	2	6	2	5	8	2	4	4	2		
303	209	61	1479		142	423	226	109	556	17	29	36	18	24	37	28	22	35	24	33		
304	51	143	975		13	165	20	655	117	1	25	26	16	16	31	27	14	19	19	30		
305	66	48	691		47	141	39	132	307	1	13	15	14	10	10	13	11	20	10	10		
306	8	21	97		4	30		59	4		5	1	1	1		6	1	1	3	4		
307	196	69	1430		113	464	164	90	592	7	30	36	19	23	28	26	30	21	25	34		
308	55	10	347		5	105	13	95	123	6	9	10	5	10	7	9	5	9	9	7		
309		2	14			6					1	1	1	1	1	1	1	1	1	1		
310	56	4	343	4	9		238				13	11	11	8	2	3	6	11	2	3		
311	19		76		1	16	4	46	9		1	1	3	2		1	2	1	2	2		
312	16		77				77				2	1	1	1	1	1	1	2	1	3		
313	269	81	2426	2	2	12	2395	14		1	40	55	32	40	41	39	45	50	45	46		
314	233	112	2073	15	10	36	1969	50	2	1	50	44	41	25	40	45	43	39	42	42		
315	365	64	2748	6	1	1	2733	2	9	2	43	58	45	38	53	49	47	50	35	55		
316	322	28	1978	63	6	20	1931	21			48	57	47	44	46	40	39	45	39	29		
317	380	50	2492	67		29	2443	20			73	72	53	26	66	55	39	56	38	48		
318	341	46	2119		3	2	2108	6			57	49	44	46	50	35	47	32	31	52		

Appendix (D.) 1846.

ABSTRACT of the Returns of the Enumeration, &c.—Continued.

Appendix (D.) 1846.

	NUMBER OF				Number of Persons of all other Religious Denominations.	Number of Coloured Persons.		Number of Male Farm Servants.		Number of other Servants.		Number of Persons engaged in Trade or Commerce.	Number of Persons subsisting on Alms, or Paupers.	Number of Acres or Arpents of Land occupied.	Number of Acres or Arpents of improved Land.	Produce raised during the last year, and estimated in Winchester Bushels.			
	Quakers.	Moravians and Tunkers.	Dutch Reformed Church.	Jews.		Male.	Female.	Male.	Female.	Wheat.	Barley.					Rye.	Oats.		
285								2				1	7016	1869	1272½	665	14	4842	
286								17	17	30	10	17	23069½	11656½	3059½	5020½	700½	41882	
287								1	3	2	2	2	20140½	5982½	1746½	2137	18	16709	
288								6	5	11	10	19	33717½	17278½	2460½	7624	24	65762	
289								23	23	14	2	14	34558½	12599½	821½	8539½	257½	49939½	
290				4						6	5	2	23846½	8144½	314	3956½		28481	
291								6	2	2	2	5	23064½	7553	500½	2385	513	27086	
292													4663	820½	98½	233		3413	
293											1		2100	303	43½	187		1554	
294								13	2	13	1	4	13979½	4340½	334	1043	69	14738	
295					2			51	20	62	5	1	35153½	16750½	1065	2537	224	66201	
296								20		14	1	6	28935	11727½	1361½	1776½	62	49821	
297									1			7	8076	937½	147	323½	418	3217	
298								30	10	39	11	26	36860½	14566½	583½	2939½	3055½	48122	
299								1	1	6			22650	3325	547	429	1167	6563	
300					31			11	8	24	2	14	51921½	14526½	3295	2525½	4293½	22854	
301									4	3			15322	1951	4570	1442	393	2628	
302													4403	490	109	78	538	648	
303									1	1	1		31216	6945	3192	1301	1163	11039	
304													14751	2026	2032	1233	549	3349	
305					9		3	2					15934	3432	1270	388	286	3607	
306													2575	268	159	86	6	288	
307									2	2	3		31017	7498	5026	3539	948	10181	
308					6								21231	1314	177	730	97	1622	
309													200	20	12			100	
310									1	1			4478	745	221	974	392	1807	
311													1200	98	69	117	6	114	
312													1050	148	212	412	20	70	
313								21	3	7		3	27345½	10580	543	796½	3934	34109	
314								8	1	9	1		15854	6198	203½	557	27	20186	
315								7	7	13		1	31769½	20149	553½	1313	424½	61904	
316								15	5	24	5	6	23742½	6210½	384	895	1031½	22893	
317								31	7	26	13	15	23789½	11273½	2098	2064½	474	36915	
318								14	2	9	6	40	23882	8937	1004	1771	199	16176	

Appendix (D.) 1846.

ABSTRACT of the Returns of the Enumeration, &c.—Continued.

Appendix (D.) 1846.

	Produce raised during the last year and estimated in Winchester Bushels.				Number of Hives of Bees kept last season.	Number of pounds of Maple Sugar made last season.	LIVE STOCK.				Number of yards of Fulleth Cloth manufactured in the domestic way.	Number of yards of Linen Cloth, or other thin Cloth manufactured in the domestic way.	Number of yards of Flannel or other woollen Cloth not fulled, manufactured in the domestic way.	Number of pounds of Wool produced during the last year.	Under what Tenure such Land is held.
	Pears.	Indian Corn.	Buckwheat.	Potatoes.			Neat Cattle.	Horses.	Sheep.	Hogs.					
285	1027½	2	1016	9052	4048	408	135	624	179	1212½	2961	293	1078	Seigniorial Part Seigniorial & part en Roture	
286	4324	330½	2699½	50637	9514	2214	525	2873	723	3635½	5364	2151	4980	do	
287	3424½	62	2413½	31363	5756	1183	306	1712	523	2223	5540	1317	322½	do	
288	8390	233½	3472½	83929	11760	3208	759	4588	1368	5187½	11397	3869	9003½	do	
289	7545	270½	6117	53689½	28568	2756	672	3851	939	4569½	13335	3459½	7720	do	
290	6359½	97½	2112	33416	1787	1520	561	2420	640	2350	8795	1487	4130	do	
291	2616½	20½	1974½	29772	5941	1404	441	1918	851	2294	10203	1348½	3005½	do	
292	862		613	4464	560	179	55	220	93	198½	577½	178½	379½	Free and Common Soccage	
293	611		194½	2152	1474	88	27	139	38	158½	477	111	203		
294	1559	2	742	20588	3050	739	201	1028	351	1070	2288	697	1956	Seigniorial	
295	4914	22½	923½	57224	15206	2544	653	2866	1148	4077	9484	3475	7632	do	
296	3934	33	122½	39045	4095	2011	443	2672	770	2036	5633	2155	5272	do	
297	750		33	5647	2745	207	53	241	96	278	841	130	486	do	
298	4111	45½	145	46836	6960	2417	508	2835	847	3578	6686	2103	5754	do	
299	405		5	27413	450	583	140	560	288	512	278	313	1021	do	
300	1113	2		94377	1758	2234	415	2248	991	2253	846	1468	3310	do	
301	414		388	21327	12031	409	90	176	202	209	134	178	247	Free and Common Soccage	
302	36			5775	1055	98	19	80	50	75		54	163		
303	617	2	36	57214	9532	1475	167	1542	424	1595	30	1691	3712	do	
304	77		15	22232	10128	398	66	413	228	503	55	451	781	do	
305	251		379	20686	4162	667	90	695	180	990	21	1381	2230	do	
306			15	2090	650	45	5	26	13	22		40	60	do	
307	187			51381	2523	1444	194	1313	450	1491	20	1622	3371	do	
308	54			9105	6854	283	36	250	59	191	12	168	309	do	
309				350		3			2					do	
310	120		16	2568	10606	110	40	200	64	203	106	128	261	do	
311	4			2030	590	22	6	24	2	19		7	4	do	
312				459	875	13	13	14	14					do	
313	2674		86	32767	1720	1764	396	1955	800	2966	1244	1445	3614	Seigniorial	
314	1138		49	26212	2728	964	238	1309	420	1395	2520	105	1952	do	
315	2033			39737	7423	2877	543	2914	988	3441	6315	3765	4919½	do	
316	1703		7	20111	5050	1143	292	1132	518	1327	3463	1558	2484	do	
317	2459		19	34320	8127	2427	452	2912	870	2264	6035	3257	4630	do	
318	1607		18	27955	14297	1548	371	1713	516	2130	4005	1992	2933	do	

COUNTY.	Designation of Parishes, Townships and Municipalities, as established under Act S Vict. c. 40.	Designation of Parishes, Townships, Seigniorics, &c. as taken from the Census Returns.	HOUSES.		
			Inhabited.	Vacant.	Building.
			319	Dorchester. Parish of <i>St. Marguerite de Juliette</i>	Parish of <i>St. Marguerite</i>.....	379	6	5
320	do Municipality of <i>St. Bernard</i> , being the Parish of <i>St. Bernard</i> as canonically erected and bounded.....	Parish <i>St. Bernard</i>	175	1	.....
321	do Municipality of <i>St. Marie de la Beauce</i> , being the Parish of <i>St. Marie de la Beauce</i> as canonically erected and bounded.....	Parish of <i>St. Marie</i>	473	8	.....
322	do Municipality of <i>St. Elzéar</i> , being the Parish of <i>St. Elzéar de la Beauce</i> as canonically erected.....	Parish of <i>St. Elzéar</i>	319	12	1
323	do Township of <i>Frampton</i>	Township of <i>Frampton</i>	269	.....	.....
324	do Parish of <i>St. Joseph de la Beauce</i>	Parish of <i>St. Joseph de la Beauce</i>	452	15	1
325	do Township of <i>Cranbourne</i>	Township of <i>Cranbourne</i>	46	.....	1
326	do Municipality of <i>St. François de la Beauce</i> , being the Parish of <i>St. François de la Beauce</i> as canonically erected.....	Parish of <i>St. François</i>	344	5	2
327	do Municipality of <i>Aubert Gallion</i> , being the Parish of <i>St. George d'Aubert Gallion</i> as canonically erected, together with the Township of <i>Watford</i>	Parish of <i>St. George and the Kennebec</i>	276	33	7
328	Dorchester. Parish of <i>St. Joseph de la Pointe Lévi</i>	Parish of <i>St. Joseph de la Pointe Lévi</i>	654	.....	.....
329	Bellechasse. Parish of <i>St. Etienne de Beaumont</i>	Parish of <i>Beaumont</i>	63	2	.....
330	do Parish of <i>St. Michel</i>	Parish of <i>St. Michel</i>	177	2	.....
331	do Parish of <i>St. Charles Lorrain, Rivière Loyer</i>	Parish of <i>St. Charles</i>	320	.....	6
332	do Parish of <i>St. Gervais et Protais</i>	Parish of <i>St. Gervais</i>	314	7	2
333	do Parish of <i>St. Lazare</i>	Parish of <i>St. Lazare</i>	718	24	1
334	do Municipality of <i>Standon</i> , comprising so much of the Township of <i>Buckland</i> as is not within the limits of the Parish of <i>St. Lazare</i> , the Township of <i>Standon</i> and its Augmentation, and the Township of <i>Ware</i>	Township of <i>Standon</i>	120	2	.....
335	do Parish of <i>St. Vallier</i>	Parish of <i>St. Vallier</i>	35	3	1
336	do Parish of <i>L'Assomption de Bellechasse, ou Berthier en bas</i>	Parish of <i>Berthier</i>	107	4	1
337	do Municipality of <i>St. François de la Rivière du Sud</i> , being the Parish of <i>St. François de la Rivière du Sud</i> , together with the tract in rear thereof, bounded on the south-west by the Parish of <i>St. Lazare</i> and Municipality of <i>Standon</i> , and on the north-east by the County of <i>L'Islet</i>	Parish of <i>St. François</i>	145	1	.....
338	do Parish of <i>St. Thomas de la Pointe à la Caille</i>	Parish of <i>St. Thomas</i>	220	2	.....
339	L'Islet. Municipality of <i>St. Pierre de la Rivière du Sud</i> , being the Parish of <i>St. Pierre de la Rivière du Sud</i> , together with the tract in rear thereof, bounded on the north-east by a line drawn south-easterly from the south-eastern angle of the said Parish, and on the south-west by the County of <i>Bellechasse</i>	Parish of <i>St. Pierre, Rivière du Sud</i>	526	5	1
340	do Parish of <i>St. Antoine de l'Isle aux Grues</i>	Parish of <i>Isle aux Grues</i>	201	1	1
341	do Municipality of <i>Cap St. Ignace</i> , being the Parish of <i>St. Ignace du Cap St. Ignace</i> , together with the tract in rear thereof, bounded on the north-east by a line drawn south-easterly from the south-eastern angle of the said Parish, and on the south-west by the Municipality of <i>St. Pierre de la Rivière du Sud</i>	Parish of <i>Cap St. Ignace</i>	63	.....	1
342	do Municipality of <i>L'Islet</i> , being the Parish of <i>Notre Dame de Bonsecours de L'Islet</i> , as limited since its civil erection by the canonical erection of the Parish of <i>St. Cyrille</i>	Parish of <i>L'Islet</i>	339	21	6
343	do Municipality of <i>St. Cyrille</i> , being the Parish of <i>St. Cyrille</i> as canonically erected, together with the tract in rear thereof, bounded on the north-east by a line drawn south-easterly from the south-eastern angle of the said Parish, and on the south-west by the Municipality of <i>Cap St. Ignace</i>	Parish of <i>L'Islet</i>	462	1	1

Proprietors of Real Property.	Not Proprietors of Real Property.	Tenants entitled to vote at Elections.	Total Number of Persons, Male and Female, now resident.	Number of Persons, Male or Female, temporarily absent.	NATIVES OF							NUMBER OF PERSONS										
					England.	Ireland.	Scotland.	Canada, of French origin.	Canada, of British origin.	Continent of Europe, or otherwise.	United States of America.	Number of Aliens not naturalized.	1 year of age and under.		1 year and under 2.		2 years and under 3.		3 years and under 4.		4 years and under 5.	
													Male.	Female.	Male.	Female.	Male.	Female.	Male.	Female.	Male.	Female.
319	343	37	2922	73	3	136	4	1916	132	1	1	58	62	45	47	42	59	49	48	51	43	
320	173	23	957	9	1	20	.....	910	26	.....	.....	38	33	26	29	22	22	16	28	16	24
321	415	8	3075	20	6	19	4	3010	30	.....	.....	69	72	59	59	58	63	58	53	47	52
322	302	43	11965	1	.....	92	.....	1796	77	.....	.....	71	51	50	41	46	32	41	44	51	43
323	252	17	1662	2	19	755	15	78	792	.....	.....	43	43	23	19	28	28	31	36	36	42
324	418	50	2979	.....	3	14	.....	2948	14	.....	.....	78	56	61	69	73	75	62	41	54	75
325	46	.....	240	.....	13	156	5	.....	65	3	1	6	4	1	2	1	5	8	2	1	3
326	242	90	2203	10	.....	1	.....	2200	2	.....	.....	53	79	55	45	44	44	46	41	46	40
327	271	27	51561	50	35	322	18	1005	22	.....	1	49	54	29	29	24	43	21	29	31	29
328	473	193	4117	2	35	49	3	3918	100	.....	2	107	85	73	40	78	60	81	54	83	68
329	59	4	431	.....	.....	.....	.....	431	.....	.....	.....	11	12	7	9	10	7	4	10	10	6
330	143	34	1167	.....	.....	1	1	1164	.....	1	.....	14	31	19	26	15	25	23	15	14	25
331	275	55	2038	.....	.....	4	.....	2034	.....	.....	.....	53	37	37	32	54	40	37	35	25	24
332	275	36	2286	.....	.....	.....	.....	2286	.....	.....	.....	48	45	40	41	30	29	38	32	31	29
333	577	141	73444	34	.....	.....	.....	3444	.....	.....	.....	113	102	79	69	80	69	77	75	59	61
334	111	9	626	2	.....	2	.....	624	.....	.....	.....	31	24	14	5	12	12	17	16	12	16
335	36	3	210	9	11	115	.....	.....	83	.....	.....	5	2	8	4	8	1	4	3	4	4
336	241	56	21818	7	.....	1	.....	1818	.....	.....	.....	40	51	23	35	47	22	33	38	25	37
337	104	41	1008	.....	.....	.....	.....	1008	.....	.....	.....	22	21	13	23	18	10	16	25	14	27
338	170	46	51521	.....	.....	.....	.....	1521	.....	.....	.....	26	30	18	22	25	33	25	25	33	36
339	453	74	143721	22	5	10	2	3675	24	3	1	74	82	60	68	60	60	65	61	52	81	
340	154	47	11340	.....	1	.....	.....	1331	8	.....	.....	28	34	23	14	19	29	21	31	29	32
341	40	22	515	.....	.....	25	.....	490	.....	.....	.....	12	15	5	5	9	8	9	13	11	11
342	301	51	2320	7	1	2	.....	2315	2	.....	.....	73	61	34	40	38	41	44	25	38	41
343	370	91	3088	.....	1	.....	.....	3181	4	2	.....	91	80	41	27	47	63	55	47	45	44

ABSTRACT of the Returns of the Enumeration, &c.—Continued.

NUMBER OF	NUMBER OF										Produce raised during the last year, and estimated in Winchester Bushels.									
	Quakers.	Moravians and Tunkers.	Dutch Reformed Church.	Jews.	Number of Persons of all other Religious Denominations.	Male.	Female.	Number of Coloured Persons.	Male.	Female.	Number of Male Farm Servants.	Male.	Female.	Number of Persons engaged in Trade or Commerce.	Number of Persons subsisting on Alms, or Paupers.	Number of Acres or Arpents of Land occupied.	Number of Acres or Arpents of improved Land.	Wheat.	Barley.	Rye.	Oats.
319						4	4	7	1	11	26330	8788½	1116	2161	1140	16844				
320											14472	1998	299	1061	951	5946				
321						15	7	31	6	2	39827½	12041½	1118½	4308	530	42487				
322										2	22568	9142	1939½	2639	2097½	6028½				
323						16	4	20			31270	7496	826½	1032½	308½	12423				
324						10		13		43	45581½	11582½	997½	4698	549	31922				
325											1810	561	45	13	6	1169				
326						1	7	4	2	10	43148½	7323	372	2000½	934	23887				
327						18	1	17		1	30666	8265	639	1137	264	16400				
328						20	15	30	2	2	26841½	10903	344	779½	645½	43535				
329						4		7	19	4	4623	1869½	108	488	4770					
330						25	8	24	41	86	11490½	7285	624	607	1883	1732				
331						59	11	63	17	310	27672½	15033½	1050	1850	4003	33258				
332						43	11	42	4	92	22094½	1264½	404½	1610	2753½	34562				
333						20	6	24	18	135	59382	27270½	3781½	3250	1745	55077				
334								3		43	7410½	2595	219½	470½	157	3653½				
335						5					7778	512	41	433	81½	1590				
336						40	1	29	35	97	21063	10162	870	1699	1640½	22727				
337						9	1	6		60	6551½	4190½	341½	981	1769	15685				
338						19	5	28	2	61	21051	9959	1029½	2226	1042	36171				
339						44	51	58	17	88	27075½	15627½	1124	6216	2811	43117½				
340						22	1	22	3	3	18361½	9782½	442½	2666	1177	29786				
341						12	1	7	1		3859½	3056½	1705½	2971½	1517	8383				
342						26	5	27	4	50	26683	8353	437	1561½	3336	30589				
343						1	27	14	48	4	35461½	4046½	1395½	3873½	8286	34452				

ABSTRACT of the Returns of the Enumeration, &c.—Continued.

Produce raised during the last year and estimated in Winchester Bushels.	LIVE STOCK.				Number of yards of Felted Cloth manufactured in the domestic wty.	Number of yards of Linen Cloth, or other thin Cloth manufactured in the domestic wty.	Number of yards of Flannel or other woollen Cloth not felted, manufactured in the domestic wty.	Number of pounds of Wool produced during the last year.	Under what Tenure such Land is held.							
	Peas.	Indian Corn.	Buckwheat.	Potatoes.						Neat Cattle.	Horses.	Sheep.	Hogs.			
319	1778	.....	14½	28308	.....	9175	1564	338	1126	526	1621	3445	1797	2923	Seigniorial
320	806	.....	4	8140	.....	5543	478	157	750	204	683	1150	586	981	do
321	2404	.....	33½	43583	.....	22222	3447	608	3634	788	4018	6071	3947	6286	do
322	1845½	.....	1	23823	.....	25453	1639	354	1773	520	2258	3621	2051	3079	do
323	155½	.....		56913	.....	2260	1184	201	924	445	745	.....	1262	1682	{ Free and Common Soccage
324	1505½	.....	1½	38121	.....	60679	2893	551	3691	887	4230	7210	3471	5627	{ Seigniorial
325	.....	.....		6478	.....	130	101	21	29	26	13	.....	25	75	{ Free and Common Soccage
326	1823½	.....	45	27850	.....	11050	2079	408	2833	679	2762	4200	2056	4169	{ Seigniorial
327	1017	.....	19	23199	.....	11768	1329	282	1545	400	1616	2335	946½	1705½	do
328	2565	.....	36	27519	.....	857	1935	568	1170	628	2402	3316	2263½	3260½	do
329	512	.....		5682	.....	.....	204	72	263	100	250	647	309	610	do
330	1592½	.....		20803½	.....	2956	1016	230	1162	304	1181	1829½	1315	2636	do
331	2772½	.....	4½	30572	.....	6705	1768	481	1866	701	2246	4293½	2869	2734½	do
332	2060	.....	4½	43103	.....	9767	3221	527	2243	863	2102½	4270	2370	4013½	do
333	2028½	.....	3½	58739	.....	53202	4028	705	3822	1173	5602½	8844	6279½	7051	do
334	409½	.....	17	5367	.....	7469	339	93	256	126	246½	705	616½	448½	do
335	27	.....		8051	.....	123	186	22	97	39	31	.....	91	198	{ Lease of 999 years
336	1204½	1	19860	2	6616	1773	434	1623	639	1073	3229	1838½	3146	{ Seigniorial
337	449½	.....		12384	.....	617	666	224	869	233	907	1949	991	1511	{ do
338	1438	.....	5½	22149	.....	9070	1711	359	1998	557	1056	4015	3042½	2914	do
339	1382½	.....	27½	34721	.....	10723	2588	674	2340	1079	3350	6815	3211½	4999	do
340	1181½	.....	3½	15421	.....	3939	1526	373	1294	497	1764	3312	2000	2881	do
341	252	.....	4	8388	.....	3755	582	136	898	189	789	1370	465	1746	do
342	1426½	.....	3	18017½	.....	16786	1450	446	1720	693	2771½	3396½	2587	3191	do
343	1881½	.....	14	30580	.....	37160	1991	569	2653	929	3648	5789	3149½	4634½	do

ABSTRACT of the Returns of the Enumeration, &c.—Continued.

COUNTY.	Designation of Parishes, Townships and Municipalities, as established under Act 8 Vict. c. 40.	Designation of Parishes, Townships, Seigniorics, &c. as taken from the Census Returns.	HOUSES.		
			Inhabited.	Vacant.	Building.
344 L'Islet	Municipality of <i>Port Joli</i> , being the Parish of St. Jean Port Joli, together with the tract in rear thereof, bounded on the north-east by a line drawn south-easterly from the south-eastern angle of the said Parish, and on the south-west by the Municipality of St. Cyrille	Parish of St. Jean Port Joli	439	2	1
345 do	Municipality of <i>St. Roch des Aulnets</i> , being the Parish of St. Roch des Aulnets, together with the tract in rear thereof, bounded on the north-east by the County of Kamouraska, and on the south-west by the Municipality of Port Joli	Parish of St. Roch des Aulnets	372	19	1
346 Kamouraska	Municipality of <i>Ste. Anne de la Pocatière</i> , being the Parish of Ste. Anne de la Pocatière, together with the tract in rear thereof, bounded on the north-east by a line drawn south easterly from the south-eastern angle of the said Parish, and on the south-west by the County of L'Islet	Parish of Ste. Anne de la Pocatière	359	5	2
347 do	Township of Ixworth		37		
348 do	Municipality of <i>Rivière Ouelle</i> , being the Parish of Notre Dame de Liesse de La Rivière Ouelle, together with the tract in rear thereof, bounded on the north east by a line drawn south-easterly from the south-eastern angle of the said Parish, and on the south west by the Municipality of Ste. Anne de la Pocatière	Parish of Rivière Ouelle	439		1
349 do	Municipality of <i>St. Denis de La Boutellerie</i> , being the Parish of St. Denis de La Boutellerie, together with the tract in rear thereof, bounded on the north-east by a line drawn south-easterly from the south-eastern angle of the said Parish, and on the south-west by the Municipality of Rivière Ouelle	Parish of St. Denis	183	4	3
350 do	Parish of St. Louis de Kamouraska	Parish of St. Louis de Kamouraska	308	21	6
351 do	Municipality of <i>St. Paschal de Kamouraska</i> , being the Parish of St. Paschal de Kamouraska, together with the tract in rear thereof, bounded on the north-east by a line drawn south-easterly from the south-eastern angle of the said Parish, and on the south-west by the Municipality of St. Denis de La Boutellerie	Parish of St. Paschal de Kamouraska	419	6	4
352 do	Municipality of <i>St. André</i> , being the Parish of St. André de L'Islet du Portage, together with the tract in rear thereof, bounded on the north-east by the County of Rimouski, and on the south-west by the Municipality of St. Paschal de Kamouraska	Parish of St. André	445	36	2
353 Kamouraska	Municipality of <i>Rivière du Loup, en bas</i> , being the Parish of St. Patrice de La Rivière du Loup du Parc, together with the tract in rear thereof, bounded on the south-west by the County of Kamouraska, and extending eastwardly to comprise the course of the Temisquata Road and the lands lying north thereof to the mean depth of one league	Parish of Rivière du Loup	139	15	1
354 Rimouski			258	4	2
355 Rimouski	Municipality of <i>Kakonna</i> , being the Parish of St. George de Kakonna, together with the tract in rear thereof, bounded on the north-east by a line drawn south-easterly from the south-eastern angle of the said Parish, and on the south by the Municipality of Rivière du Loup, en bas	Parish of Kakonna	411	22	14
356 do	Municipality of <i>Isle Verte</i> , being the Parish of St. Jean Baptiste de L'Isle Verte, together with the tract in rear thereof, bounded on the north-east by a line drawn south easterly from the south-eastern angle of the said Parish, and on the south-west by the Municipality of Kakonna	Parish of Isle Verte	344	12	3

ABSTRACT of the Returns of the Enumeration, &c.—Continued.

Proprietors of Real Property.	Not Proprietors of Real Property.	Tenants entitled to vote at Elections.	Total Number of Persons, Male and Female, now resident.	Number of Persons, Male or Female, temporarily absent.	NATIVES OF							NUMBER OF PERSONS										
					England.	Ireland.	Scotland.	Canada, of French origin.	Canada, of British origin.	Continent of Europe, or otherwise.	United States of America.	Number of Aliens not naturalized.	1 year of age and under.		1 year and under 2.		2 years and under 3.		3 years and under 4.		4 years and under 5.	
													Male.	Female.	Male.	Female.	Male.	Female.	Male.	Female.	Male.	Female.
344	306	127	11 3132	2	1	9	3	3114	4	1	87	83	41	58	64	53	55	54	48	68		
345	298	73	1 2897	4	1			2894	1		57	60	41	48	33	56	48	35	28	45		
346	272	133	7 2670	2	2	4	1	2664			48	56	61	37	43	33	34	44	46	47		
347	32	13	211					211			4	6	5	3	6	6	4	2	4	7		
348	327	139	11 3380	29	3	3		3374	1		61	71	53	51	62	47	57	50	57	52		
349	146	41	2 1457	9		8		1456			27	40	19	32	24	22	18	25	31	22		
350	255	83	20 2534	22	1	3		2536	14	1	1	44	57	34	45	43	34	39	29	41	32	
351	324	128	2 3012	4		2		3008	4		68	77	59	52	49	42	62	56	41	49		
352	401	122	7 3135	26		1		3127	7		75	63	48	72	48	66	64	48	35	50		
353	114	44	4 1066	7	1			1063	8	1	20	27	17	27	17	18	18	18	19	16		
354	126	80	50 1833	9	12	18	22	1748	34	13	86	89	20	24	34	32	36	32	39	45		
355	327	120	2 3215	31	2	3		3205	1	4	71	74	68	71	70	73	44	37	77	61		
356	289	104	4 2386	81	2	10	2	2445	7	1	58	56	44	44	57	44	45	40	78	47		

Appendix (D.)
1846.

ABSTRACT of the Returns of the Enumeration, &c.—Continued.

Appendix (D.)
1846.

	NUMBER OF PERSONS																							
	5 years and under 10.		10 years and under 15.		15 years and under 21 years.				21 years and under 30 years.				30 years and under 40 years.				40 years and under 50 years.				50 years and under 60 years.			
	Male.		Female.		Male.		Female.		Male.		Female.		Male.		Female.		Male.		Female.		Male.		Female.	
	Single.	Married.	Single.	Married.	Single.	Married.	Single.	Married.	Single.	Married.	Single.	Married.	Single.	Married.	Single.	Married.	Single.	Married.	Single.	Married.	Single.	Married.	Single.	Married.
344	206	230	217	230	187	18	162	33	65	88	72	105	38	133	44	128	24	104	21	95	9	60	21	45
345	201	202	200	182	182	5	191	30	96	72	104	84	27	115	44	109	7	97	19	110	9	91	9	72
346	180	186	186	172	157	4	167	22	104	63	105	78	31	110	38	110	11	86	21	99	16	67	26	46
347	14	12	15	17	5	3	4	4	7	11	1	19	3	13	1	9	6	3	1	6	3	1	6	
348	231	237	200	260	201	3	209	27	121	79	136	112	40	141	44	135	17	101	26	90	21	77	28	60
349	117	89	108	113	107	1	88	9	29	30	44	56	15	66	19	62	5	45	7	40	6	28	4	26
350	190	175	190	181	173	3	173	15	83	56	96	102	18	108	31	97	7	87	24	60	16	41	12	49
351	273	226	222	199	159	150	23	70	86	65	127	21	136	31	152	9	113	10	79	6	67	4	60	
352	225	279	239	206	173	186	22	97	80	88	115	26	158	19	159	6	109	10	99	2	74	12	49	
353	75	83	86	75	78	2	56	10	18	39	22	43	6	49	4	44	1	41	3	45	4	25	1	19
354	101	112	164	146	100	5	104	21	46	51	25	75	14	85	8	76	6	6	6	59	2	48	3	
355	268	281	200	245	197	5	185	24	78	69	55	111	17	167	17	169	9	125	5	95	3	50	2	39
356	177	168	183	175	147	16	155	40	61	75	68	93	20	113	24	108	9	64	8	65	5	43	8	36

Appendix (D.)
1846.

ABSTRACT of the Returns of the Enumeration, &c.—Continued.

Appendix (D.)
1846.

	NUMBER OF PERSONS		NUMBER OF								Number of Persons belonging to the			NUMBER OF							
	60 years and upwards.		Deaf and Dumb Persons.		Blind Persons.		Idiots.		Lunatic Persons.		Church of England.	Church of Scotland.	Church of Rome.	British Wesleyan Methodists.	Canadian Wesleyan Methodists.	Episcopal Methodists.	Other Methodists.	Presbyterians not in connexion with the Church of Scotland.	Congregationalists or Independents.	Baptists and Anabaptists.	Lutherans.
	Male.	Female.	Males.	Females.	Males.	Females.	Males.	Females.	Males.	Females.											
	Single.	Married.	Single.	Married.	Males.	Females.	Males.	Females.	Males.	Females.											
344	31	76	39	51	3	3				3	1	4	4	3121							
345	3	100	5	83	1		3	6	4	1	2	1	2893								
346	26	53	41	30	1		2	1		2			2670								
347	1	5		3						1			211								
348	38	62	48	37			1	2	1	1	2		3378								
349	12	24	19	12	1	2			3	1			1457								
350	28	60	35	30	1		1	2	4	1	1		2552								
351	18	72	29	41	1	1		2	2				3014								
352	23	53	25	30	3	1	1	7	4				3135								
353	6	16	13	10				1	1			1	1072								
354	37	3	48	7	3	2	3	1	1		1	58	1774								
355	1	58	6	48	1	2	2	2	6	6	1	3	3211							1	
356	12	42	8	33				3	1	3	4		2457								

Appendix (D.)

ABSTRACT of the Returns of the Enumeration, &c.—Continued.

Appendix (D.)

1846.

	NUMBER OF				Number of Coloured Persons.		Number of Male Farm Servants.		Number of other Servants.		Number of Persons engaged in Trade or Commerce.	Number of Persons subsisting on Alms, or Paupers.	Number of Acres or Arpents of Land occupied.	Number of Acres or Arpents of improved Land.	Produce raised during the last year, and estimated in Winchester Bushels.			
	Quakers.	Moravians and Tunkers.	Dutch Reformed Church.	Jews.	Number of Persons of all other Religious Denominations.	Male.	Female.	Male.	Female.	Wheat.					Barley.	Rye.	Oats.	
344					1	82	11	93	8	63	30130½	18009½	3196	5584	7124	26012		
345						82	13	88	5	268	31373½	16344½	1548½	12121	7379	36873		
346						35	14	43	9	181	23801½	10355½	850½	9715	5134½	28977		
347											2776	353	14	437	566	375		
348						58	12	66	19	96	30535½	13185½	1821½	14973	7623	33192		
349						29	2	22	3	37	13019½	7770	359	11040	3228½	19786		
350						79	25	102	8	50	22124	14179½	922½	13609½	7131	39671½		
351						47	14	41	7	124	25806	10598	841	8442	10772	13513		
352						74	13	76	16	3	45074½	13788	1270½	7254½	11896½	14014½		
353						19	1	15	1	28	10861	4329	662	1845	3119½	2875		
354						19		14	7	19	15828	7735	7017	2200	2778	4028		
355						63	21	76	12	12	33036	11560	4623	4605	9082½	9629½		
356					1	13	11	22	1		29431½	4998½	2489	2161	6325	5425		

Appendix (D.)

ABSTRACT of the Returns of the Enumeration, &c.—Continued.

Appendix (D.)

1846.

	Produce raised during the last year, and estimated in Winchester Bushels.				Number of Hives of Bees kept last season.	Number of pounds of Maple Sugar made last season.	LIVE STOCK.				Number of yards of Fulfilled Cloth manufactured in the domestic way.	Number of yards of Linen Cloth, or other thin Cloth manufactured in the domestic way.	Number of yards of Flannel or other woollen Cloth not fulled, manufactured in the domestic way.	Number of pounds of Wool produced during the last year.	Under what Tenure such Land is held.
	Peas.	Indian Corn.	Buckwheat.	Potatoes.			Neat Cattle.	Horses.	Sheep.	Hogs.					
344	3569	76		33707	39649	2036	645	3289	845	4458	5750	5833	6038½	Seigniorial	
345	4138	84½		35088	8955	2249	646	3539	857	4191	5620	5268	5796	do	
346	1967½			32832	3165	1659	567	2870	698	3562	5299	3992	5016	do	
347	157			1184	482	104	47	231	57	208	330	326	302	{ Free and Common Soccage	
348	5373			35476	2150	2266	749	3076	1102	4798	7151	6318	6841	Seigniorial	
349	2411			13257½	640	1214	371	2181	439	2805	4139	4891½	3640	do	
350	2918½	33½		35538½	1987	2221	624	3280	896	4247½	10015	6392	5739	do	
351	3791	2½		30826	4938	2024	633	3485	908	5710	10778	4979	5900	do	
352	4151½	12½		37543½	5906	2378	660	4328	748	5505	7067½	7998	7142½	do	
353	1248½			12424½	3429	571	208	1043	200	1491½	2562½	1787½	1842	do	
354	1077			14903	830	752	294	1432	358	1275	574½	1537	2433	do	
355	4506	1½		40730	7542	2044	660	3637	889	5181½	8127	7226½	6427½	En Roture	
356	2556½			15321	7904	1070	552	2295	576	1835½	3228	2595	2536	do	

Appendix (D.) 1846.

ABSTRACT of the Returns of the Enumeration, &c.—Continued.

Appendix (D.) 1846.

Rate of Seigniorial Rent paid for Land held <i>à titre de cens.</i>	Average Money rent of Farms farmed.	Proportion of Produce allowed to proprietors for land held on lease, or cultivated on shares.	Number of Colleges, Academies, and Convents in each Parish, &c.	Number of Elementary Schools in every such place.	Number of Scholars at each such College, Academy, Convent or Elementary School.		Number of Taverns or Houses of Public Entertainment.	NUMBER OF													
					Males.	Females.		Stores where Spirituous Liquors are sold.	Grist Mills.	Pairs of Mill Stones.	Oatmeal Mills.	Barley Mills.	Saw Mills.	Oil Mills.	Folling Mills.	Carding Mills.	Thrashing Mills.	Paper Mills.			
344	1d	1/2	8	100	97	2	3	7	4	1	1	3	1	1	43						
345	£15	1/2	7	96	115	2	4	2	5			23	2	3	33	1					
346		1/2	8	218	91	2	1	2	5	2	4		1		12						
347												1									
348		1/2	4	111	116		5	2	6			1	1	1	9						
349	£13	1/2	5	138	63	2	2					2			5						
350		1/2	11	207	190	2	3								14						
351	£10	1/2	14	214	130	1	4	2	8	1	7		2	1	4						
352		1/2	7	72	71	3	5	2	4		1	10		1	8						
353			2	23	19										4						
354	£4	1/2	7	83	91	2	7	1	3		1		1	1	1						
355	£4	1/2	16	212	227		7	1	2			3			6						
356	£4	1/2	5	100	40		5	2	3			5	1	1							

Appendix (D.) 1846.

ABSTRACT of the Returns of the Enumeration, &c.—Continued.

Appendix (D.) 1846.

	Number of			The weight of Nails so Manufactured.	Number of			Number of Manufactures of any other sort containing any Machinery moved by wind, water, steam or animal power.	Average price of Wheat since last harvest per minot.	Average price of Agricultural labour.	REMARKS.
	Iron Works.	Trip Hammers.	Nail Factories.		Distilleries.	Breweries.	Tanneries.				
344					2	2		7s	£10 per annum	The Seigniorial rent in the Parishes of St. Pierre and St. Jean Port Joli, 1st, 2nd and 3rd Concessions of St. Thomas, and 2nd and 3rd Concessions of Cap St. Ignace, in the County of L'Islet, is 1d. per arpent.—In the other Parishes of this County, and in the remainder of the Concessions of St. Thomas and Cap St. Ignace, the rent varies.	
345								6s 3d	£11 to £12 do		
346					2			6s	£15 do		
347								6s	.....	
348								6s	£8 to £10 per annum		
349								6s	£8 to £10 do		
350					4			6s	£7 to £10 do		
351					6	1		6s	£7 to £10 do		
352					4	1		6s	£8 to £12 do		
353					1	1		6s	£7 to £10 do		
354								5s	£10 do		
355					2			5s	£9 to £10 do	In the County of Kamouraska, the Seigniorial rent in the Parish of St. André varies between 1/2d. and 3s. 9d. per arpent; in the Parish of St. Louis between 1/2d. and 2s. 6d., and in the Parish of St. Paschal between 1/2d. and 5s. In that part of Rivière du Loup which lies in the said County, the rent is 2s. 6d. per arpent.	
356								5s	£9 to £10 do		

Appendix (D.)

ABSTRACT of the Returns of the Enumeration, &c.—Continued.

Appendix (D.)

1846.

1846.

COUNTY.	Designation of Parishes, Townships and Municipalities, as established under Act 8 Vict. c. 40.	Designation of Parishes, Townships, Seigniorics, &c. as taken from the Census Returns.	HOUSES.			
			Inhabited.	Vacant.	Building.	
357	Rimouski	Municipality of <i>Trois Pistoles</i> , being the Parish of Notre Dame des Neiges des Trois Pistoles, together with the tract in rear thereof, bounded on the north-east by a line drawn south-easterly from the south-eastern angle of the said Parish, and on the south-west by the Municipality of Isle Verte	Parish of Trois Pistoles	337	.....	3
358	do	Municipality of <i>St. Simon de la Baie Ha Ha</i> , being the Parish of St. Simon de La Baie Ha Ha, together with the tract in rear thereof, bounded on the north-east by a line drawn south easterly from the south-eastern angle of the said Parish, and on the south-west by the Municipality of Trois Pistoles	Parish of St. Simon	196	13	5
359	do	Municipality of <i>Bic</i> , comprising the Parishes of St. Fabien de La Baie Ha Ha and Ste. Cécile du Bic, together with the tract in rear thereof, bounded on the north-east by a line drawn south-easterly from the south eastern angle of the said Parish of Ste. Cécile du Bic, and on the south-west by the Municipality of St. Simon de La Baie Ha Ha	Parish of St. Fabien	75	1	.....
360		Parish of Ste. Cécile du Bic	37	1	2	
361	do	Municipality of <i>Rimouski</i> , being the Parish of St. Germain de Rimouski, together with the tract in rear thereof, bounded on the north-east by a line drawn south-easterly from the south-eastern angle of the said Parish, and on the south-west by the Municipality of Bic	Parish of St. Germain	289	18	18
362	do	Municipality of <i>Lessard</i> , being the Parish of Ste. Luce de Lessard, together with the tract in rear thereof, bounded on the north-east by a line drawn south-easterly from the south-eastern angle of the said Parish, and on the south-west by the Municipality of Rimouski	Parish of Ste. Luce	171	.....	.....
363	do	Municipality of <i>Lepage</i> , being the Parish of Ste. Flavie de Lepage, together with the tract in rear thereof, bounded on the north-east by a line drawn south-easterly from the south-eastern angle of the said Parish, and on the south-west by the Municipality of Lessard	Parish of Ste. Flavie	104	5	15
364	do	Municipality of <i>Metis</i> , being the Seignioric (and commonly called the Parish or Mission) of Metis, together with the tract adjacent thereto, bounded on the north-east by the south-western side line of the Township of Matane and a prolongation thereof, and on the south-west by the Municipality of Lepage	Parish of Metis	67	.....	.....
365	do	Municipality of <i>Matane</i> , comprising the Township of Matane, the Seignioric (also commonly called the Parish or Mission) of Matane, and the Township of St. Denis, together with the tract adjacent, bounded on the north-east by the County of Gaspé, and on the south-west by the Municipality of Metis	Parish of Matane	91	1	.....
366	Gaspé	Municipality of <i>Cap Chat</i> , comprising the Township of Cap Chat and the Seignioric of Ste. Anne, together with the tracts adjoining thereunto and falling within the Missions commonly called the Parishes or Missions of St. Norbert du Cap Chat and Ste. Anne des Monts	Township of Cap Chat southerly	37	5	4
367		Ste. Anne, thence easterly	37	8	4	

Appendix (D.)

ABSTRACT of the Returns of the Enumeration, &c.—Continued.

Appendix (D.)

1846.

1846.

	Proprietors of Real Property.	Not Proprietors of Real Property.	Tenants entitled to vote at Elections.	Total Number of Persons, Male and Female, now resident.	Number of Persons, Male or Female, temporarily absent.	NATIVES OF							NUMBER OF PERSONS										
						England.	Ireland.	Scotland.	Canada, of French origin.	Canada, of British origin.	Continent of Europe, or otherwise.	United States of America.	Number of Aliens not naturalized.	1 year of age and under.		1 year and under 2.		2 years and under 3.		3 years and under 4.		4 years and under 5.	
														Male.	Female.	Male.	Female.	Male.	Female.	Male.	Female.	Male.	Female.
357	269	105	2	2505	20	.....	.....	.....	2518	7	.....	55	64	46	40	47	45	56	51	49	201
358	168	.....	1	1275	14	.....	.....	.....	1289	.....	.....	35	33	37	31	29	23	31	23	20	30
359	68	5	2	490	.....	.....	.....	.....	490	.....	.....	16	13	8	15	8	13	14	14	17	.....	
360	37	.....	.....	231	.....	.....	.....	.....	231	.....	.....	9	8	2	3	5	6	5	6	6	4
361	319	44	6	2799	7	5	21	1	2770	.....	.....	82	72	51	44	64	70	64	68	70	54
362	158	13	9	1185	1	.....	.....	.....	1186	.....	.....	37	31	10	18	19	31	26	23	33	49
363	95	9	.....	772	.....	4	.....	.....	767	.....	.....	18	21	14	15	23	19	17	12	12	12
364	59	4	359	1	45	11	79	119	103	3	12	10	1	5	7	4	12	5	4	12	
365	91	3	4	580	2	1	1	558	21	1	5	12	13	17	24	22	19	19	23	24	
366	37	.....	.....	266	.....	.....	.....	.....	266	.....	.....	6	9	.....	4	7	10	6	2	9	9
367	36	.....	.....	198	.....	9	1	.....	185	1	.....	4	2	.....	6	2	8	5	4	4	5

Appendix (D.)

ABSTRACT of the Returns of the Enumeration, &c.—Continued.

Appendix (D.)

1846.

NUMBER OF	NUMBER OF		NUMBER OF COLOURED PERSONS.		NUMBER OF MALE FARM SERVANTS.		NUMBER OF OTHER SERVANTS.		NUMBER OF PERSONS ENGAGED IN TRADE OR COMMERCE.	NUMBER OF PERSONS SUBSISTING ON ALMS, OR PAUPERS.	NUMBER OF ACRES OR ARPENTS OF LAND OCCUPIED.	NUMBER OF ACRES OR ARPENTS OF IMPROVED LAND.	PRODUCE RAISED DURING THE LAST YEAR, AND ESTIMATED IN WINCHESTER BUSHELS.			
	Quakers.	Moravians and Tunkers.	Dutch Reformed Church.	Jews.	Male.	Female.	Male.	Female.					Wheat.	Barley.	Rye.	Oats.
357					33	9	34	9	13	23164½	7818	9809	1803½	4835	2636	
358					12		7	1	17	12865½	3186½	4856½	2267	2604½	3305½	
359										5520	984	1750	922	762	172	
360										3140	468	683	220	192	130	
361					1	10	13	17	5	43	39372	7944	13102	5530	1166	1267
362							6	4	16	22537	3876	5817	2330	704	704	
363							1	1	2	11189	954	1581	1199	753	282	
364							1	1	2	6919	1333	1320	1237	533	594	
365					3	9	11			10508	1552	1801	1419	370	200	
366					4		2	2		2690	252	361	714	134	34	
367						16		4		2317	263	193	316	45	25	

Appendix (D.)

ABSTRACT of the Returns of the Enumeration, &c.—Continued.

Appendix (D.)

1846.

1846.

NUMBER OF	PRODUCE RAISED DURING THE LAST YEAR, AND ESTIMATED IN WINCHESTER BUSHELS.				NUMBER OF HIVES OF BEES KEPT LAST SEASON.	NUMBER OF POUNDS OF MAPLE SUGAR MADE LAST SEASON.	LIVE STOCK.				NUMBER OF YARDS OF FULLED CLOTH MANUFACTURED IN THE DOMESTIC WAY.	NUMBER OF YARDS OF LINEN CLOTH, OR OTHER THIN CLOTH MANUFACTURED IN THE DOMESTIC WAY.	NUMBER OF YARDS OF FLANNEL OR OTHER WOOLEN CLOTH NOT FULLED, MANUFACTURED IN THE DOMESTIC WAY.	NUMBER OF POUNDS OF WOOL PRODUCED DURING THE LAST YEAR.	Under what Tenure such Land is held.
	Peas.	Indian Corn.	Buckwheat.	Potatoes.			Neat Cattle.	Horses.	Sheep.	Hogs.					
357	2356			18961	1996	1373	442	2512	615	3047	2851	4646½	4467	En Roture.	
358	934½			6070	12184	773	238	1332	326	1784	2031	2787½	3046	do	
359	262			2275	6461	222	77	400	113	147	70	202	71	do	
360	69			6346	850	117	29	167	50	103	10	126	217	do	
361	1695			15920	2960	1163	432	2648	750	2142	1790	1637	2100	do	
362	670			9816	703	457	170	986	396	1264	542	578	1577	do	
363	551			4441	7032	157	63	401	160	404	276	258	1387	do	
364	290			8175	610	176	58	434	112	495	52	304	797	do	
365	196			5049	6641	140	64	533	122	572	255	256	700	do	
366	78			2487	1000	32	24	159	92			194	313		
367	15			2686	1550	24	15	46	66			30	112		

COUNTY.	Designation of Parishes, Townships and Municipalities, as established under Act 8 Vict. c. 40.	Designation of Parishes, Townships, Seigniories, &c. as taken from the Census Returns.	HOUSES.		
			Inhabited.	Vacant.	Building.
368 } Gaspé.	Municipality of Cap Rosier, comprising the Townships of Cap Rosier and Fox, and the Seigniories of L'Ance du Grand Etang, Grande Vallée des Monts and Magdeleine, together with the tract adjoining to the said Seigniories of L'Ance du Grand Etang and Grande Vallée des Monts, bounded to the south by the rear line of the Township of Sydenham.	Line of Coast between Ste. Anne and Cap Rosier.	37	4	4
		Fox River, thence easterly to Cap Rosier.	37	11	1
		Cap Rosier.	37	18	5
		St. George's Cove.	37	79	3
372 } do	Municipality of Gaspé Bay North, comprising the Townships of Gaspé Bay North and Sydenham.	Grand Greve.	33	50	5
		North-west arm, Gaspé Bay.	22	8	4
374 } do	Municipality of Gaspé Bay South, comprising the Townships of Gaspé Bay South and York.	Gaspé Basin, and South-west arm, Gaspé Bay.	35	40	3
		Gaspé Basin.	28	50	7
376	do	Township of Douglas.	67	74	5
377 } do	Township of Malbay.	Point Peter.	37	51	7
		Malbay.	71	82	7
379 } do	Township of Percé.	Percé.	74	140	1
		Irish Town.	37	29	1
		Cape Cove.	74	112	5
382 } do	Municipality of Grand River, being the Seigniorie of Grand River, commonly called the Parish or Mission of St. Michael of Grand River.	Little River.	37	48	2
		Grand River.	37	31	2
384 } do	Municipality of Newport, comprising the Township of Newport and the Seigniorie of Pabos, commonly called the Parish or Mission of St. Michael of Pabos.	Little Pabos.	37	28	2
		Grand Pabos.	33	20	2
		Point Maquereau.	33	27	12
387	do	Municipality of The Magdalen Islands, otherwise commonly called the Parish or Mission of St. Magdalen of the Magdalen Islands.	207	5	5
388	Bonaventure	Township of Port Daniel.	111	13	13
389	do	Township of Hope.	110	6	6
390	do	Township of Cox.	223	1	1
391	do	Township of Hamilton.	148	3	3
392	do	Township of New Richmond.	218	1	12
393	do	Township of Maria.	145	3	10
394	do	Township of Carleton.	102	2	7
395 } do	Municipality of Shoobred, comprising the Seigniorie of Shoobred, otherwise commonly called the Parish or Mission of Shoobred, and the Township of Nouvelle.	Seigniorie of Shoobred.	115	2	8
		Township of Nouvelle.	30	2	2
397	do	Township of Mann.	25	2	2
398	do	Municipality of Matapedia, comprising the Townships of Ristigouche and Matapedia.	233	10	6

Proprietors of Real Property.	Not Proprietors of Real Property.	Tenants entitled to vote at Elections.	Total Number of Persons, Male and Female, now resident.	Number of Persons, Male or Female, temporarily absent.	NATIVES OF							NUMBER OF PERSONS										
					England.	Ireland.	Scotland.	Canada, of French origin.	Canada, of British origin.	Continent of Europe, or otherwise.	United States of America.	Number of Aliens not naturalized.	1 year of age and under.		1 year and under 2.		2 years and under 3.		3 years and under 4.		4 years and under 5.	
													Male.	Female.	Male.	Female.	Male.	Female.	Male.	Female.	Male.	Female.
368	34	209	2	206	1	4	6	4	3	5	6	8	4	9	6							
369	37	209	1	208	1	3	1	4	1	2	6	1	6	8	6							
370	37	222	3	102	104	3	5	1	1	3	9	3	3	3	3							
371	29	103	60	41	84	3	6	3	4	3	5	4	2	2	3							
372	25	139	23	9	1	2	1	2	7	4	4	4	6	3	2							
373	20	143	3	1	3	5	2	4	1	4	2	5	2	4	3							
374	32	250	12	24	1	2	6	5	5	4	3	6	7	8	12							
375	25	171	31	8	20	4	2	4	3	2	7	2	2	6	4							
376	66	407	1	42	2	10	9	6	4	6	9	3	13	6	7							
377	34	242	16	171	51	3	2	4	4	6	5	10	7	10	7							
378	65	453	6	270	171	5	11	5	10	16	12	9	6	12	11							
379	61	473	23	286	137	6	7	7	10	11	12	6	6	9	10							
380	33	241	15	112	92	6	3	2	6	6	2	3	4	7	6							
381	66	474	14	190	235	9	9	9	11	7	8	8	4	6	8							
382	35	266	2	258	1	8	6	1	4	12	9	6	9	6	8							
383	33	203	1	202	1	6	4	3	2	5	6	6	4	6	5							
384	35	210	1	164	31	5	6	2	5	7	7	6	7	7	5							
385	31	207	3	141	52	3	6	2	6	3	4	10	5	2	6							
386	32	182	13	121	34	1	4	1	7	1	2	5	2	1	5							
387	287	1738	5	1596	129	37	34	24	24	40	48	28	41	37	40							
388	98	663	5	376	93	31	21	14	29	21	18	20	19	11	24							
389	106	611	25	217	305	29	16	18	20	16	19	24	14	16	28							
390	207	1287	96	397	778	42	18	30	44	30	30	37	36	33	42							
391	142	948	1	799	70	50	25	21	35	30	32	24	23	37	31							
392	207	1150	2	438	452	56	28	37	30	32	26	27	31	28	24							
393	143	824	1	802	18	21	16	17	16	18	21	21	24	16	8							
394	96	595	2	582	10	13	11	11	8	15	11	14	8	18	10							
395	119	706	19	378	200	14	13	12	14	15	12	12	13	21	18							
396	14	148	42	10	77	1	3	6	4	3	4	7	3	3	2							
397	8	106	1	53	1	1	2	2	1	2	1	5	4	4	4							
398	80	1208	2	460	562	20	3	35	34	18	24	43	29	23	33							

NUMBER OF PERSONS

	5 years and under 10.		10 years and under 15.		15 years and under 21 years.				21 years and under 30 years.				30 years and under 40 years.				40 years and under 50 years.				50 years and under 60 years.				
	Male.		Female.		Male.		Female.		Male.		Female.		Male.		Female.		Male.		Female.		Male.		Female.		
	Single.	Married.	Single.	Married.	Single.	Married.	Single.	Married.	Single.	Married.	Single.	Married.	Single.	Married.	Single.	Married.	Single.	Married.	Single.	Married.	Single.	Married.	Single.	Married.	
368	11	12	14	11	13	10	1	8	7	2	13	3	11	0	2	7	1	5	6	3					
369	11	13	28	26	14	4	5	5	1	13	1	18	14	2	5	1	5	1	4	1	5				
370	13	14	26	19	17	9	1	3	2	5	11	3	11	3	6	9	4	8	3	5	1	1	5		
371	17	15	13	12	10	9	2	5	1	2	6	4	14	11	2	9	4	8	1	6	3	4			
372	16	16	9	12	20	9	3	10	3	6	7	2	8	4	2	8	1	8	1	3	1	2			
373	10	6	12	9	11	6	1	9	2	6	2	2	8	1	9	1	3	1	4	4	3				
374	10	20	14	19	15	18	1	13	6	4	11	2	13	1	14	3	6	1	5	5	3				
375	6	12	7	14	8	9	1	13	2	3	6	2	10	8	1	3	1	5	2	6	1	2			
376	27	31	34	24	29	29	21	8	11	10	4	19	1	17	3	11	2	11	3	7	1	7			
377	13	9	24	31	17	19	9	1	5	10	9	2	13	1	15	1	8	1	6	3					
378	44	34	48	28	29	17	1	10	9	9	23	23	2	19	1	22	15	110	1	6					
379	34	30	45	27	27	26	4	17	12	15	11	7	16	5	23	6	22	3	14	1	6	4	2		
380	21	17	25	23	13	19	1	6	1	3	7	2	9	1	7	2	10	9	1	4	1	4			
381	34	45	39	36	40	25	3	16	14	4	22	2	15	5	18	2	17	3	15	2	18	1	6		
382	20	22	18	26	18	11	9	4	1	11	1	13	8	11	11	11	4	4	5						
383	20	12	14	13	13	7	2	2	11	2	13	6	12	1	13	7	1	4	1						
384	18	19	7	15	6	1	7	3	2	1	7	1	13	1	11	8	1	7	5	1	2				
385	13	15	19	23	5	7	4	3	7	1	14	15	11	7	1	6	2	2	1	4					
386	7	10	9	4	16	13	24	11	4	13	4	7	6	5	4	2	5	2	2	1					
387	132	141	153	107	101	1	77	15	32	70	19	86	16	80	13	83	6	71	11	51	325	1221			
388	25	32	33	60	44	7	26	6	12	27	5	23	4	31	2	33	2	27	2	26	110	111			
389	22	24	39	54	37	11	1	10	25	5	25	51	1	49	1	25	3	21	2	1	1	1			
390	60	55	94	92	66	4	47	3	54	36	12	47	21	85	6	96	5	47	3	40	125	613			
391	47	32	74	99	57	1	19	1	12	17	3	25	10	57	5	69	2	43	1	42	314	3			
392	44	45	77	114	75	2	39	4	32	39	9	56	24	60	5	60	8	52	2	37	114	711			
393	55	49	83	92	47	28	1	18	26	8	37	7	45	3	53	5	35	3	20	8	4	5			
394	40	32	41	26	29	26	28	18	18	35	13	26	3	25	7	29	5	19	1	6	4	6			
395	54	49	54	52	47	4	26	6	22	17	13	20	6	29	32	4	24	4	21	323	414				
396	7	12	8	11	6	3	2	3	1	3	1	9	3	10	1	7	3	5	4	2	5	1	2		
397	8	5	7	6	5	4	2	4	1	5	2	4	4	3	7	4	1	6	1	3	2				
398	69	67	65	56	49	9	35	17	25	30	14	55	98	75	12	63	15	61	4	32	117	610			

	NUMBER OF PERSONS				NUMBER OF								Number of Persons belonging to the			NUMBER OF							
	60 years and upwards.				Deaf and Dumb Persons.		Blind Persons.		Idiots.		Lunatic Persons.		Church of England.	Church of Scotland.	Church of Rome.	British Wesleyan Methodists.	Canadian Wesleyan Methodists.	Episcopal Methodists.	Other Methodists.	Presbyterians not in connexion with the Church of Scotland.	Congregationalists or Independents.	Baptists and Anabaptists.	Lutherans.
	Male.	Female.	Male.	Female.	Males.	Females.	Males.	Females.	Males.	Females.	Males.	Females.											
368	1	1	2	1								2		207									
369														209									
370	3	3	2	1								95		100	7				20				
371	1	1										125		42	26								
372	2	3	1	1								115		74									
373	1	2										61		20	48				14				
374		6		2								201		49									
375	4	1										69	1	101									
376	5	9	3	2			1					77	1	328									
377		1	1	2								130		112									
378	1	1	1	1								44		409									
379	2	5	8	6				2				32	1	436	4								
380	2	6	2	2								24		217									
381	2	3	4	3								179		295									
382		4		1										266									
383	2													203									
384		1										13		104									
385		5		1								11	14	185									
386	1		1									31		151									
387	6	19	21	10	4	2		1		2		58	58	1622									
388		1	1									109	96	458									
389		1		1								243	29	332	7								
390	3	13	1	5	1					2		456	325	506									
391	1	2		1								11	64	873									
392	2	2	8	2						2		32	420	690	8								
393	1	3	6	3	1	1	1	1	1				9	815									
394	1	13	6	9						1		13	6	576									
395	2	12	4	6								16	193	490									7
396												1	4	35	109								
397		2	1									24	37	45									
398	5	12	12	6								79	445	653		11	8			1	11		

Appendix (D.)
1846.

ABSTRACT of the Returns of the Enumeration, &c.—Continued.

Appendix (D.)
1846.

NUMBER OF	NUMBER OF										Produce raised during the last year, and estimated in Winchester Bushels.							
	Quakers.	Moravians and Tunkers.	Dutch Reformed Church.	Jews.	Number of Persons of all other Religious Denominations.	Male.	Female.	Number of Coloured Persons.	Male.	Female.	Number of Persons engaged in Trade or Commerce.	Number of Persons subsisting on Alms, or Paupers.	Number of Acres or Arpents of Land occupied.	Number of Acres or Arpents of improved Land.	Wheat.	Barley.	Rye.	Oats.
368						1						355	62	2	131			
369												2130	168		344			94
370												3735	193	8	329			141
371						3	3	1				1424½	208	9	101			325
372								1				2284	135	49	126			159
373												3450	143½	28	72			223
374												6205	304	138	169			515
375												2818	232	45	76			438
376				1			1			8		4510	452	41	351			462
377						14	3	4				3603	269		195			197
378												5801	462	5	410			278
379						1	1	17	3	1		2304	755	247	1140			1144
380												2158	351	15	659			372
381						2	4	4				4143	433½	100	626			955½
382												821½	270½		345			277
383												2022	174		360			175
384												2701	154		41			
385												2808	122		291			142
386												2480	171		156			110
387						2	1	6				1417	1335½	335	361			1265
388										1		11181	1126	839	1273			1189
389										2		6122	1175	1303	1278			1295
390										3	4	19018	2434	3169	2646	21		3795
391												17167	2024	1025	3399			5855
392										5	1	21939	3052½	945	3599	87		10741
393												9552	1730	199	1615	92		5351
394												6119	1421½	558	1938			4370
395												10263½	1140	798	1934	3		4084
396												4567	216	151	192			900
397												3150	219	244	29			971
398						10	4	6			15	25584½	2608½	1851	1452	3		7315

Appendix (D.)
1846.

ABSTRACT of the Returns of the Enumeration, &c.—Continued.

Appendix (D.)
1846.

	Produce raised during the last year, and estimated in Winchester Bushels.				Number of Hives of Bees kept last season.	Number of pounds of Maple Sugar made last season.	LIVE STOCK.				Number of yards of Ruled Cloth manufactured in the domestic way.	Number of yards of Linen Cloth, or other thin Cloth manufactured in the domestic way.	Number of yards of Flannel or other woollen Cloth not fulled, manufactured in the domestic way.	Number of pounds of Wool produced during the last year.	Under what Tenure such Land is held.
	Peas.	Indian Corn.	Buckwheat.	Potatoes.			Neat Cattle.	Horses.	Sheep.	Hogs.					
368				1421	450	28		60	17					54	
369				2591	380	78	1	110	44				120	337	
370				3070	250	79	13	112	43					331	
371				715		76	1	86	14					192½	
372	4			1703		67	7	77	21					130	
373				2065		56	12	60	24					146	
374	17			4707		105	43	154	70					359	
375				4484		101	12	109	41					245	
376				7538		152	22	124	135					268	
377				3840		82	15	60	48					173	
378				4734		94	13	116	78					264	
379				2655		144	44	104	110					201	
380				2385		68	20	43	69					93	
381				3287		119	41	109	156					227½	
382				1673		54	17	102	63					237	
383				1512		61	9	51	98			66		120	
384				1106		17	3	40	63					56	
385				972		26	5	23	31			32		87½	
386				1140		29	4	51	47			75		108	
387				10250		973	244	2169	804			6578½		3981½	Seigniorial
388	59			21450	1960	290	31	375	220	1081	118			1059	
389	6			23892	3550	254	37	215	304	483	15			710	
390	30		2	52771	3030	564	120	324	623	515				1029	
391	7			34588	11323	420	148	814	526	1969	1005			1881	
392	38	5		53855	2950	579	159	885	524	2105	404			2127	
393	20	60		26143	9410	270	63	560	330	1518	493			1116	
394	24			21035	300	240	93	490	299	1469	65	95		955	
395				24456		295	75	328	231	367	30	43		689	Seigniorial
396				4949		77	7	49	38					113	
397	15			5175		65	13	60	34	74			60	125	
398	130	12		36221	20410	561	117	481	353	701			59	1611	

MONTREAL:
PRINTED BY STEWART DERBISHIRE & GEORGE DESBARATS,
PRINTER TO THE QUEEN'S MOST EXCELLENT MAJESTY.

Appendix (E.)
24th March.

Appendix (E.)
24th March.

ACCOUNTS

OF THE CORPORATION OF THE TRINITY HOUSE, QUEBEC, laid before the Legislative Assembly on the 24th March, 1846, in conformity with the 20th Section of the Act 4 and 5 Victoria, Chapter 15. For the year 1845.

Dr.

The TRINITY HOUSE of QUEBEC, in Account Current with ERROL BOYD LINDSAY, Treasurer.

Cr.

1845.	Voucher.	£	s.	d.	1844.	£	s.	d.
April 24...	To paid G. Taylor's account for repairs done to the old Floating Light in 1843 ...	9	10	0	December 31... 1844.	3637	12	9
July 1...	To paid H. S. Lafleur, Water Bailiff, allowance made him by the Board ...	40	0	0	January 27... 1845.	12	0	0
do 8...	To paid Captain Bankier's account, for victualling Captain Alleyn on board the yacht, while visiting the Light Houses ...	5	15	0	March 18... 1844.	19	8	3
do 12...	To paid Montreal Bank, a Bill of Exchange for £806 16s. 11d. sterling, at 11 per cent. premium, remitted Whalley Markland, in payment of the new revolving apparatus for the Pillar Light, &c. imported, as per Invoice dated 1st May, 1845, and for premium of insurance on yacht, &c. ...	995	2	2	August 5... 1844.	2	14	6
do do...	To paid H. M. Customs, Duty on said apparatus ...	41	8	3	August 5... 1844.	96	10	0
August 20...	To paid do do on buoys and moorings, &c. imported per Royal Albert and Jane Blain ...	11	2	3	November 11... 1844.	2	7	9
September 13...	To paid the Receiver General on account of sums advanced by the Executive Government out of the Provincial Chest, for the erection of the Pillar and Biquet Light Houses, under 4 and 5 Victoria, chap. 15 ...	3000	0	0	do do...	4	9	7
October 10...	To paid H. M. Customs, Duty on sundries imported per Zealous ...	3	6	9	December 13... 1844.	1	5	0
November 8...	To paid the Montreal Bank, a Bill of Exchange for £250 stig. at 10 per cent. premium, remitted W. Markland, on account of shipments, as per Invoices dated 14th June and 20th August, 1845 ...	305	11	1	do do...	1	5	0
do 17...	To paid the Receiver General, balance of sums advanced by the Executive Government for erection of Pillar and Biquet Lights ...	3000	0	0	do do...	2	10	0
	Carried over ...	£7411	15	6	do do...	1	5	0
					By balance of account rendered this day ...	...	...	...
					By received earnings of the Anchor Hoy in 1844 ...	...	...	...
					By do from the Harbour Master, proceeds of sale of anchors and chains unclaimed, for 1844 ...	...	...	...
					By E. L. Edgley, balance due by him on account of an anchor picked up by him in 1843 ...	...	...	...
					By proceeds of chain cables and anchors, &c., picked up by the Anchor Hoy, and earnings by her in 1845 ...	...	...	...
					By received from the Master of the bark Zealous, for a tin can and 4½ galls. rape seed oil, damaged on board the said vessel ...	...	...	...
					By half fines received from the following, viz.: June 11th, from R. Demers, Steamer St. Nicholas ... do do P. Turgeon, do Dorchester ... do do Ls. Poiré, do Three Rivers ... July 22nd, do John Hré, Brig Gironde ... do 26th, do H. Milligan, Ship Jane, awarded 17th September, 1844 ... Sept. 19th, do — Eynon, Barque Albion ... do 23rd, do F. Roux ...	...	...	...
					By received from Harbour Master, proceeds of sale of unclaimed anchors and chains, per account of this date ...	...	...	...
					By balance of Cul-de-Sac Dues to 10th October, 1845, per account of this date ...	...	...	...
					By amount received on account of Provision Depots, as per account of this date ...	...	...	...
					Carried over ...	£3849	0	3

ACCOUNT CURRENT Trinity House, Quebec.—(Continued.)

Dr.

Cr.

1845.		1845.		1845.		1845.		1845.		1845.	
		Voucher.		£ s. d.		£ s. d.		£ s. d.		£ s. d.	
<i>Brought over</i>		7411	15	6	...	...	...
To paid amount of the following abstracts, viz.:		328	10	2	...	...	...	...	...
No. 1. Contingencies		423	14	2	...	...	...	...	...
" 2. Harbour Office		96	10	6	...	...	...	...	...
" 3. Buoy		702	2	11	...	...	...	...	...
" 4. Yacht		583	2	2	...	...	...	...	...
" 5. Light Ship		363	6	0	...	...	...	...	...
" 6. Anchor Hoy		91	18	1	...	...	...	...	...
" 7. Tower on east end Anticosti		46	19	11	...	...	...	...	...
" 8. Fortneuf Lights		12	12	0	...	...	...	...	...
" 9. Ste. Croix do		157	17	9	...	...	...	...	...
" 10. Pillar Light House		137	4	8	...	...	...	...	...
" 11. Green Island do		104	16	6	...	...	...	...	...
" 12. Biquet do		160	5	4	...	...	...	...	...
" 13. Point des Monts do		148	7	11	...	...	...	...	...
" 14. S.W. point Anticosti do		924	7	5	...	...	...	...	...
" 15. OH account		26	13	7	...	...	...	...	...
" 16. Stores		110	5	7	...	...	...	...	...
" 17. Interest account		1938	14	3	...	...	...	...	...
" 18. Salaries, including allowances for assistants, &c.	
To Treasurer's commission of 5 per cent. on monies by him received, from 31st Dec., 1844, to 31st., Dec., 1845		250	0	0	...	...	...	...	...
Less amount charged to Q. D. F. Fund		214	8	9	...	...	...	...	...
To balance in Treasurer's hands		6450	9	1	...	...
		35	11	3	...	...
		1969	10	8	...	...
		£15867	6	6	...	...

Errors Excepted.

QUEBEC, 31st December, 1845.

(Signed), E. B. LINDSAY,

Treasurer, T_y. H. Q.

A True Copy.

E. B. LINDSAY,

Treasurer, T_y. H. Q.

Brought over ...
By Tonnage Duty received from coasting vessels during the year 1845
do... By the following sums received from the Naval Officer, viz.:
Duties collected for quarter ended 5th January, 1845, under Act
45 George III., chapter 12 ...
do of 1d., per Act 4 and 5 Victoria, chapter 15, for same quarter
do of 2d., do
2448 2 4
766 12 10
Less amount credited in Treasurer's account of 31st December, 1844
Duties collected for quarter ended 5th July, 1845, under 45 George
III., chapter 12 ...
do of 1d., under 4 and 5 Victoria, chapter 15, for same quarter
do of 2d., do
1583 12 10
832 2 9
1664 5 6
Duties collected for quarter ended 10th October, 1845, under 45
George III., chapter 12 ...
do of 1d., under Act 4 and 5 Victoria, chapter 15, for same quarter
do of 2d., do
2223 10 11
1271 15 11
2613 11 10

£ s. d.	£ s. d.
3849 0 3	...
47 17 0	...
1081 9 6	...
4080 1 1	...
6208 18 8	...
£15867 6 6	...

Appendix (E.)

Appendix (E.)

No. 1.—Account of Contingent Disbursements attending the Trinity House during the year 1845, viz:—

24th March.		1845.		Voucher.	£. s. d.	24th March.
January	11	...	Paid Methot, Chinic & Co.'s account of Sundries for Trinity Hall and Offices in 1844	1	5 10 2	
"	27	...	Postage Account for Quarter ending 5th January instant	2	6 17 10	
"	"	...	Paid Captain Boxer's Account of Travelling Expenses to and from Montreal, where he went by order of the Board respecting the Bill before the Assembly	3	13 10 0	
"	28	...	" L. Fortin's Account for Sawing Wood, &c.	4	1 1 0	
February	6	...	" James M'Kenzie, one quarter's Rent of Hall and Offices to 1st February instant	5	31 5 0	
"	8	...	" A. Miller, amount agreed upon for keeping the Yard and Street, &c., clear of snow during the winter	6	5 0 0	
March	7	...	" Captain Boxer's Account for Travelling Expenses on his second voyage to Montreal, relating to Trinity House Bill	7	16 10 0	
"	"	...	" E. B. Lindsay, ditto ditto ditto	8	16 6 1	
"	15	...	" A. Hawkins' Account for two Plans of the City	9	0 15 0	
"	"	...	" F. Rodrigue's ditto sundry disbursements for Hall and Offices	10	1 8 2	
"	19	...	" A. Miller, extra allowance for removing snow	11	2 0 0	
"	"	...	" F. Giroux, account for Fire Wood	12	2 16 0	
April	3	...	" Chimney Sweeping to 1st May, 1845	13	1 11 6	
"	19	...	" Postage account for Quarter ended 5th instant	14	10 19 4	
"	21	...	" J. Jones, account for Coals	15	0 19 2	
"	30	...	" E. L. Montizambert's account for Law Opinion	16	2 10 0	
May	3	...	" James M'Kenzie, one quarter's Rent to 1st instant	17	31 5 0	
"	"	...	" A. Martel, for Fire Wood and Cartage	18	1 9 0	
"	6	...	" F. Rodrigue's account of sundry Disbursements	19	0 19 7	
"	10	...	" J. Harem's account for carting Ice and Rubbish from the Yard and premises	20	0 6 0	
June	11	...	" F. Rodrigue's account for sundry Disbursements	21	0 15 0	
"	18	...	" H. Jones's account, for repairing the Seal of the Corporation	22	0 2 6	
July	28	...	" Postage account for Quarter ended 5th instant	23	12 7 3	
August	6	...	" James M'Kenzie, one quarter's Rent to 1st instant	24	31 5 0	
"	20	...	" Charles Harrower, 30 cords Fire Wood at 13s.	25	19 10 0	
"	"	...	" " for piling ditto, at 7½d.	26	0 18 9	
"	"	...	" Charles Martel for carting ditto, at 2s. 6d.	27	3 15 0	
September	12	...	" Lafleur and St. Laurent's account for Wooden Frame	28	0 4 0	
"	13	...	" E. L. Montizambert's account for legal opinions	29	5 0 0	
October	2	...	" C. F. Hamel's account for Dictionnaire de l'Academie, &c. &c.	30	5 0 0	
"	15	...	" City Corporation Assessment for 1845, on rental of house occupied by Trinity House in St. Peter street	31	1 11 3	
"	"	...	" F. Rodrigue's account for sundry Disbursements	32	1 2 4	
"	27	...	" Postage account for Quarter ended 5th instant	33	14 9 10	
November	3	...	" Subscription to Official Gazette to 1st instant	34	1 0 0	
"	5	...	" James M'Kenzie, one quarter's Rent to 1st instant	35	31 5 0	
"	15	...	" Joseph Porter's account for altering Bells	36	0 10 0	
"	26	...	" Louis Blais' account for cleaning and putting up Stove Pipes and sundry Iron works, &c., and tin spouts to pipes, &c. &c.	37	3 2 7	
December	3	...	" Thomas Cary's account for Printing, Stationery, &c.	38	29 3 0	
"	16	...	" John Jones's account for Coals	39	4 10 0	
"	20	...	" H. Hemming's account for sundry Joiner Work	40	0 18 6	
"	22	...	" Jac. Delorbaez's account for ditto ditto	41	1 11 6	
"	23	...	" William Neilson's account for Printing and Advertisements	42	8 5 1	
"	"	...	" Methot, Chinic & Co.'s account for sundries	43	1 4 7	
"	24	...	" J. B. Frechette's account for Advertisements in the "Canadien"	44	12 4 9	
"	27	...	" F. Rodrigue's account for sundry Disbursements	45	0 15 5	
"	31	...	" Allowance to Registrar for making Index to Journal, and for Copying to 31st December, 1845	46	55 0 0	
					<hr/>	
					£398 10 2	

E. E.

QUEBEC, 31st December, 1845.

(Signed) E. B. LINDSAY,
Treasurer, Ty. H. Q.

A True Copy.

E. B. LINDSAY,
Treasurer, Ty. H. Q.

Appendix
(E.)

ACCOUNT of Disbursements—Trinity House, Quebec.—(Continued.)

Appendix
(E.)

24th March.

No. 2.—Account of Disbursements attending the Harbour Master's Office during the year 1845:—

24th March.

1845.			Voucher.	£.	s.	d.
January	3	...	Paid Captain Boxer, 3 months' allowance for a Clerk, to 31st ultimo...	1	12	10 0
March	8	...	" B. S. Lafleur, Water Bailiff, balance of his allowance for attending the streets leading to landing places, during the last winter ...	2	14	0 0
"	20	...	" John Armstrong, blacksmith, account for repairs to Harbour Master's Boats	3	0	5 6
April	1	...	" Captain Boxer, 3 months' allowance for Clerk to the 30th ultimo	4	12	10 0
"	19	...	" P. W. Hartigan's account, for painting Assistant Harbour Master's Boat	5	3	10 0
May	2	...	" Harbour Master's Boatmen	6	8	0 0
"	20	...	" Assistant do. do.	7	8	3 4
"	31	...	" F. Rodrigue's account for covers for cushions to Boats	8	0	7 0
June	2	...	" Assistant Harbour Master's Boatmen's Wages	9	13	17 2
"	"	...	" Harbour Master's do. do.	10	26	0 0
"	18	...	" Stuart Greer's account for repairing Assistant Harbour Master's Boat	11	1	13 6
"	24	...	" Jos. Decornier's account for posting Bills relating to Harbour Regulations	12	0	4 0
July	1	...	" Harbour Master's Boatmen	13	29	16 8
"	"	...	" Assistant do. do.	14	21	0 0
"	"	...	" Thomas Barry's account for sundries for Boats	15	0	5 3
"	2	...	" Captain Boxer, 3 months' allowance for a Clerk to the 30th June last...	16	12	10 0
"	11	...	" Joseph Porter's account for repairing Locks, &c.	17	0	4 9
August	1	...	" Assistant Harbour Master's Crew	18	21	0 0
"	31	...	" Harbour Master's do.	19	26	0 0
September	1	...	" Ditto do. do.	20	20	0 0
"	"	...	" Assistant H. Master's do.	21	21	0 0
"	23	...	" Robert Miller, wages as Coxswain of Harbour Master's Boat, from 1st August to 22d September inclusive	22	10	8 0
"	26	...	" J. C. Fisher's account for printing Boarding Reports	23	3	10 0
October	1	...	" Harbour Master's Boatmen	24	15	0 0
"	"	...	" Assistant do. do.	25	21	0 0
"	"	...	" Captain Boxer, 3 months' allowance for a Clerk to 30th September last	26	12	10 0
"	15	...	" James Burns, one of the Harbour Master's Crew, wages from the 1st inst. to this day	27	2	10 0
"	24	...	" John Greer's account for repairs to Boats, &c.	28	3	5 2
November	3	...	" Wages to two of the Harbour Master's Crew	29	10	0 0
"	"	...	" Assistant Harbour Master's do.	30	21	0 0
"	5	...	" Robert Davidson, one day's wages as one of the Assistant Harbour Master's Boatmen	31	0	3 4
December	2	...	" Harbour Master's Crew	32	10	0 0
"	"	...	" Assistant do. do.	33	16	0 0
"	4	...	" R. Julyan's account for sundry disbursements for Boats	34	0	8 9
"	20	...	" H. Hemming's account for sundry Works	35	0	19 6
"	23	...	" William Neilson's account for Stationery	36	2	15 0
"	"	...	" C. Brocklesby's do. for sundries for Boats	37	2	17 6
"	24	...	" James Hunt & Co.'s do. for do.	38	1	8 0
"	"	...	" Thomas Wilde, blacksmith, account for do.	39	0	18 6
"	27	...	" Thomas Cary & Co.'s do. for Stationery	40	2	10 2
"	29	...	" William Drum's account for Furniture to Harbour Boats	41	2	1 10
"	31	...	" B. S. Lafleur, his allowance for attending the Harbour Office and Landing places, &c., last season	42	25	0 0
"	"	...	" Ditto, on account of allowance for attending the Streets leading to the Landing places during the present winter	43	6	0 0
"	"	...	" M. J. Wilson's account for 1½ pair Ash Oars	44	0	11 3
				£423 14 2		

E. E.

QUEBEC, 31st December, 1845.

(Signed,) E. B. LINDSAY,

Treasurer, Ty. H. Q.

A True Copy.

E. B. LINDSAY,

Treasurer, Ty. H. Q.

ACCOUNT of Disbursements—Trinity House, Quebec.—(Continued.)

24th March.

24th March.

No. 3.—Account of Disbursements attending the Buoys during the year 1845, viz:—

1845.			Voucher.	£	s.	d.
March	15	... Paid Peter Fraser, salvage allowed him for picking up a white Buoy and Chain in the fall of 1844	1	5	0	0
May	23	... " James Reilly's account for painting Buoys	2	5	0	0
"	26	... " James Bankier, Captain Young's board while laying Buoys	3	5	0	0
"	"	... " William Smith's account for five Mooring-stones	4	3	15	0
August	11	... " C. & W. Wurtele's account for Chain and Swivels	5	18	8	3
"	13	... " J. Chassée, freight of the white Buoy from Green Island	6	1	0	0
November	7	... " James Reilly's account for painting Buoys	7	1	5	0
"	8	... " Alexis C. Després, freight of black Buoy from St. Thomas to Quebec	8	0	5	0
"	12	... " O. Blais' account for Schooner hire, for laying the black Buoy in the Traverse	9	15	0	0
December	12	... " Jac. C. Després, salvage allowed him for saving the black Buoy	10	5	0	0
"	24	... " Thomas Wildes, Blacksmith's account for sundries	11	8	3	9
"	27	... " A. Morison, Cooper's account for repairs	12	12	0	0
"	"	... " C. & W. Wurtele's account for a piece of Chain	13	10	3	7
"	30	... " Captain Young's account of disbursements in turning out Buoys and overhauling Chains and Moorings	14	0	15	6
"	31	... " John Harem's account for cartage of Buoys, &c.	15	5	14	7
				£96	10	8

E. E.

QUEBEC, 31st December, 1845.

(Signed,) E. B. LINDSAY,

Treasurer, Ty. II. Q.

A True Copy.

E. B. LINDSAY,

Treasurer, Ty. II. Q.

No. 4.—Account of Disbursements attending the Yacht UNRON during the year 1845, viz:—

1845.			Voucher.	£	s.	d.
April	12	... Paid R. Miller's account for Labor by him and others on board this vessel	1	1	14	0
"	24	... " George Taylor's account for Repairs done to this vessel in 1844	2	60	7	3
May	23	... " James Reilly's account for Painting	3	2	0	0
"	"	... " Jean Beaulieu's do. for hire of steamer "Charles Edward," towing Yacht from Taylor's Slip to Queen's Wharf, &c. &c.	4	1	5	0
June	3	... " M'Quilkin and Henry's account for Cabin stove pipe	5	0	6	0
"	11	... " Frs. Rodrigue's account for Washing	6	0	3	0
August	9	... " James Reilly's do. for Painting	7	7	0	0
October	15	... " Frs. Rodrigue's do. Washing cabin linen	8	0	4	0
November	8	... " John Greer's do. repairs to Boats	9	3	11	11
December	17	... " Shaw & Torrance Grocer's account	10	13	10	6
"	19	... " J. & J. Brown's Ship-chandler's account	11	7	9	3
"	20	... " H. Hemming, Joiner's do	12	1	6	6
"	23	... " E. Davie, Ship-carpenter's do	13	59	7	9
"	"	... " C. Brocklesby & Co. Ship-chandler's do	14	13	19	9
"	"	... " Methot, Chicic & Co.'s do	15	0	5	1
"	24	... " James Hunt & Co. Sailmaker's do	16	47	3	3
"	"	... " Thomas Wildes, Blacksmith's do	17	7	15	5
"	27	... " Thomas Andrews, Tinsmith's do	18	0	15	9
"	"	... " A. Lemoine, Notary's account for agreement with Captain Bankier for navigating this vessel	19	1	5	0
"	"	... " A. Morison, Cooper's account for this vessel	20	2	10	0
"	30	... " Captain Bankier, amount due to him per Contract for navigating this vessel	21	466	14	2
"	"	... " Captain Young's account of disbursements in superintending the repairs, and fitting out of this vessel in April last	22	0	12	6
"	31	... " Doctor James Rowley's account for medicines for this vessel	23	1	13	0
"	"	... " John Harem's account for Cartage of sails and rigging, &c.	24	1	3	10
				£702	2	11

E. E.

QUEBEC, 31st December, 1845.

(Signed,) E. B. LINDSAY,

Treasurer, Ty. H. Q.

A True Copy.

E. B. LINDSAY,

Treasurer, Ty. H. Q.

ACCOUNT of Disbursements—Trinity House, Quebec.—(Continued.)

Appendix
(E.)

Appendix
(E.)

24th March.

24th March.

No. 5.—Account of Disbursements attending the Light Ship during the year 1845, viz:—

1845.		Voucher	£	s.	d.
April 24	... Paid George Taylor's account for repairs done to this vessel in 1844	1	3	13	0
.. 30	... " Her Majesty's Custom's, Fees for admeasurement of this vessel	2	2	7	11
May 2	... " J. Thibodeau's account for boat hire, for Harbour Master going on board this vessel	3	0	4	0
.. 23	... " James Reilly for painting done to this vessel	4	5	0	0
.. "	... " Jean Beaulien's account for hire of Steamer "Charles Edward," towing Light Ship from Taylor's Slip to Queen's Wharf, &c.	5	1	5	0
June 3	... " M'Quilkin & Henry's account for Hawse Pipes, Cleats, &c.	6	5	5	9
August 11	... " C. & W. Wurtele's account for an Anchor	7	41	18	6
.. "	... " do do for a piece of Chain	8	3	18	11
.. 19	... " John Munn's account for Copper Dross	9	7	0	0
September 12	... " Lafleur & St. Laurent's account for a Mattrass and Pillow for this vessel	10	3	10	0
October 15	... " C. E. Levey & Co's. account for a Chain Cable for do	11	49	10	0
December 5	... " Captain Richardson, amount due him per contract for navigating this vessel during the last season	12	300	0	0
" 17	... " John Musson's account for Medicines	13	1	0	2
" "	... " John Richardson's do of disbursements in conveying Anchor, &c. to Point Levy	14	1	2	0
" 23	... " E. Davie's account for repairs to this vessel	15	110	5	11
" "	... " C. Brocklesby & Co's. account for sundries	16	19	18	9
" "	... " Methot, Clinic & Co's. do do	17	4	0	6
" 24	... " James Hunt & Co's. do do	18	1	13	0
" "	... " Thomas Wildes' do Blacksmith work	19	9	6	8
" 27	... " Thomas Andrews, Tinsmith's account for sundries	20	1	3	0
" "	... " A. Lemoine, Notary's account for agreement with Captain Richardson for navigating this vessel	21	1	5	0
" 27	... " A. Morison, Cooper's account	22	4	5	0
" 29	... " Julien Chabot, freight of oil and sails from Point Levy	23	0	10	0
" 30	... " Captain Young's account for disbursements in superintending the repairs and fitting out this vessel at Point Levy, in April last	24	0	9	0
" 31	... " John Harem's account, cartage of sundries	25	4	10	1
			£583	2	2

E. E.

QUEBEC, 31st December, 1845.

(Signed) E. B. LINDSAY,
Treasurer, Ty. II. Q.

A True Copy.

E. B. LINDSAY,
Treasurer, Ty. II. Q.

No. 6.—Account of Disbursements attending the Anchor Hoy during the season of 1845.

1845.		Voucher.	£	s.	d.
February 6	... Paid R. Miller, 3 months' Salary as Master of this vessel, to the 1st February, instant	1	5	0	0
April 24	... " George Taylor, for converting the Floating Light Ship 'Brilliant' into an Anchor Hoy	2	250	0	0
May 2	... " R. Miller, 3 months' wages as Master of this vessel, to the 30th April last	3	5	0	0
.. 6	... " James Reilly's account for Painting the cabins of this vessel	4	5	0	0
June 26	... " Oliver Begin's do for towing this vessel from Taylor's Slip to the Cul-de-Sac	5	1	5	0
July 18	... " Thomas Tweddell's account for dressing and filing six shaves	6	2	4	0
" 31	... " Robert Miller, 3 months' Salary as Master of this vessel, to this date	7	5	0	0
September 22	... " Glass & Co., account for Biscuit	8	0	19	6
" 23	... " R. Miller, his wages as Master of this vessel, to 22nd instant	9	2	17	7
October 24	... " John Greer's account for a dingy and oars, &c.	10	6	10	0
November 12	... " T. Collins, labour on board this vessel	11	1	0	0
" "	... " Thomas Barry and others, for do	12	4	15	0
" "	... " Croker & Son's account for beef for the Crew	13	0	12	4
December 20	... " H. Hemming's do for putting up state-room	14	2	0	0
" 23	... " E. Davie, Ship-carpenter's account for repairs	15	44	19	4
" "	... " C. Brocklesby & Co's. account for sundries	16	17	12	0
" 24	... " James Hunt & Co's. do do	17	1	0	8
" "	... " Thomas Wildes' account, Blacksmith's work	18	3	4	1
" "	... " Robert Clarke's do water-casks	19	1	6	0
" 31	... " H. Baldwin's do blocks	20	2	2	0
" "	... " John Harem's do cartage of sundries	21	0	18	6
			£363	6	0

E. E.

QUEBEC, 31st December, 1845.

(Signed) E. B. LINDSAY,
Treasurer, Ty. H. Q.

A True Copy.

E. B. LINDSAY,
Treasurer, Ty. H. Q.

Appendix
(E.)

ACCOUNT of Disbursements—Trinity House, Quebec.—(Continued.)

Appendix
(E.)

24th March.

24th March.

No. 7.—Account of Disbursements attending the Tower on the East end of Anticosti, during the year 1845, viz:—

1845.		Voucher.	£.	s.	d.
February 8	... Paid William Bradley, his allowance as Keeper, including wages to an Assistant for twelve months ended 30th September, 1845	1	86	0	0
November 26	... " Louis Blais, Blacksmith's account for stove pipes	2	0	12	8
December 23	... " Lowndes and Patton's account for deals and boards	3	2	0	0
"	... " C. Brocklesby & Co., account for sundries	4	0	6	11
"	... " Methot, Clinic & Co., do for do	5	2	18	6
"	... " Fras. Defoy's do for a stove	6	3	0	0
			£94	18	1

E. E.

QUEBEC, 31st December, 1845.

(Signed,) E. B. LINDSAY,
Treasurer, Ty. H. Q.

A True Copy.

E. B. LINDSAY,
Treasurer, Ty. H. Q.

No. 8.—Account of Disbursements attending the Portneuf Lights during the year 1845.

1845.		Voucher.	£.	s.	d.
March 13	... Paid A. Collette, Keeper, balance of Salary to 31st December, 1844	1	6	10	0
" 15	... " A. Collette, his account for fuel, soap, and candles for this Light	2	3	11	6
April 16	... " P. Langlois 12 months rent of Upper Light to the 1st January last	3	0	15	0
July 25	... " F. X. Germain, rent for the year 1844, of the ground on which the Upper Light is erected at Portneuf, and of the road leading thereto	4	1	7	6
October 15	... " Frs. Rodrigue, Freight of empty casks, &c.	5	0	1	9
December 19	... " Ant. Collette, Keeper, 12 months Salary to 31st December instant	6	30	0	0
"	... " Ditto, account for fuel and freight of oil, &c.	7	1	13	8
"	... " Frs. X. Germain, ground rent of the Upper Light for the year 1845	8	1	7	6
" 23	... " C. Brocklesby & Co.'s account of sundries	9	1	9	6
" 31	... " John Harem's account for Cartage of empty casks and oil	10	0	3	6
			£46	19	11

E. E.

QUEBEC, 31st December, 1845.

(Signed,) E. B. LINDSAY,
Treasurer, Ty. H. Q.

A True Copy.

E. B. LINDSAY,
Treasurer, Ty. H. Q.

No. 9.—Account of Disbursements attending the Ste. Croix Light during the season of 1845.

1845.		Voucher.	£.	s.	d.
December 19	... Paid Louis Durocher, his wages as Keeper of this Light, from 23d April to 29th November, 1845, at 35s. per month	1	12	12	0

E. E.

QUEBEC, 31st December 1845.

(Signed,) E. B. LINDSAY,
Treasurer, Ty. H. Q.

A True Copy.

E. B. LINDSAY,
Treasurer, Ty. H. Q.

Appendix
(E.)

ACCOUNT of Disbursements—Trinity House, Quebec.—(Continued.)

Appendix
(E.)

24th March.

No. 10.—Account of Disbursements attending the Pillar Light House during the year 1845, viz:—

24th March.

1845.			Voucher.	£.	s.	d.
April	21	... Paid Antoine Noel's account for a boat ...	1	11	1	0
May	23	... " James Reilly's account for painting a boat for this light ...	2	1	0	0
August	5	... " Charles Julyan's account for sundries ...	3	8	8	10
"	11	... " Antoine Noel's do for a second boat ...	4	9	15	0
September	17	... " Thomas Tweddell's do for sundry iron works for lantern ...	5	18	11	6
"	29	... " William Smith, builder, account for repairs done to the tower and lantern	6	86	10	0
December	23	... " C. Brocklesby, account for sundries ...	7	4	14	5
"	"	... " Methot, Clinic & Co., do do ...	8	1	13	7
"	24	... " James Hunt & Co., do do ...	9	7	12	0
"	"	... " Thomas Wildes, do blacksmith's work ...	10	3	8	9
"	27	... " C. & W. Wurtele, do chains ...	11	3	7	4
"	"	... " ditto do do ...	12	0	15	8
"	31	... " John Harem's do cartage of chains, oil, &c. ...	13	0	4	6
"	"	... " John Kane, account for lead for lantern stanchions ...	14	0	15	2
				£157	17	9

E. E.

QUEBEC, 31st December, 1845.

(Signed) E. B. LINDSAY,
Treasurer, Ty. II. Q.

A True Copy.

E. B. LINDSAY,
Treasurer, Ty. H. Q.

No. 11.—Account of Disbursements attending the Green Island Light House during the year 1845, viz:—

1845.			Voucher.	£.	s.	d.
July	12	... Paid J. H. Monier's account for a wheelbarrow ...	1	1	0	0
August	11	... " Jean Aubé's do six dozen waxed wicks ...	2	0	1	3
"	19	... " John Jones' do three chaldron coals ...	3	4	10	0
September	13	... " R. N. Lindsay's do of disbursements for repairs done by order of the Board to the Keeper's house and premises ...	4	37	8	1
October	21	... " Oliver Maclure's account for 374 gallons (imperial measure) of bright porpoise oil, at 4s. 6d. ...	5	74	16	0
"	22	... " John Greer, account for a dingy and Oars, &c. ...	6	6	10	0
November	26	... " Louis Blais, do for stovepipes ...	7	0	10	11
December	23	... " C. Brocklesby & Co., ship-chandlers, do for sundries... ..	8	2	4	4
"	"	... " Methot, Clinic & Co., do for sundries ...	9	6	1	11
"	"	... " Frs. Defoy's account for three stove stands ...	10	1	10	0
"	"	... " James Hunt & Co., sailmakers, account for sundries ...	11	1	2	6
"	"	... " John Harem's account for cartage of coals, &c. ...	12	0	7	6
"	"	... " John Kane's do for one set of oil measures... ..	13	1	2	2
				£137	4	8

E. E.

QUEBEC, 31st December, 1845.

(Signed) E. B. LINDSAY,
Treasurer, Ty. H. Q.

A True Copy.

E. B. LINDSAY,
Treasurer, Ty. H. Q.

ACCOUNT of Disbursements—Trinity House, Quebec.—(Continued.)

24th March.

24th March.

No. 12.—Account of Disbursements attending the Biquet Light House during the year 1845.

1845.			Voucher.	£ s. d.
January	8	... Paid J. E. Hammond, Keeper, the Gunner's board from the 9th August to 31st December, 1844, at £25 per annum	1	9 16 11
"	"	... do do his account of sundries for the Light House	2	8 16 0
March	15	... Robert Sampson, account for repairing gun-lock	3	0 2 6
"	25	... William Withworth's account for attending the conveying of stores and ammunition	4	0 12 6
July	9	... J. E. Hammond's account for sundries	5	2 10 6
"	"	... James Mitchell, balance of his salary as Gunner, to the 30th June, 1845	6	15 0 0
August	16	... Jos. Parant's account for repairing a gun-lock	7	0 6 0
"	19	... John Jones' do for a chaldron of coals	8	1 10 0
September	9	... H. Porter's do do do	9	1 7 6
October	25	... John Smith's do for freight of 4 casks of oil sent to this Light in April last	10	6 0 0
November	26	... Louis Blais, Blacksmith, account for chimney fronts	11	0 16 6
December	22	... Jac Delorhaez, account for sundry joiner's work	12	12 17 7
"	23	... C. Brocklesby & Co's. account for sundries	13	2 17 7
"	"	... Methot, Clinic & Co's. do do	14	12 18 1
"	24	... Thomas Wildes, Blacksmith, do do	15	1 8 2
"	29	... J. E. Hammond's account for flannel for cartridges	16	3 8 10
"	"	... do 9 months' board James to Mitchell, Gunner, to 30th September last	17	18 15 0
"	"	... John Kane, Tinsmith's account of sundries	18	3 15 4
"	31	... Dr. John Rowley's account for medicines	19	0 15 0
"	"	... John Harem's account of cartage for sundries for the Light	20	1 2 6
				£104 16 6

E. E.

QUEBEC, 31st December, 1845.

(Signed,) E. B. LINDSAY,
Treasurer, Ty. H. Q.

A True Copy.

E. B. LINDSAY,
Treasurer, Ty. H. Q.

No. 13.—Account of Disbursements attending the Point des Monts Light House during the year 1845, viz:—

1845.			Voucher.	£ s. d.
September	9	... Paid H. Porter's account for one chaldron of coals	1	1 7 6
"	13	... Ed. Glackemeyer's do for 150 bundles of hay	2	3 0 0
"	"	... Captain Bankier's do for victualling Wm. Smith and his workmen on their way to and from this Light	3	5 0 0
"	29	... William Smith, do for repairs to this Light	4	126 10 0
November	26	... Louis Blais, blacksmith, do for stove pipes	5	0 10 0
December	23	... Lowndes & Patton, account for deals and boards	6	5 17 6
"	"	... C. Brocklesby & Co., do for sundries	7	0 13 4
"	"	... Methot, Clinic & Co., do for do	8	8 5 5
"	24	... Thomas Wildes, blacksmith, do for do	9	1 5 0
"	27	... A. Morison, cooper's account	10	2 14 11
"	"	... C. & W. Wurtele's do for a piece of chain	11	3 5 0
"	31	... John Harem's do for cartage of sundries	12	0 16 2
"	"	... John Kane, tinsmith, do for sundries	13	1 0 6
				£160 5 4

E. E.

QUEBEC, 31st December, 1845.

(Signed,) E. B. LINDSAY,
Treasurer, Ty. H. Q.

A True Copy.

E. B. LINDSAY,
Treasurer, Ty. H. Q.

Appendix
(E.)

Account of Disbursements—Trinity House, Quebec.—(Continued.)

Appendix
(E.)

24th March.

24th March.

No. 14.—Account of Disbursements attending the Light House on the South West Point of Anticosti, during the year 1845, viz:—

1845.			Voucher.	£.	s.	d.
July	8	... Paid Captain Bankier's account for victualling William Smith, builder, on his way down to this lighthouse	1	2	5	0
"	"	... " Ditto for victualling Mr. Smith's workmen going to repair the tower	2	4	0	0
August	11	... " David Thomas, account for a harness for a horse at this station	3	2	15	0
"	19	... " John Jones, account for a chaldron of coals	4	1	10	0
September	9	... " H. Porter's account for do	5	1	7	6
"	19	... " Ed. Glackemeyer's account for 300 bundles of hay	6	6	15	0
"	29	... " William Smith, builder, account for repairs to this Light	7	88	14	0
November	26	... " Louis Blais, blacksmith, account for stove pipes	8	1	3	8
December	23	... " C. Brocklesby & Co., ship-chandler's account for sundries	9	1	18	4
"	"	... " Methot, Chicic & Co., account for sundries	10	6	4	5
"	"	... " Frs. Defoy's account for stoves, &c.	11	9	0	0
"	24	... " James Hunt & Co., sailmakers' account for sundries	12	5	11	6
"	"	... " Thomas Wildes, blacksmith, account of sundries	13	0	11	8
"	27	... " A. Morison, account for pressing hay	14	5	5	0
"	31	... " Dr. John Rowley's account for medicines for this Light	15	7	11	0
"	"	... " John Harem's account for cartage of oil, hay, &c....	16	0	15	10
"	"	... " John Kane's account for 2 chimney tops	17	8	0	0
				£148	7	11

E. E.

QUEBEC, 31st December, 1845.

(Signed,) E. B. LINDSAY.

Treasurer, Ty. H. Q.

A True Copy.

E. B. LINDSAY,

Treasurer, Ty. H. Q.

No. 15.—Account of Disbursements attending the Oil Department during the year 1845, viz:—

1845.			Voucher.	£.	s.	d.
May	26	... Paid William Smith's account for repairs to oil vault	1	6	10	0
September	11	... " LeMesurier, Routh & Co. for 1000 gallons (Imperial) sperm oil, at 7s.	2	350	0	0
"	20	... " do do 116 do common measure, 6s. 9d.	3	39	3	0
November	8	... " do do 431 do do do	4	145	9	3
"	26	... " H. J. Noad & Co. for 1051 gallons sperm oil, common measure, at 6s. 9d.	5	354	14	4
December	3	... " Thomas Cary & Co. for advertizing for tenders for oil, in the Mercury	6	0	15	2
"	23	... " William Neilson's account for do do in Gazette	7	0	9	4
"	27	... " A. Morison's account for cooperage, &c.	8	23	15	6
"	31	... " John Harem's account for cartage of oil, &c.	9	8	10	10
				£924	7	5

E. E.

QUEBEC, 31st December, 1845.

(Signed,) E. B. LINDSAY,

Treasurer, Ty. H. Q.

A True Copy.

E. B. LINDSAY,

Treasurer, Ty. H. Q.

Appendix
(E.)

ACCOUNT OF DISBURSEMENTS—Trinity House, Quebec.—(Continued.)

Appendix
(E.)

24th March.

24th March.

No. 16.—Account for Stores in 1845, viz:—

1845.			Voucher.	£.	s.	d.
January	23	... Paid R. Miller's account for removal of stores from Arnold's store to Trinity House vaults ...	1	0	13	0
February	7	... " George Arnold, one quarter's rent of store to 1st inst. ...	2	7	10	0
March	25	... " R. Miller's account for labour in removing stores from Arnold's premises to Trinity Hall vaults ...	3	1	4	0
May	3	... " George Arnold, one quarter's rent of store to 1st instant ...	4	7	10	0
July	28	... " J. J. Lowndes, account for deals used in vaults ...	5	0	8	10
December	20	... " H. Hemming's account for one iron pump handle ...	6	0	5	6
"	"	... " George Garth's account for cotton wicks ...	7	8	0	0
"	30	... " Montreal & Quebec Steamboat Company, freight of do ...	8	0	1	8
"	29	... " John Kane's account for tin oil pumps ...	9	1	1	0
				£26	13	7

E. E.

QUEBEC, 31st December, 1845.

(Signed,) E. B. LINDSAY,
Treasurer, Ty. H. Q.

A True Copy.

E. B. LINDSAY,
Treasurer, Ty. H. Q.

No. 17.—Account of Monies paid for Interest during the year 1845, on sums borrowed by the Trinity House of Quebec, viz:—

1845.		Voucher.	£.	s.	d.
	Paid R. Burke's estate, 1 year's interest on £200 to 15th December, 1844, at 6 per cent. ...	1	12	0	0
	" S. Scott's estate on £500 to 30th September, 1845, at 6 per cent. ...	2	30	0	0
	" George Taylor, 1 year's interest on £688 to 1st October, 1844, at 6 per ct. ...	3	38	5	7
	" Josephite Gueront, 1 year's interest on £500 to 15th December, 1845 ...	4	30	0	0
			£110	5	7

E. E.

QUEBEC, 31st December, 1845.

(Signed,) E. B. LINDSAY,
Treasurer, Ty. H. Q.

A True Copy.

E. B. LINDSAY,
Treasurer, Ty. H. Q.

No. 18.—Account of Salaries and Pensions paid to the Officers of the Trinity House of Quebec, between the 31st December, 1844, and 31st December, 1845.

			£.	s.	d.
To Honorable J. Stewart,	12 months' salary as Master, to 30th September, 1845	...	250	0	0
To E. B. Lindsay,	do as Clerk and Registrar, to do	...	150	0	0
To E. Boxer,	do as Harbour Master, to do	...	177	15	6
To Robert Julyan,	do as Assistant Harbour Master, to do	...	111	2	2
To Robert Young,	do as Superintendent of Pilots, to do	...	166	13	4
To R. N. Lindsay,	do as Keeper of Green Island Light House, and allowance to an Assistant, to do	...	125	0	0
To Edward Pope,	do as Keeper of the S.W. point of Anticosti Light House, including allowance to two Assistants, and for provision money, viz: Provision money from the 1st, and salary from the 30th September, 1844, to do	...	204	3	4
To Charles Julyan,	as ditto of the Pillar Light, including allowance for fuel and water, and for an Assistant to do	...	140	0	0
Carried over			£1924	14	4

ACCOUNTS OF THE CORPORATION OF THE TRINITY HOUSE, MONTREAL, laid before the Legislative Assembly on the 1st April, 1846. For the year 1845.

The TREASURER of the TRINITY HOUSE, MONTREAL, in Account Current with Her Majesty's Government.
(General Disbursement Accounts.)

1845.	Dr.	Voucher.	£	s.	d.	£	s.	d.
January 9	To paid Louis Parent for trees as landmarks	1	...	...	...	3	0	0
" 10	" J. Griffith, paint, oil, glass, &c.	2	...	...	...	11	14	0
" 11	" W. Dunn, Light Keeper	3	...	...	...	35	1	8
" 14	" J. E. Lanouette, do	4	...	...	...	6	16	9
" 14	" Treasurer, sundries	5	...	...	...	12	0	6
" 15	" G. Garth, lamp wicks, &c.	6	...	...	...	12	5	0
" 17	" Francis Mullins, naval stores...	7	...	...	...	15	11	9
" 17	" G. Savage & Son, lamps, &c.	8	...	...	...	4	8	0
" 24	" Lovell & Gibson, printing	9	...	...	...	23	17	6
" 25	" Treasurer, assisting drawing up new Act	10	...	...	...	20	0	0
" 25	" G. Chevretils, Richelieu Lights	11	...	...	...	86	17	8
" 25	" Receiver-General, fines and penalties, 1844...	...	...	...	...	0	18	0
February 7	" John Molson, one quarter's rent	12	...	...	...	15	0	0
" 8	" J. Asselin, tinsmith	13	...	...	...	1	19	4
" 14	" Paul Manuel, Light Keeper	14	...	...	...	12	7	0
" 15	" William Rodden, stove and pipes	15	...	...	...	1	5	8
" 18	" Treasurer, sundries	16	...	...	...	6	11	0
" 18	" Armour & Ramsay, stationery	17	...	...	...	6	2	9
March 6	" Heirs Lanouidière, rent of light house	18	...	...	...	7	10	0
" 6	" A. Villiard, rent of Isle Raisin	19	...	...	...	2	0	0
" 12	" Treasurer, sundries	20	...	...	...	9	17	3
" 13	" Steam Boat Company, Freight of oil, &c.	21	...	...	...	11	17	11
April 12	" Times newspaper, advertizing	22	...	...	...	4	14	0
" 30	" Treasurer, sundries	23	...	...	...	13	3	5
May 1	" John Molson, rent of premises	24	...	...	...	15	0	0
" 7	" E. D. Merritt, repairs of Light vessels...	25	...	...	...	30	13	5
" 14	" P. M'Nie, wood, salt, &c.	26	...	...	...	15	0	9
" 16	" Shaw & Torrance, sperm oil	27	...	...	...	31	16	0
" 24	" D. & J. M'Carthy, repairs of Light vessels, &c.	28	...	...	...	5	9	4
" 24	" Lovell & Gibson, printing	29	...	...	...	12	5	6
" 27	To amount of Poundage for quarter ending 5th October, 1844, credited this account, instead of Decayed Pilots Fund, January 12th, 1844	...	67	9	7			
	To do do quarter ending 5th January, 1844, credited this account, instead of do do do	...	37	0	7			
	Off, the Treasurer's Commission, 2½ per cent	...	104	10	2			
		...	2	12	3			
June 3	To paid W. Morrison one month's wages ending 23d May	30	...	...	...	5	0	0
" 21	" Lachapelle & Rivet one month's do do 22d do	31	...	...	...	2	10	0
" 23	" David Steel, carpenter's work	32	...	...	...	6	8	3
" 28	" Treasurer, sundries	33	...	...	...	13	16	9
" 28	" G. Chevretils, salary and disbursements	33	...	...	...	33	19	0
July 1	" Harbour Master, disbursements	34	...	...	...	27	18	0
" 16	" W. Dunn, disbursements and replacing a buoy	35	...	...	...	2	5	0
" 25	" Sundry Light Keepers, wages	36	...	...	...	69	11	8
" 26	" Fongeres & Marchand do	37	...	...	...	7	10	0
" 28	" Rivet & Lachapelle...	38	...	...	...	5	0	0
" 31	" P. Montplaisir	39	...	...	...	7	10	0
August 2	" John Molson, rent of premises	40	...	...	...	20	0	0
" 5	" P. Manuel, wages as Light Keeper	41	...	...	...	7	10	0
" 8	" E. Marcotte, do do	42	...	...	...	15	0	0
" 12	" W. Morrison, do do	43	...	...	...	10	0	0
" 29	" Wm. Dunn, do do	44	...	...	...	30	16	0
	Carried over	...	£801	16	9			

Appendix
(E.)

ACCOUNT CURRENT.—Trinity House, Montreal.—(Continued.)

Appendix
(E.)

1st April.		1845.		Voucher.		£ s. d.	1st April.	
			<i>Brought over ...</i>			801 16 9		
September	17	...	To paid J. Porteous, judgment obtained by him	45	...	8 0 8		
"	25	...	" Harbour Master, sundry disbursements	46	...	35 18 11		
October	3	...	" D. & J. M'Carthy, repairing Light houses, &c.	47	...	13 5 11		
"	8	...	" Knapp & Noad, 1041 gallons sperm oil	48	...	312 16 0		
November	3	...	" John Molson, rent and assessment	49	...	25 12 6		
"	8	...	" J. Griffith, paint, oil, glass, &c.	50	...	22 18 9		
"	"	...	" A. Smith, blacksmith work	51	...	17 7 11		
"	20	...	" E. D. Merritt, repairs to boat	52	...	5 17 6		
"	21	...	" Fougères & Marchand, Light Keepers	53	...	10 14 0		
"	"	...	" C. Chevrefils, disbursements Richelieu Lights	54	...	49 14 2		
"	26	...	" L. Maingy, wages, Light Keepers	55	...	12 10 0		
"	28	...	" P. Holland, linseed oil, and red lead	56	...	11 11 0		
"	29	...	" Treasurer, sundry disbursements	57	...	30 7 8		
December	4	...	" Gondron & Perrin, wages, Light Keepers	58	...	77 10 0		
"	6	...	" J. R. Brondson, erecting and removing light house	59	...	6 17 1		
"	12	...	" Rivet & Lachapelle, wages, Light Keepers	60	...	10 12 6		
"	16	...	" Marcotte & Caron, do do	61	...	21 0 0		
"	18	...	" Carter & Cowan, anchors, oil, &c.	62	...	216 5 3		
"	"	...	" C. Chevrefils, wages, &c. of Light Keepers	63	...	51 9 2		
"	20	...	" J. E. Lanouette, do do	64	...	13 14 8		
"	22	...	" W. Dunn, do do	65	...	30 10 10		
"	"	...	" W. Morrison, do do	66	...	27 18 6		
"	23	...	" F. Mullins, naval stores, &c.	67	...	2 15 7		
"	26	...	" P. Montplaisir, wages, Light Keeper	68	...	13 10 0		
"	29	...	" F. Marcotte, do do	69	...	23 3 4		
"	30	...	" Treasurer, sundries	...	...	22 16 10		
						£1877 15 6		
		1845.	<i>Cr.</i>	£ s. d.	£ s. d.	£ s. d.		
January	1	...	By Balance this day in Treasurer's hands	...	0 10 2			
"	9	...	" Amount this day received from naval officer, tonnage...	58 17 4				
"	17	...	" do do being duties under 4 & 5 Vic. ch. 59	313 5 5				
"	"	...	" Fine, case Rayside v. Renaud	0 5 0				
"	22	...	" do case do v. Brouillet	0 2 6				
"	"	...	" do case do v. Martin	0 2 6				
May	16	...	" Warrant from Receiver-General	500 0 0				
"	17	...	" Fine, Rayside v. St. Louis	1 5 0				
July	30	...	" Amount received from naval officer, under 4 & 5 Vic. cap. 5	72 9 10				
September	12	...	" Fine, Rayside v. J. H. Abram	0 1 0				
"	26	...	" Warrant from Receiver-General	500 0 0				
November	3	...	" Amount received from naval officer	77 17 1				
December	16	...	" Warrant from Receiver-General	500 0 0				
				2024 5 8				
				50 12 1				
					1973 13 7			
"	31	...	To Balance in Treasurer's hands	...	...	96 8 3		
						£1974 3 9	£1974 3 9	
		1846.						
January	1	...	By Balance in Treasurer's hands this day, brought down	...	...	£96 8 3		

E. E.

MONTREAL, 1st January, 1846.

JAMES HOLMES,

Treasurer, Ty. H. M.

MONTREAL DECAYED PILOT FUND in account with the Treasurer of the Trinity House, Montreal.

1845.		Dr.	Voucher.	£ s. d.
January	2	To paid Widow Lacoursière, pension to the 1st instant, one year	1	2 10 0
"	4	Widow Godin, do to 1st February proximo, one year	2	2 10 0
"	15	Joseph Pleau, do to 1st instant	3	5 0 0
February	1	Widow Raymond, do do	4	3 0 0
"	3	Widow Sans Souci, do do	5	1 10 0
"	7	Widow Lapierre, do do	6	1 10 0
"	11	J. B. Gauthier, do do	7	1 5 0
"	"	Joseph Morin, do do		3 0 0
"	22	Widow Bellecour, do do	8	3 0 0
"	28	Pierre Pagé, do do	9	4 10 0
May	2	Widow Denis, do do	10	1 10 0
"	3	Widow Sans Souci, do do	11	1 10 0
"	"	Widow Raymond, do do	12	3 0 0
"	8	Widow Bellecour, do do	13	3 0 0
"	15	J. B. Gauthier, do do	14	4 5 0
"	"	Joseph Morin, do do		3 0 0
"	31	Widow Pompelon, do do	15	3 0 0
"	"	Widow Dussault, do do		3 0 0
		Dr. Holmes, investment in mortgage	...	600 0 0
June	9	Widow Marchand, six months' pension to 1st May	16	4 10 0
July	31	Widow Mirand, do do do	17	1 10 0
August	2	Widow Raymond, do do 1st August	18	3 0 0
"	4	Widow Sans Souci, do do	19	1 10 0
"	"	Widow Denis, do do	20	1 10 0
"	"	Widow Bellecour, do do	21	3 0 0
"	8	Joseph Morin, do do	22	3 0 0
"	"	J. B. Gauthier, do do		1 5 0
"	13	P. Pagé, do do	23	4 10 0
		Road Debentures, No. 13, in Montreal Bank	...	100 0 0
September	4	Antoine Belisle, pension to 1st August...	24	3 0 0
"	23	Widow Limeux, do to death	25	3 17 6
November	1	Widow Denis, do to 1st November	26	1 10 0
"	3	Widow Sans Souci, do do	27	1 10 0
"	"	Widow Raymond, do do	28	3 0 0
"	7	Widow Marchand, do do six months	29	4 10 0
"	"	Antoine Belisle, do to 1st instant	30	3 0 0
"	8	Joseph Morin, do to 1st August	31	3 0 0
"	"	J. B. Gauthier, do do		1 5 0
"	15	Widow Bellecour, do do 3 months	32	3 0 0
"	"	Widow Pompelon, do do 3 months	33	3 0 0
"	"	Widow Dussault, do do 3 months		6 0 0
"	22	Ditto do allowance made her for loss by Fire	34	5 0 0
December	24	Widow Mayrand, pension to 1st November, 6 months	35	1 10 0
				£810 17 6

1845.		Cr.	£. s. d.	£. s. d.
January	1	By Amount in Treasurer's hands this day	...	244 17 3
"	"	Harbour Debentures in Montreal Bank	...	300 0 0
"	9	Amount received from naval officer this day, being poundage to 5th January	61 13 10	
"	10	Interest on Harbour Debentures	5 0 0	
"	"	Amount received from naval officer, 12th January, 1844, as poundage on quarters ending 5th October, 1843, and 5th January, 1844. Credited General account instead of this account	£67 9 7 37 0 7	
			104 10 2	
May	29	Interest on £300 Harbour Debentures, to 31st May, (Debentures from Dr. Holmes)	5 18 4	
Carried over			£177 2 4	544 17 3
				810 17 6

Appendix
(E.)

Montreal Decayed Pilot Fund.—(Continued.)

Appendix
(E.)

1st April.

1845.			£. s. d.	£ s. d.	£ s. d.
		<i>Brought over</i>	177 2 4	544 17 3	810 17 6
July	30	By Amount received from naval officer under 45 Geo. 3, cap. 12	68 3 6		
November	3	“ Amount received from naval officer	76 1 6		
		“ Treasurer’s Commission, 2½ per cent’	316 7 4 7 18 1	544 17 3 308 9 3	
December	31	To Balance in Treasurer’s hands... ..	... ..	... ..	42 9 0
				£853 6 6	853 6 6
1845.					
December	31	By Balance in Treasurer’s hands this day ... ..	... ..	... ..	£42 9 0

1st April.

E. E.

MONTREAL, 1st January, 1846.

JAMES HOLMES,

Registrar and Treasurer.

MEMORANDUM OF FUNDS.

Mortgage on Dr. Holmes’ Property	£ s. d.
Harbour Debenture, No. 13	600 0 0
Cash on hand, as above	100 0 0
	42 9 0
	£742 9 0

R E P O R T

OF THE
COMMISSIONERS APPOINTED TO ENQUIRE INTO THE AFFAIRS
OF THE
POST OFFICE IN BRITISH NORTH AMERICA.

Letter of Appointment of Commissioners, dated 26th October, 1840.

Report of the Commissioners, dated 31st December, 1841.

Letter from the Chief Secretary to Messrs. Dowling and Davidson, two of the Commissioners, transmitting the Protest of Mr. Stayner, Deputy Post Master General, and one of the Commissioners, dated 20th April, 1842.

Letter from Mr. Dowling to the Chief Secretary, returning Protest, with Remarks, dated 3rd May, 1842.

Letter from Mr. Davidson to the Chief Secretary, on Protest, &c., dated 12th May, 1842.

Protest of Mr. Stayner, with Remarks by Mr. Dowling.

Letter of Appointment of Commissioners.

GOVERNMENT HOUSE,
Montreal, 26th October, 1840.

GENTLEMEN,

I am commanded by the Governor General to inform you that His Excellency has been pleased to appoint you to be Commissioners to enquire into the present administration of the Post Office within the Province of British North America.

It is not His Excellency's intention in notifying to you this appointment, to embarrass your discretion as to the extent of your inquiry or the means of conducting it, by instructions pointing out minutely the course you are to pursue. You will understand that the object of Her Majesty's Government is to ascertain whether any and what alterations can be made to promote the efficiency of the Post Office Establishment, and to advance the convenience of the public. The reduction of postage, lately effected upon all letters from and to the United Kingdom, seems already to have provided for that branch of the subject; but the end to be obtained, in the Post Office arrangement for these Provinces as regards the transmission of letters within them, should be to afford such a reduction of charges, together with such augmentation of convenience, as may be found possible consistently with security, that the revenue raised shall suffice to defray all expenses incurred.

Much also may remain to be done even with respect to the communication with the United Kingdom, apart from the mere charges for letters, and you will therefore embrace in your inquiry every matter connected with Post Office communication in these Provinces which appears of importance,—the number and situation of existing offices and the necessity for new establishments,—the improvement of internal communications whether by land or water,—the rates of inland postage,—the expense of the different lines as compared with the revenue, and the manner in which that expense is defrayed,—the emoluments of the different Officers of the Department, whether arising from fixed salary, from agency, or from perquisites,—and the means of facilitating communication between the respective Provinces and the United States. To all these, and to any other points which may appear to you of importance, your attention will of course be directed.

To assist you in the conduct of your inquiry the Governor General has been pleased to appoint Mr. C. Dunkin to be your Secretary, and you will consider yourselves authorized to require from all officers of the Government, and more especially from all Post Masters or other individuals engaged in the several Post Offices, such information or documents as may appear to you necessary. You will also be at liberty, should you think it expedient, to summon before you any of the servants of the Post Office whose evidence you may desire to receive *vivâ voce*; but in using this authority you will of course endeavour to interfere as little as possible with the conduct of the public business.

In respect to the other Provinces of British North America you will probably be able to obtain, by correspondence with the Post Masters and other officers of the Government, all the particulars necessary for your inquiry. The Lieutenant Governors have already received from the Secretary of State instructions to transmit to the Governor General such information on this subject as they may be able to afford; and the Despatches which have in consequence been received from them will be laid before you at once. Should it appear to you at any time necessary to invoke the interference of the Governor General to obtain any additional information from public officers, whether in this or the neighbouring Provinces, His Excellency will be ready to attend to any representation which you may make to him.

You will probably find it expedient to apply to some of those engaged most exclusively in commerce for particulars relating to your inquiry. In that case His Excellency feels confident that you will receive from them all the attention which the importance of the subject demands.

When you shall have completed your inquiry, you will proceed to report the result to His Excellency for the consideration of Her Majesty's Government, accompanying your Report with a scheme of the measures necessary for carrying out the alterations which you may suggest.

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

(Signed,) T. W. C. MURDOCH,
Chief Secretary.

E. Dowling, Esquire,

T. A. Stayner, Esquire,

J. Davidson, Esquire.

Appendix
(F.)

Report of the Commissioners.

26th March.

To the Right Honorable Sir Charles Bagot, Knight Grand Cross of the most Honorable Military Order of the Bath, one of Her Majesty's most Honorable Privy Council, Governor General of British North America, and Captain General and Governor in Chief in and over the Provinces of Canada, Nova Scotia, New Brunswick and the Island of Prince Edward, and Vice Admiral of the same.

MAY IT PLEASE YOUR EXCELLENCY,

We who have hereunto subscribed our names and affixed our seals, having been appointed Commissioners to inquire into the administration of the Post Office within the Provinces of British North America, have the honor to certify that we have entered upon the performance of our duties with a deep sense of the importance of the trust reposed in us, and an earnest desire to be instrumental in furthering the wishes of Her Majesty's Government for the improvement of the Post Office Establishment in this part of Her Majesty's Dominions.

For collecting information and making ourselves acquainted with the opinions of the people as to the present, and their wishes as to the future, administration of the Department, almost the only course open to us was that of taking evidence by means of written correspondence.

To have procured the attendance of witnesses from all parts of a country which, in a straight line drawn from one extremity to the other, extends over more than sixteen hundred miles, was obviously impossible. We therefore prepared circular letters and series of written questions, which we addressed without distinction of classes, to all persons from whom they were likely to draw forth useful information: we addressed a second series of questions to the Proprietors, Editors and Publishers of Newspapers; a third to the heads of Civil and Military Departments; a fourth to the Post Masters touching their emoluments; and a fifth was subsequently despatched to the Post Masters for information as to the value of their franking privilege. We also requested from Mr. Stayner, the Deputy Post Master General for Canada, from Mr. Howe, the Deputy Post Master General for the Lower Provinces, and from some of the Post Masters, a variety of returns shewing the general state of the Department under their charge. These circulars and queries, together with the principal returns, and copious extracts from the correspondence, will be found in the Appendix to this Report.

The number of written communications (exclusive of returns) received by us, is upwards of 1500; a fact which not only shews that the inhabitants of these Colonies take much interest in the subject, but also enables us to report with some degree of confidence, on the state of public opinion, in regard to most of the points within the scope of our inquiry.

We shall presently have to submit a detailed statement of the actual condition of the Department, to which a short account of the rise and progress of the Post Office Establishment in these Provinces may, we hope, be advantageously prefixed. That account must necessarily be a short one; for we have to regret the absence of such documents as would enable us to furnish a more detailed history of the Department; and it will be seen that the absence of more authentic records has compelled us to copy from the Quebec Almanach of remote years, lists of the Post Offices then in existence; and that we have derived from the same source some scraps of information respecting the

number of Mails then transmitted between different places, and their gradual increase.*

A General Post Office was first established in North America by the 9th Anne, chapter 10, section 4, where amongst other things, the inland rates on letters sent by post through certain Towns in the Provinces of New England, Connecticut, New York, and Pennsylvania, were prescribed. The rates thus fixed continued until the passing of the 5th Geo. 3, chapter 25, by which Act the rates now collected in these Provinces, and in such of the West India Islands as are provided with inland Post accommodation, were established.

We have not been able to discover any record of the manner in which the administration of the Post Office in North America was conducted before the Reign of George the Third. In 1759, the year of the conquest of Canada, Benjamin Franklin was Deputy Post Master General of North America. By his excellent management he appears to have extended Post accommodation in the Provinces, and to have greatly increased the revenue of the Department. It is stated in his memoirs that when he was appointed to the office the revenue collected was not enough to defray his salary of £300 a year, but ere long he was enabled to remit to the British Treasury £3000, the profit for one year. In the year 1766, Dr. Franklin was examined at the Bar of the House of Commons touching the contemplated repeal of the Stamp Act passed the year before. Being questioned as to the extent of Post Office accommodation in America, he gave the following evidence:—

“ Question. Are you not concerned in the management of the Post Office in America ?

“ Answer. Yes; I am Deputy Post Master General of North America.

“ Question. Don't you think the distribution of stamps by Post to all the inhabitants very practicable if there was no opposition ?

“ Answer. The Posts only go along the sea-coasts; they do not, except in a few cases, go back into the country, and if they did, sending for stamps by Post would occasion an expense of postage amounting in many cases to much more than the stamps themselves.

“ Question. Can you dispense the stamps by Post in Canada ?

“ Answer. There is only a Post between Quebec and Montreal. The inhabitants live so scattered and remote from each other in that vast country, that the Posts cannot be supported among them, and therefore they cannot get stamps per Post. The English Colonies, too, along the frontiers are very thinly settled.”

In the year 1774 Franklin was dismissed from office.

The first Deputy Post Master General resident in Canada was Mr. Hugh Finlay. We find by an advertisement in the Quebec Gazette, published July the 23rd, 1767, that in that year he was performing under Franklin, the duties of Post Master at Quebec. The Commission by which he was appointed Deputy Post Master General is dated 7th July, 1784, one year after the peace with America; and as it is known that the British Government did not, during the

* Previous to the appointment of the present D. P. M. G. no records were kept in the Post Office. The Documents belonging to the Department were treated as private property by each successive holder of the Office, and reserved by him or his representatives on his resignation or death.

Appendix
(F.)26th March.
First established by 9th Anne, chap. 10.

Present rates fixed by 5th Geo. III., chap. 25.

Dr. Franklin, Deputy Post Master General in 1759.

App. A., Nos. 1 and 2.

No. 3.

No. 4.

No. 5.

No. 6.

No. 7 to 11.

Sketch of History of Department in British North America.

Mr. Finlay, the first Deputy Post Master General after American Revolution, appointed in 1767.

Appendix (F.)

26th March. App. B.

State of Department in 1791.

war which broke out a few months after his dismissal, appoint any successor to Franklin, it is certain that Mr. Finlay was the first Deputy Post Master General in Canada. He is designated in the Commission as "Deputy Post Master General of His Majesty's Province of Canada," from which it would appear that the Lower Provinces were not included in his charge. An Almanack published at Quebec in the year 1791, represents the condition of the Department in that year as follows:

"Hugh Finlay, Esquire, Deputy Post Master General.

"Post Masters:—

- "Mr. E. Edwards.....Montreal, L. C.
- "Samuel Sills.....Three Rivers, L. C.
- "Louis Aimé.....Berthier, L. C.
- "Samuel Anderson.....Cornwall, U. C.
- "John Munro.....Matilda, U. C.
- "John Jones.....Augusta, U. C.
- "Peter Clarke.....Kingston, U. C.
- "Joseph Edwards.....Niagara, U. C.
- "George Leitch.....Detroit, U. C.
- "—— Mitchell.....Michilimakinac, U. C.
- "Hugh Munro.....Baie des Chaleurs, L. C."

There was a monthly Mail despatched from Falmouth for Quebec; and once a month an English Mail was despatched from Quebec, sometimes via Halifax, sometimes via New York. Between Quebec and Halifax there was in summer a Mail every fifteen days, and in winter once a month. There was a monthly Mail for the "new Establishments above Montreal;" and for the Establishments of Gaspé, the Baie des Chaleurs, etc., a Mail was despatched as occasion offered. The Couriers left Quebec and Montreal every Monday and Thursday at four o'clock in the afternoon, and reached their destination, unless prevented by the state of the roads, on Wednesdays and Saturdays.

In 1796 and 1798.

In the year 1796 and 1798 we find precisely the same number of Post Offices, and generally the same amount of Post accommodation as in 1791.

Mr. Heriot appointed Deputy Post Master General in 1800. State of Department in 1803 and 1804.

Mr. Finlay was succeeded in 1800 by Mr. George Heriot. In 1803 Upper Canada had eight Post Offices, but the Mails were not more frequent than in 1791. In 1804 there were in Lower Canada five Post Offices; in Upper Canada, nine; in Nova Scotia, six; in Cape Breton, one; in Prince Edward's Island, one; and in New Brunswick, four.

In 1807.

Mr. Wood, the Post Master at Cornwall in Upper Canada, and the oldest employé in the Post Office, thus describes the condition of the Establishment in the Upper Province in the year 1807:—"When I first took charge of the office at this place in 1807, I believe the Mail was only carried four times in the year from Quebec to Amherstburgh, and that on the back of an old Canadian pedestrian, who performed his trip once in three months. The arrival of this despatch was hailed with joy amongst the then contented and loyal inhabitants throughout the country."

Extent of Mr. Heriot's charge.

We have before us several Commissions issued by Mr. Heriot to Post Masters in Nova Scotia, in which he styles himself "Deputy Post Master General for the Provinces of Upper and Lower Canada, Nova Scotia and New Brunswick, in North America, and their dependencies." The absence of his own Commission deprives us of the power of stating by what authority he made those appointments and adopted that designation. If under that Commission the Lower Provinces belonged to his charge as well as Canada, it would appear that the connection did not

Appendix (F.)

26th March. Mr. Sutherland appointed Deputy Post Master General in 1816.

Had charge only of Canada and New Brunswick. State of Department in 1817.

last very long. We are informed that on Mr. Daniel Sutherland's appointment to succeed Mr. Heriot in the year 1816, he found Nova Scotia and Prince Edward's Island wholly withdrawn from the Canada charge; but New Brunswick still continued to form part of it, the Post Master for that Province being commissioned at Quebec, and accounting directly with the Deputy Post Master General there.

In the year 1817 Lower Canada had thirteen Post Offices; Upper Canada twelve; Nova Scotia six; New Brunswick three, and Prince Edward's Island one. In this year the Mails were running between Quebec and Montreal every day in the week except Sundays and Fridays; between Quebec and Halifax once a fortnight all the year round; between Quebec and Kingston once a week; between Kingston and Toronto once a week; between Toronto and Niagara once a week; and between Toronto and Amherstburgh once a fortnight.

In 1820.

In the year 1820 there were in Lower Canada twenty offices; in Upper Canada nineteen; in Nova Scotia six; in New Brunswick three, and in Prince Edward's Island one.

Detailed Return for Canada and New Brunswick in 1824.

Documents were fortunately discovered in the Post Office at Quebec, which formed the basis of a very complete Return of the state of the Department in the Canadas and New Brunswick in the year 1824. From this it appears that there were then in the Canadas sixty-nine Post Offices; 1,992 miles of established Mail Road; the weekly travel of the Mail was 7,108 miles; the gross revenue was £14,504 6 11½, and the revenue remitted to England, after deducting £300, the supposed surplus for New Brunswick, £5,386 2 2.

App. C.

At that time the population of the Canadas amounted to nearly 600,000 souls,—Lower Canada containing about 440,000, and Upper Canada 150,000.

In the year 1826 or 1827 a correspondence took place between Mr. Howe and Mr. Sutherland, on an application, as we are informed, made by the former gentleman to relieve Mr. Sutherland from the superintendence of the New Brunswick branch of the Department. This arrangement, acquiesced in at the time by Mr. Sutherland, and approved by the Post Master General, was subsequently carried into effect; but not until after the present Deputy Post Master General had been appointed on the resignation of Mr. Sutherland. By a letter from Sir Francis Freeling, dated 12th December, 1827, Mr. Stayner was informed of his appointment as "Deputy Post Master General of British North America." His Commission and Instructions, dated respectively, the 5th April and 10th May, 1828, designate him as Deputy Post Master General of "the Provinces of Canada and New Brunswick, and their dependencies." In the autumn of 1828, the separation of nearly the whole of New Brunswick from the Canada charge was effected; and since that time Mr. Howe has continued to superintend the New Brunswick branch.

Mr. Stayner appointed Deputy Post Master General in 1827-8. App. D., No. 1. App. D., Nos. 2 and 3.

In 1828, most of New Brunswick detached from Quebec charge.

Returns received from the Department at Quebec have enabled us to prepare a Table by which the condition of the Post Office in Canada in every year (except 1829 and 1830) from the year 1828 to 1840, is accurately shewn. On reference to this table it will be found to present a detailed account of the gradual progress of the Department in all its more important branches; the gross revenue; the cost of transport; the increase of Post accommodation; to which we have thought it might be useful to add a statement of the increase of population in the Provinces during the corresponding periods.

Increase of Department in Canada from 1828 to 1840.

App. L. No. 1.

Appendix
(F.)26th March.
Its state in
1831.

In 1831 the number of Post Offices within the Quebec charge was 151; the number of miles of established Mail Road 2,896; the number of miles travelled weekly 13,213; the expense of carrying the mails £6,720 18s. 5d.; the gross revenue £21,180 10s. 0d.; and the net revenue £9,524 17s. 6d. The population of Lower Canada was about 512,000, and that of Upper Canada 235,000; making with the portion of New Brunswick under the Quebec establishment rather less than 760,000 souls.

In 1840.

In 1840 the number of Post Offices had increased to 398; the number of miles of established road was 5,736; the number of miles travelled weekly was 28,332; the expense of Mail conveyance £21,973 8s. 5d.; the gross revenue £52,752 8s. 5d.; and the net revenue £19,499 13s. 1d. The population of Lower Canada is now estimated at 662,000, and that of the Upper Province at 420,000 inhabitants; so that the entire population within that charge is about 1,100,000.

Increase considerably more rapid than that of population.

It will thus be perceived that between the years 1831 and 1840, the amount of revenue of the Department and the extent of Post Office accommodation have increased more rapidly than the population of the country. The number of Post Offices have increased 163 per cent; the number of miles of established mail road nearly 100 per cent; the number of miles travelled weekly upwards of 106 per cent; the yearly cost of mail conveyance nearly 227 per cent; the gross revenue more than 150 per cent; and the net revenue nearly 105 per cent; while the population has increased on the ratio of not quite 45 per cent.

Charges projected in 1832.

In the year 1832, the Duke of Richmond, then Post Master General, required the presence of Mr. Stayner in England to assist in the preparation of measures for the improvement of the Post Office in British North America. Many and considerable evils were found to exist in the institution. The mode of accounting was defective; the complaints of printers as to the charges for the transmission of newspapers and the appropriations of the money so raised were loud and general; both branches of the Legislature in each of the Canadas had in successive years appointed Committees to inquire into the abuses and defects of the system. It was felt, in short, that the time had arrived when a general and extensive reform could no longer be denied or delayed.

The first project entertained by His Grace was to regulate by an Act of the Imperial Parliament the whole of the Department throughout British North America. But the improvement contemplated involved new rates of postage, and it was doubted whether an alteration of the existing rates by Imperial Legislation, would not be an infringement of the rights of the Colonists, as declared by the Act of the 18th Geo. III.* The intention was abandoned and it was resolved, that the draught of a Bill should be prepared in England for the purpose of being presented to the Legislature of each of the five Provinces, in the hope that it would be adopted by them without alteration, either in principle or any material detail. It was expected also, that the Act when passed would be brought into simultaneous operation in each of the Provinces. It having been found, however, that Imperial authority

Post Office Bill prepared in England for action of Colonial Legislature.

Note.—*We may observe that the Imperial Parliament has since by the 3rd and 4th Viet. ch. 96, sec. 33, conferred upon the Lords of the Treasury a power far more extensive, than the alteration in question. It is difficult to understand in what way the reduction of rates could be considered a violation of the principles of the Declaratory Act. But the Act of the 3rd and 4th Viet. confers on the Lords of the Treasury the power to charge such rates of postage as they, by warrant under their hands, shall from time to time direct; a power which clearly enables them to increase at their pleasure the rates now charged. It may be doubted also whether postage ought to be considered a tax, within the meaning of the Act 18th Geo. III.

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Imperial Act passed to authorize its enactment by them.

was required, to enable the Provincial Legislatures to pass this Bill; a short Act was passed on the 26th March, 1834, conditionally repealing the 5th Geo. III. The condition, that of the passing of the Bill prepared as above stated, by each of the Colonial Legislatures, not having been performed, the repeal did not take effect. The Bill is important, nevertheless, on account of the principles which it recognizes; and we have therefore thought it right to subjoin a short abstract of some of its chief provisions; they are as follows:

The Post Master General is to have the entire control and management of the Post Office within all the Provinces, and to appoint a Deputy Post Master General under him, and other Deputies and Agents;—new rates of letter postage fixed, eight in number.

Leading features of the Bill prepared in England.

No distinct or separate rates to be charged on Letters sent from one Province to another.

Provincial Newspapers to be sent within the British North American Provinces for a half-penny each.

Newspapers printed out of the Provinces to be charged a penny each;

Except Newspaper printed in Great Britain or Ireland, and sent thence by Post, and also Provincial Newspapers sent to Great Britain or Ireland by Post; which were to be free of postage.

Rates of postage fixed for pamphlets and other printed matter. No Provincial charge made on such matter coming from Great Britain or Ireland.

Net proceeds of Provincial rates to be divided between the Provinces in the proportion of the gross amounts of Postage collected in each; all British and Packet postage to be remitted to London.

A power conferred upon the Governor to grant warrants for sums varying in amount, but in no Province exceeding £2,000 for one year, to cover any possible deficiency in the Post Office Revenue.

Members of the Legislative Councils and Assemblies to be allowed during the sitting of the Legislature to frank ten letters a day; such letters not exceeding 1 oz. in weight; and to receive as many more free of postage.

The Governor for the time being in each Province, the Deputy Post Master General, and the Post Office Surveyors, to frank and receive letters without restriction; and certain of the Civil Departments in each Province to have the same privilege; for letters on the public service.

The Post Master General to be authorized to allow any of the Officers of the Department the franking privilege, under such restrictions as he might think fit.*

Letters or Packets franked by certain Civil or Military Departments in Great Britain, to pass free through the Provinces.

Note.—*This provision appears to be intended to sanction the franking privilege, as now enjoyed by the Post Masters.

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Entire failure
of project.

The attempt to induce the several Legislatures of British North America to pass this Bill failed signally. In each of the Legislatures it was crushed, in one or other of the earlier stages, and in no instance was it carried beyond a reference to a Select Committee. Indeed it is difficult to understand how a different fate could have been expected. The failure of the Bill in any one of the Provinces, or even an alteration made by any one of the Legislatures in any of its more important details would be fatal to the whole measure. The time too was unfortunate; the Canadian Assemblies being upon a variety of subjects deeply embroiled with the Government, were not likely to take a favorable notice of the project.

Legislative
proceedings in
Lower Canada
in 1835 and
1836.

In Lower Canada this Bill appears to have led to the appointment of the Select Committee of which Dr. O'Callaghan was Chairman. That Committee sat for nearly four months during the Session 1835-6, and on the 8th March, 1836, produced a Report, the concluding paragraph of which recommends the re-appointment of the Committee in the following Session "with a view to the application of an efficient remedy to the defects in its (the Post Office) management and organization;" but the Parliament of Lower Canada never again proceeded to business; the first rebellion broke out; the Constitution of 1791 was suspended; and the recommendation of the Committee was never carried into effect.

But not very consistently with their own recommendation, the Committee had already prepared a Bill, the object of which was to remodel the Post Office in Lower Canada. This Bill after having passed through the House of Assembly, was rejected by the Legislative Council.

It proposed the establishment of a *Local* Post Office, under the management of an officer to be appointed by the Governor of Lower Canada; the effect of which would necessarily have been to confine the operation of its provisions, and the authority of the person in charge of the Department, to the geographical limits of the Province, thus leaving the intercourse with the neighbouring Provinces and other countries altogether unprovided for. The course pursued by the Legislative Council in rejecting this Bill, and their opinions on that sent out from England, will be explained by the Address to His late Majesty, adopted by that body on the 15th March, 1836, which we have inserted in the Appendix.

App. L., No.
11.

Of all the projects for the improvement of the Colonial Post Office which during that year had been entertained by His Grace the Post Master General, only two were carried into effect: the establishment of the Accountant's and Surveyor's branches, the operation of each of which will be described hereafter.

Ditto in Upper
Canada.

The attention of the Legislative bodies in Upper Canada was during these years frequently turned to the Post Office Establishment. Several Committees were appointed from time to time. The "Grievance Committee" of 1835, of which William Lyon Mackenzie was Chairman, and the Financial Committee of 1836, over which Dr. Charles Duncombe presided, both noticed the matter. The Report of the former characterised the Bill sent out from England in the following terms: "The form of a Law such as Government would approve, is before the House, but its provisions are so inapplicable and absurd that no benefit could be derived from their enactment. A change for the better must be that which will give the Colonists the entire control of this Department in Upper Canada." Of the general state of the Department it observes, "the Post Office Department, with about a hundred Deputy

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"Post Masters, is under the sole control of the Crown; contracts are made, and all appointments held during its pleasure; the surplus revenue is transmitted to England. No detailed accounts of receipts and expenditure have been laid before the Colonial Legislature. The rates of letter postage between the different places in the Colony, between this Colony and the others, and between Upper Canada and England are very extravagant. The correspondence with Europe is chiefly carried on *via* New York, which is at once the cheapest and most expeditious route." The Report of the latter Committee recommends the establishment of local Post Offices, differing in no less than thirty one particulars (which are all specified in the Report) from the Bill which had passed the House of Assembly in Lower Canada, but exposed nevertheless to every objection to which the latter measure was liable, and to some that are not to be found in the Lower Canada Bill. In the year 1837, a joint Address from the Legislative Council and Assembly was presented to His Excellency the Lieut. Governor. In the year 1838 another joint Address was adopted, praying that the revenue produced by the Post Offices in the Colonies should no longer be remitted to England. The latter was referred to the Lords of Her Majesty's Treasury, and by them referred to Lord Durham, on the ground that some general measure was required to carry into effect the prayer of the Address.

We regret to state that we are destitute of the means of providing any account, however succinct, of the rise and progress of the Post Office Establishment in the Lower Provinces. We have received from Sir Rupert George, the Provincial Secretary of Nova Scotia, a return of certain Legislative proceedings in that Province, commencing with the Report of a Committee of the House of Assembly, dated January 30th, 1835, and ending with the Report of another Committee, together with an extract from the Journals of the House of Assembly, both dated March, 1840. But we have no documents to enable us to prepare a statement of the rise and progress of the Department in the Lower Provinces, except the occasional mention of the number of Post Offices from time to time existing there, in the documents already quoted relative to the condition of the Department in Canada.

Early history
of Department
in Lower Pro-
vinces still less
known than in
Canada.

In the Lower Provinces a practice has long existed of aiding the Post Office Establishment by Provincial grants; the money so granted being, in Nova Scotia paid to the head of the Department to be expended on special services; and in New Brunswick being paid directly to the individuals, such as Couriers and others, by whom the services are performed. This practice led to frequent complaints by the House of Assembly of Nova Scotia, in consequence of which it was abandoned, as will be presently stated, in the year 1839; and the services to which the grants were applied are now borne upon the regular establishment, and defrayed out of the revenue theretofore remitted to England, as surplus. Our information as to the state of the Department in New Brunswick is very limited, but we are enabled to state that a surplus (the amount of which we cannot ascertain) was annually remitted to England, notwithstanding that the Legislature was called upon to vote yearly grants for the maintenance of the Post Office. These grants still continue, and we observe that the amount of the sums voted annually seems to be increasing rather than diminishing.

Provincial
grant in aid of
Post Office -
early resorted
to in Nova
Scotia and
New Brun-
swick.Abandoned in
Nova Scotia in
1839.

In one thousand eight hundred and thirty-eight an Act was passed by the Legislature of Nova Scotia, the object of which was to assume on behalf of the Province the whole of the internal postage and the control of the Department within its limits; a measure which for obvious reasons was disallowed by

Legislative
proceedings in
Nova Scotia
from 1838 to
1840.

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Her Majesty's Government. In the year 1839 Messrs. Young & Huntingdon having been sent as Delegates from the House of Assembly of Nova Scotia; represented to the Imperial Government the views of that body on the questions under discussion between the Legislature and the Post Office Department in England. In reply to the representations of those Gentlemen, the Lords of the Treasury expressed themselves of opinion that "so long as the revenue derived from the internal postage should be sufficient to meet the expenditure for the internal communications, no demand for this object should be made upon Provincial funds," and in conformity with those views suggested to Lord Normanby "that the Lieutenant Governor of Nova Scotia may be instructed to inform the Legislature that no vote will be required for maintaining the present lines of Post Office communication so long as the Post Office receipts continue, as they would now appear to be, adequate to meet the expenditure; but that should the Legislature deem it advisable that the lines of communication should be increased, My Lords will in that case rely upon provision being made by the House of Assembly for defraying any expense of such additional communication that may not be covered by increasing postage." The Despatch of Lord John Russell concerning the letter from which the above extract is taken expresses a hope that some joint action of the Provinces might ere long be obtained, so as to enable the Government to place the Post Office in those Colonies on a new and satisfactory footing, and adds that this subject has been pressed by His Lordship on the attention of His Excellency the late Governor General. A Committee appointed in 1840 reported three Resolutions, which were adopted by the House, unreservedly of the proposals and suggestions contained in the Treasury letter and His Lordship's Despatch.

Present condition of Department within Quebec charge.

The charge of the Deputy Post Master General at Quebec extends, as already stated, over the United Provinces of Canada, and a small portion of New Brunswick; the Post Offices at Campbelltown on the River Ristigouche, and Grand Falls and Woodstock on the Saint John, falling under his control, and the Mail service on the line of the Saint John as far as Fredericton, being contracted for by him.*

Deputy Post Master General's tenure of office and power.

He holds his appointment direct from the head of the Department in England. His powers within the limit of his charge are almost unbounded, and his patronage extends, subject however in most cases to the approval of the Post Master General, over every office in the Department with the exception of the Accountant branch recently established at Quebec. He appoints all the Post Masters, of whom there were on July 5th, 1840, no less than 405 under his charge; a number which has reached its present amount by a very rapid increase, and is likely to increase still more rapidly hereafter. He appoints the Surveyors, of whom there are at present two, but the number must necessarily be increased. He appoints all the Clerks in his own office; the Clerks and Letter Carriers in the Post Offices at Quebec and Montreal, and the Office Keeper at Quebec. The names of all Clerks and assistants in the other Offices must be reported to him; and he has the power, in the words of his Commission, "to discharge or suspend such Deputy or Deputies employed or to be employed in the management of any Post Office, &c., who shall, in the opinion of the said T. A. Stayner be found guilty of neglect,

App. D., Nos. 34 and 35.

App. D., No. 2.

Note.—*The first of these three Offices is merely a link in the chain of communication between Quebec and the remote District of Gaspé. The other two being the only Offices in the County of Carleton, the whole of that County may be taken as comprised within the Quebec charge.

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"mismanagement, or breach of duty in the office or offices committed to his or their care or charge, from the further execution of his or their respective trusts; as also to nominate and appoint such other person or persons in his or their stead as he shall think proper until the Post Master General's pleasure be made known." The power to erect new Post Offices, subject to his reporting to the Post Master General, is conferred upon him by his instructions, and by implication, the correlative power of closing offices at his discretion. All contracts and agreements are made by him, and these according to the form of the instrument in common use may be varied or annulled at his pleasure. Under those contracts he also levies fines and penalties on the contractors for any breach of duty or agreement, of which he is the sole judge. All general rules and orders for the government of persons employed in the Department are issued by him.

App. D., No. 3.

App. D., No. 24.

App. D., Nos. 13, 14 and 28.

His chief duties, as detailed in the instructions, are to report to the General Post Office by every opportunity, all important transactions and remarkable occurrences; implicitly to obey all orders emanating from the head of his department; to see that within his charge the Post Office laws are carried into full effect; to collect the revenues of the Department, and to remit at least once a quarter through the Commissariat, all balances as they accrue. For the collection, safe custody and faithful remittance of the revenue, he is held personally liable in a bond to the Crown, with sureties who are jointly and severally liable with him, for the sum of £4,000. Under an agreement originally made many years ago between Mr. Heriot, then Deputy Post-master General of Canada, on the one hand, and the General Post Office at Washington on the other, he is also the agent of that Department and collector of United States postage.

His duties. App. D., No. 3.

App. D., No. 1.

The emoluments of the Deputy Post Master General of Canada are as follows: He receives a salary of £500 sterling per annum; an allowance of £30 sterling a year for stationery; the sum derived from the postage of Newspapers, which is his perquisite, was for the year ending the 5th July, 1840, £2,035 8s. Od. currency; (about £2,196 3s. 4d. sterling); and that derived from his agency for the Post Office Establishment of the United States amounted in the same year to £603 10s. 10d. currency, (about £502 19s. Od. sterling); another source of emolument which existed during the greater part of the years 1839 and 1840, was the allowance of 5 per cent. on the freight money or ship postage, collected by him on behalf of the Proprietors of the New York Steam and Sailing Packets, the amount of which for the year ending in July, 1840, was £125 6s. 10d. currency—£104 9s. Od. sterling); but the collection of this money having been since prohibited by the Post Master General, this per centage no longer forms a part of Mr. Stayner's emoluments.

His emoluments. App. D., No. 4.

The circumstances under which the Deputy Post Master General has enjoyed these large perquisites, the manner in which his newspaper postage is collected; and the nature of his engagement as Agent for the United States Post-Office, will be more appropriately described hereafter. The total amount of his official income, from all sources, for the three years ended in July, 1840, was £11,355 18s. 1d. currency. For the last year of the three it reached the sum of £3994 3s. 4d. currency.

The General Establishment of the Department in Canada is divided into three branches; the Deputy Post-master General's immediate office, and those of the Surveyors and Accountant.

General Establishment.

In the first of these the correspondence is conducted, the revenue received, and the general superintendence of the Deputy Post Master General's office.

Deputy Post Master General's office.

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of the Department carried on. The Establishment consists of:

26th March.	A Chief Clerk, at £200 sterling a year.
	1st Clerk, at £150 " "
App. D., No. 5.	2nd Clerk, at £100 " "
	Office Keeper and Messenger, £52 " "

Surveyors. The duties of the Surveyors are nearly the same with those of the Post Office Surveyors in England. These gentlemen are employed as travelling Inspectors, to superintend, examine and report upon, the manner in which the Post Masters, Contractors and Mail-carriers execute their tasks, and to assist those persons with advice and instruction in the performance of their respective duties; to ascertain by personal inspection the merits of applications for new Post Routes and Offices, and to make the necessary preparations for such establishments in all cases where the application shall have been acceded to; to report upon and carry into effect improvements in established lines; to investigate complaints of misconduct; to search for missing letters; to investigate the circumstances attending Mail and Post Office robberies; and to aid the Deputy Post Master General in any manner he may require in the general administration of the Department.

The Surveyors were first appointed in the year 1835. The charge of the one extends over all the country east of Kingston (Kingston included), and that of the other over the rest of what was formerly the Province of Upper Canada. The eastern charge stretches westward over a line of 886 miles, and, including the lateral routes, over 3,400 miles of Mail Road. The western reaches from east to west over 446 miles, and, including lateral routes, over 2,250 miles.

The Surveyors receive a fixed salary of £150 sterling, with an allowance of a guinea a day while engaged in the duties of their situation; and mileage at the rate of 6d. a mile. Their gross receipts for the three years ending July 5th, 1840, amounted to somewhat less than £500 currency each a year. The Upper Canada Surveyor was last year provisionally allowed a Clerk at £100 currency a year, but subject to our report on the necessity of this assistance,—a question which has been referred to us by His Lordship the late Post Master General.

The Account office is composed of an Accountant and two Clerks appointed directly by the Post Master General in the year 1834. The salary of the Accountant is £300 sterling, and those of the Clerks £150 and £100 sterling, respectively. There are no fees, perquisites or privileges of any kind, attached to these appointments. The duty consists in examining, checking and compiling the accounts of the Department. The Accountant makes up the general abstracts, which, after being signed by himself and the Deputy Post Master General, are transmitted to London. He is required to take upon himself the charge of the accounts for all the Provinces, including Nova Scotia, New Brunswick and Prince Edward's Island, and he is particularly directed to establish an efficient check upon the Deputy Post Master General. But although the head of the Department in England has very properly retained as his own patronage the appointment of an officer charged with the peculiar functions, it appears, nevertheless, from his instructions, that the Accountant is bound generally to receive orders from, and obey the directions of, the Deputy Post Master General at Quebec.

The appointment of Post Masters rests with the Deputy Post Master General; and that officer, however, he may call for the advice of the Surveyors or rely

upon the recommendation of other parties, acts always upon his own responsibility..

Every Post Master on his appointment is required to take the Post Office Oath, and to enter into a Bond with such sureties and under such penalty as the Deputy Post Master General may direct. He may delegate (except in the case of the two officers where the Deputy Post Master General names the Assistants) any portion of the ordinary duty of the office to Assistants, reporting their names to the head of the Department, and causing them to take the Post Office Oath. It is generally required, however, that the accounts rendered by the Post Master should bear his own signature.

Any Post-master, if he pleases; can establish such offices for the convenience of his neighborhood; the persons in charge acting as his agents and receiving such remuneration as may be agreed upon. The Department is not a party to these arrangements; and therefore we cannot say how many sub-offices are at present in operation; but the number is small.

The details of a Canadian Post Office may be learnt by a perusal of the standing instructions and circular orders of the Deputy Post Master General, and the several returns and tables bearing on the subject, inserted in the Appendix. A general outline, shewing simply the points in regard to which these duties differ more or less from those of a Post Master at home, is all that can be attempted here.

There is unfortunately in Canada nothing like the regularity in the arrival and despatch of Mails which distinguishes the English system; and without intending to deny that the system is susceptible of great improvement, we think it must be admitted that the wretched state of the roads in almost all parts of the country, the vicissitudes of the climate demanding as they do, an entire change in the mode of transporting the Mails at different seasons,—the long distances to be travelled, and the necessity from the small amount of correspondence carried through the Post, for practising severe economy in making contracts, render a near approach to the regularity of the English Post Office for the present, at least unattainable. As the case now stands, Mails which when the travelling is good may arrive at an office at noon or earlier, are not unfrequently, when the roads are bad, waited for till midnight or beyond it. Offices are of course variously affected by this irregularity, but the duties at all are increased by it more or less.

A second disadvantage arises from the want of Guards* to take charge of the Mails on the leading lines of communication, in consequence of which the Post Master has himself in all cases to take charge of the bags on their arrival; to pick out from their contents the packages for his office; to enclose his own packages; and when time bills are sent with the Mail, to note upon them the hour of its arrival and departure.

Another defect, and one which causes great delay, arises from the fact that the Forward Post system has never been introduced in Canada. Every Post Master when making up a Mail is therefore obliged, after rating and post-marking the letters he may have to send, to put them up in as many different parcels as there may happen to be Post Offices addressed to. A

Note.—* A Conductor or Guard is sent with the Steamboat Mail between Quebec and Montreal, but that is the only Mail for which this precaution is taken.

Note.—† The only exception to this rule occurs in the case of letters passing from an office eastward to one westward of Quebec, or vice versa; all such letters are first mailed on Quebec as a Forwarding Office, and there re-mailed.

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Post Masters' Oath, &c. App. D., Nos. 11 and 12. Assistants.

Sub-Post Offices.

Post Masters' duties. App. D., Nos. 13 and 14.

Wherein materially different from those of a Post Master in England.

Irregular arrival of Mails in Canada.

Want of Guards.

Want of Forward Offices.

And emoluments.

Account Branch.

Emoluments of Accountants, &c., App. D., No. 9.

His duties. App. D., No. 8.

Post Masters. App. D., No. 10.

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letter, for example, posted any where on the western frontier for a place east of Montreal, instead of being simply enclosed to the Forwarding Office in that direction along with all the other letters addressed to the eastward of such office, must be at once made up in a special mail for the distant place, though it be perhaps the only letter so addressed. Thus the despatch of what is called a single Mail (as in England it would almost be in fact,) is really the despatch of several Mails, and at the larger offices often of a formidable number. Within each of these parcels or Mails* there is sent a Letter-bill stating the amount of postage paid and due thereon; and the items of every Letter-bill must be twice entered by the sending Post Master, first upon the books which he is required to keep in a specified form as an office-record, and afterwards upon the monthly sheets which he has to transmit every quarter to the Deputy Post Master General. The routine of duty is the same on the receipt of a Mail. The packets addressed to any given place are loose in the Mail-bag; and its whole contents (a hundred or more packages in many cases,) must be examined at each office. The letter-bill in each packet which the Post Master takes out must be compared with the letters, its correctness verified by his initials, and any errors he may find particularly noted; a double entry of its items must then be made, first on his books, and then on his monthly sheets to be sent to the Deputy Post Master General, and the bills themselves must be numbered and filed for transmission with the monthly sheets.

To a limited extent the labor thus imposed upon Post Masters is lessened on the leading routes by a more or less complete separation of the Mail into two portions, only one of which the majority of Post Masters have occasion to overhaul. On the main route from east to west this has been effected by breaking up the line into the seven following divisions.

1. East of Quebec to Fredericton, N. B.
2. From Quebec to Montreal.
3. " Montreal to Kingston.
4. " Kingston to Toronto.
5. " Toronto to Hamilton.
6. " Hamilton to London.
7. " London to Amherstburg.

The Mails on each Section are carried in two portmanteaux; those for or from the intermediate offices (all offices on the lateral routes included,) being placed in one, which is called the Way Bag, and all others in the other or Grand Mail Bag. The latter is secured by a lock for which none but the Post Masters at the chief offices have a key. A similar arrangement is made in the transport of the American Mail between Toronto and Queenston, and between Montreal and St. John's or Highgate, on the American border. In a modified form the system is acted upon in a few other cases.

Two other practices remain to be mentioned, which contribute further to the complexity of the duties of a Post Master in Canada; that of allowing newspapers and other printed matter to pass in the Mail for the pecuniary benefit of the Deputy Post Master General; and the mode in which American postage on letters and papers for or from the United States is collected and accounted for. These require some explanation.

Prepayment having always been required by the Deputy Post Master General for printed matter, and by far the greater part of it being necessarily mailed at the principal Towns in which alone newspapers are

Note. *When the letters in a package are few, they are merely enclosed in a sealed paper wrapper; where the number ordinarily sent is considerable, canvass bags furnished by the Department are in use. They are also used at all the small offices east of Quebec in their exchange of Mails with that office.

Collection of Newspaper money separate from Letter postage.
App. D., Nos. 13 and 14.

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published, most Post Masters collect for him only on the few occasional papers which may happen to be posted at their offices, and upon the somewhat larger number which come in from the United States, charged always with the American, and generally with the Provincial postage. The great majority, however, collect some amount, larger or smaller, of newspaper money; and all who do have to account for the same to the Deputy Post Master General separately from the letter postage, in such manner as he may prescribe. 15.

All newspapers, &c. sent by Mail are inclosed in the same general Mail Bag with the letters, but not in the same packages. They are generally thrown loose into the bag, in packages or single as they may happen to be posted. No Mail-bills accompanying them, and no entry is made of their receipt.

The collection and remittance of American postage on letters, &c. for or from the United States, is effected under a private agreement; in pursuance of which certain Provincial Post Offices appointed by mutual agreement between the two Departments, exchange Mails direct with the United States, and are charged with the collection of American postage. There are at present eleven * of these offices, viz :

Sandwich,
Queenston,
Niagara,
Toronto, (in summer only.)
Kingston,
Brockville,
Prescott,
Montreal,
Stanstead,
Quebec, and
Woodstock, N. B.

Of these, the Offices at Niagara, Toronto and Brockville, receive Mails only for their own Towns respectively; the others, for distribution and transmission into the interior.

The Kingston Office is the only one that accounts directly to the General Post Office at Washington; the rest accounts through the Deputy Post Master General. The Offices in the interior have to keep separate accounts for American postage with every exchanging Office which may happen to have forwarded to them anything with such postage due upon it, or to have received from them anything on which the American charge is prepaid.

These accounts must be kept and the remittances made, in the manner from time to time prescribed by the Deputy Post Master General or the exchanging Post Masters.

The great majority of Post Masters have, of course, to keep such accounts, and most of them with more than one exchanging Office. The accounts kept by the exchanging Post Masters are of course numerous, though generally for very trifling sums.

On the other hand, the number of Mails exchanged at most Offices in Canada is much less than in England. Of the whole number of Offices in the Quebec charge nearly one fourth (96 out of 412†) receive and despatch the Mail but once a week; four have a Mail once a fortnight, and 96 have two Mails a week.

Note. *There are some two or three other Frontier Post Masters who collect American postage on letters for their own immediate neighbourhood, under a private agreement with the nearest American Post Master, and his Agents.

† This number includes the line of Offices from Hamilton to Queenston and Niagara, as well as that from Hamilton to Amherstburg.

Small number of Mails exchanged at most offices.

App. D., No. 15.

App. D., Nos. 13 and 14.

Ditto of United States postage.

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Branch Mails for Offices on side routes are made up at 107 Offices, but few of these again have that duty to perform more than once a week. There is in these respects a marked difference between Offices on the main and side routes. Of 91 Offices* on the main route, there are 51 at which Mails are received and despatched more than six times a week; 28 at which they are received and despatched six times a week; and 12 where they are less frequent. Forty of the 91 made up branch Mails. But of the 321 Offices on other routes, there are only 15 which have more than six Mails a week, and 19 more that have so many as six. Sixty-seven of the 321 have to make up branch Mails. The proportion also of Offices at which Mails are usually exchanged at night is much greater on the main route than elsewhere; there being of the former class 40, and of the latter only 12.

And few Letters &c., delivered.

The number of letters and newspapers delivered at most Offices is trifling. In 142 offices, out of the 405 which in the year ending in July, 1840, remitted to Quebec, the amount of the year's postage fell short of £30; 69 of these collected less than £10; and 99 between £10 and £20; only 47 offices collected more than £100. A return now before us shews the average rate of postage on a single letter to be a small fraction over 8½d currency. Supposing then the number of paid letters received at an Office to be about equal, as it generally is, to the number of paid letters sent from it, the collection of £100 in a year indicates the delivery of letters and packages charged with about 2,800 single rates of postage, or not quite 54 rates a week. The number of free letters addressed to other parties than the Post Master is not great, and perhaps hardly balances the number of letters on which more than one rate is charged.† Another return shews that the number of newspapers sent yearly by Post is less than that of the letters. So that it may be asserted that in the year ending in July, 1840, there were not in Canada 50 Post Offices where the average weekly delivery amounted to fifty-four letters and as many newspapers; while at no less than 242 it fell short of sixteen letters and sixteen newspapers. At nearly 70 of these it fell short of five letters and five newspapers.

In the country no delivery except at office. App. D., No. 13.

Often no fixed hours.

Except at a few of the chief Post Towns, there is no delivery of letters or papers away from the office; and as the 24th Article of their instructions relieves Post Masters at "Country Offices" from the obligation of keeping regular office hours, it is to be presumed that they keep just such hours as they find most convenient to themselves. At the "principal Offices" fixed hours are laid down in the instructions, subject, however, to modification by the head of the Department. By the 25th and 26th Articles it is required that "whenever it can be done" the office be kept in a separate room, and that no bar or public room in a Tavern be so used. In a very large proportion of cases the former of these regulations is inoperative; and the latter, there is reason to believe, is frequently evaded.

And often no separate room used as an office.

A partial system of registering money letters has been for some time in operation in Canada. Post Masters are directed to enter specially in the Letter-bill, at the time of mailing, all letters said or supposed to

* Note.— This calculation was made in June, 1841. The number of Post Offices here mentioned differs from that given in the next paragraph, from the erection of new Offices between July, 1840, and that time.

† Note.— From data which will be more fully explained hereafter, it appears that the whole number of free letters (those on the service of the Department not included) is about one-thirteenth of the number of charged letters. The majority of these are addressed to Post Masters. The delivery of free letters is, of course, less troublesome to the Post Masters than that of charged letters.

contain money; and it is the duty of the receiving Post Master to separate the letters so entered from the other contents of the Mail-Bag and to take a receipt for them on delivery.

All unclaimed letters in the hands of a Post Master which may have lain in his office three months and been advertized by means of a list posted on the office door or some other public place, for six weeks of that time, he is to consider dead letters and is to forward them to Quebec quarterly, along with his accounts. If originally mailed in Great Britain, they are sent from Quebec, to the Dead Letter Office, London, to be there opened. If mailed in any of the North American Provinces, they are opened in the Accountant's Office at Quebec by a sworn Clerk, and returned (where practicable) to the writers (or payment of postage. If mailed in the United States, they are also opened in the same way, and should they contain money or other valuables, they are then transmitted to the General Post Office at Washington.

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Unclaimed and Dead Letters. App. D., Nos. 13 and 14.

Refused letters are forwarded to Quebec weekly, or by the first post after they are refused; to be there dealt with in like manner.

Refused Letters. App. D., Nos. 13 and 14.

Letters addressed to persons in the United States are also sent to Quebec, if mailed without payment of the postage chargeable on them to the lines; for the American Post Office under the existing arrangement does not collect British Postage. All Post Masters are required to forward such letters to the Deputy Post Master General by the first Mail; and he may if possible return them to the writers.

Letters from United States not paid to line. App. D., Nos. 13 and 14.

Of the form in which a Post Master is required to keep his accounts with the General Post Office at Quebec, and the manner of making remittances, it is for the present enough to say that all Post Masters are bound to forward their accounts and to remit whatever balances may be due, within twenty-five days after the close of each quarter; and that the accounts and remittances of newspaper money are sent in at the same period. Post Masters in the interior are required to remit their United States Postage to the several Exchanging Offices within ten days after the close of each American quarter.* In practice, however, a large proportion of Post Masters usually take more than this time. The Exchanging Post Masters are allowed by the American Department a somewhat indefinite term within which to have their accounts prepared and transmitted to Washington.

Post Masters' accounts and remittances. App. D., Nos. 13, 14 and 15.

The Post Masters Bond is conditioned for the faithful discharge of all his duties, and binds himself and his sureties to indemnify the Deputy Post Master General for all loss that may occur through his means; to give him three months notice, commencing from a quarter day, of his intention to resign; and upon his removal from office or resignation, quietly to surrender up the office and all papers, instruments, &c. &c., belonging to it. It should be added that his Bond to the Crown is held to be sufficient to enforce the payment, as well of the United States Postage and the newspaper money as of the British and Provincial Postage he may collect. United States Postage is not strictly speaking paid to the Deputy Post Master General; but by an order issued by Mr. Stayner on the 28th December, 1839, Post Masters are informed that its payment will be enforced under the same penalties as that of other monies.

Tenor of Post Masters' Bond. App. D., No. 11.

The general rule as regards the emoluments of Post Masters and their expenses of office may be thus stated as to emoluments of Post Masters.

* The American Quarters end on the 31st March, 30th June, 30th September, and 31st December; the Provincial on the 5th April, July, October and January.

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ted. From the revenue of the Department they receive quarterly an allowance of twenty per cent on the amount of letter postage (British and Provincial) collected by them, and in most cases a further allowance for stationery, amounting usually to about six pence in the pound or twenty-two per cent more on such collections. From the Deputy Post Master General they receive (the Post Masters at Quebec, Montreal, Kingston and Toronto, excepted) * twenty per cent on the newspaper money they collect for him, which in most instances, however, is but a trifling sum. For the collection of United States postage, those in the interior are allowed to charge ten per cent commission in their accounts with the Exchanging Offices; and the Deputy Post Master General and Post Masters at the Exchanging Offices share between them, as will be explained presently, the remainder of the commission allowed for its collection by the United States. Post Masters derive some further emolument (the amount of which does not appear from the returns, except in one or two cases, but we believe to be generally very trifling) from a charge of varying amount on letters taken by them after the hour for closing a Mail, and another of one penny currency on letters posted at their own office for delivery there.† They enjoy the privilege of franking letters or packets under half an ounce, and of receiving letters and newspapers free of postage without stint as to number. The books and blank forms required for office use are furnished by the Department; and Post Masters are allowed to advertize unclaimed letters in any newspaper published in their neighborhood, at one penny currency for three insertions of each name, sending in their accounts for payment to the Department. For Clerk hire, Office rent, fuel and other contingent expenses, they have no allowance except at the four principal offices.

The Establishments at the four principal Towns are as follows:

Quebec. App.L., No. 7.

Quebec.—The Post Master is styled First Clerk in the Sorting Office; and for the year ending 5th July, 1840, his emoluments were as follows:	
A fixed salary from Department, . . .	£360 0 0
Rent of boxes in Post Office,	46 2 6
Commission paid by public Departments and by individuals for keeping accounts with them,	120 10 6
Fees on late letters,	1 5 0
Total,	£527 18 0cy.

Besides the franking privilege, which he values, however, at only £4 2s. currency, per annum. The removal of the seat of Government from Quebec has materially reduced the amount of his commission for keeping public accounts.

No part of the expenses of the office is borne by the Post Master. The rent of his office, which is in the

Note.—* The greater part of the income which the Deputy Post Master General derives from this source, is collected at these four offices. At Quebec it is collected by the Deputy Post Master General himself; at Montreal by a Clerk in part paid by him; and at Kingston and Toronto by the Post Masters for a commission of ten per cent.

Note.—† We are not aware that these letters are sent out for delivery except at the four principal offices, where alone salaried Letter Carriers are provided by the Department, and at Three Rivers. At Quebec, Montreal and Kingston, the Post Master derives no pecuniary advantage from them. At Kingston they are delivered at the office window without charge. They are charged on account of the Department at Quebec two pence each, and at Montreal one penny; at Toronto the one penny is a perquisite of the Post Master, as at the minor offices. The Letter Carriers at Quebec are not allowed to charge the penny perquisite on this class of letters when sent out by them; at the other offices they are. The Post Master at Three Rivers is allowed to make a charge in his accounts with the General Post Office, Quebec, for payment of a Letter Carrier, of a half-penny on every letter received; the Carrier collecting besides a penny on every letter he delivers.

same building with those of the Deputy Post Master General and the Accountant, and all the contingent expenses, are paid by the Department. The Post Master is allowed three clerks and two letter-carriers, who are appointed by the Deputy Post Master General, and paid as follows:

NAMES, &c.	Fixed salary paid by Department.		Emoluments from fees on late letters.		Emoluments from fee of 1d. each on delivery of letters.		TOTAL.	
	Cy.	£ s d	Cy.	£ s d	Cy.	£ s d	Cy.	£ s d
D. Logie, styled 2nd Clerk in Sorting Office,.....	144	0 0 1 5 0	0	0 0 145	5	0	0	0 145 5 0
A. Henderson, 3rd do.	108	0 0 1 5 0	0	0 0 109	5	0	0	0 109 5 0
D. M. Wright, 4th do.	100	16 0 0 0 0	0	0 0 100	16	0	0	0 100 16 0
J. Watts, 1st Letter Carrier,....	72	0 0 0 0 0	75	14 5 147	13	5	0	0 147 13 5
R. Patton, 2nd do.	62	8 0 0 0 0	37	17 2 100	5	2	0	0 100 5 2

Note.—* To be advanced after five years service to 132 currency.

Montreal.—The Post Master's emoluments are: Montreal.

Fixed salary from Department,	£360 0 0
Rent of boxes in office in year 1839-40,	75 0 0
Commission on public and private accounts in 1839-40,	230 0 0
Total,	£665 0 0cy.

Together with the franking privilege; the actual value of which he estimates at £10 currency, but which he would be unwilling to surrender for £25 currency a year. The removal of the seat of Government from Montreal will considerably reduce his commission for keeping public accounts.

The present arrangement of the Montreal Establishment dates only from last spring. Before that time the Post Master appointed his own clerks, and paid the greater part of their salaries himself. He had then several other sources of emolument, but his net income was perhaps never greater than it is now. It is only since the year 1838-9 that his commission on public accounts has been considerable.

The rent of the office, £50 is paid by the Department; as are also the contingent expenses, to an amount not exceeding £110 currency a year; the Post Master being required to produce vouchers for every item, and to defray any excess himself.

There are at present on the Establishment four clerks; and two letter carriers appointed by the Deputy Post-Master General, and an office-keeper appointed by the Post Master. They are paid as follows:

NAMES, &c.	Fixed salary paid by Department.		Fixed salary paid by D. P. M. G.		Fixed salary paid by P. M. from his Cont. allowance		Emoluments from fee of 1d. each on delivery of letters		TOTAL.
	Cy.	£ s d	Cy.	£ s d	Cy.	£ s d	Cy.	£ s d	
H. A. Wicksteed, 1st Clerk,	100	0 0 100	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 200 0 0	
Wm. Gillespie, 2nd do.	140	0 0 140	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 140 0 0	
J. W. Cooper, 3rd do.	140	0 0 140	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 140 0 0	
— Onell, 4th do.	80	0 0 80	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 80 0 0	
Huddell, 1st Letter Carrier,	60	0 0 60	0 0 0 0	0 0 0 0	0 65 0 0	0 125 0 0	0 0 0 0	0 125 0 0	
Lyons, 2nd do.	60	0 0 60	0 0 0 0	0 0 0 0	0 65 0 0	0 125 0 0	0 0 0 0	0 125 0 0	
Porter and Messenger— with Lodgings,.....	0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	

Kingston.—The Post Master of this place appoints Kingston and pays his own clerks; and defrays all expenses (ex- App.L., No. 7.

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cept letter carriers' wages,) out of his allowances. These for the year ending in July, 1840, were,

From the Department, a fixed salary of	£154	10	0
Allowance for Stationery,	25	0	0
Ditto for Clerk-hire,	60	0	0
From other sources :—			
Commission of ten per cent on collection of Newspaper money,	9	19	5
Commission on United States Postage,	303	3	10
Commission on freight money, (since abolished,)	22	8	3
Rent of boxes in office,	10	15	0
Commission on public accounts,	2	1	7

Total, £558 18 1 cy.

From which sum, according to his return on the subject, the following items of expense are to be deducted :

Salary of two Clerks :—			
A senior, at	£60	0	0
A junior, at	30	0	0
Office rent,	30	0	0
Stationery,	25	0	0
Light and Fuel,	15	0	0

Total, £160 0 0 cy.

Leaving him a net income of £428 18 1 currency, for the year 1839-40; besides his franking privilege, which he values at £10 currency a year. His emoluments from American postage he states to be falling off. The removal to Kingston of the seat of Government promises, on the other hand, to increase his Commission on public accounts to an extent much exceeding that loss.

The Establishment at Kingston consists of the two clerks above mentioned, and one letter-carrier appointed, as the clerks are, by the Post Master. The latter receives a salary of £30 currency from the Department; the value of his perquisite of 1d. on each letter delivered by him is stated by the Post Master at about £60 currency a year.

Toronto. App. L. No. 7.

Toronto.—This office is in most respects on the same footing with that at Kingston. The Post Master returns his gross emoluments for the year ending 5th July, 1840, as follows :—

From the Department,—			
A fixed salary of,	£237	13	10
Allowance for stationery,	30	0	0
Ditto for two clerks,	115	0	0
From other sources :—			
Commission of 1d. per cent. on collection of newspaper money,	72	1	7
Commission on U. S. Postage,	152	10	4
Gain on conversion of U. S. into Provincial currency,	45	0	0
Commission on freight money, (since abolished,)	14	4	9
Rent of boxes in office,	50	0	0
Commission on public and private accounts,	316	7	10
Penny Post Letters,	46	12	7
Charge on late Letters,	13	14	1

Total, £1093 5 0½ cy.

Note.—*This item of expense is not returned by the Post Master, but it is to be presumed that it must have cost him about as much as he is allowed for it.

Note.—†This source of profit is returned only by the Post Master at Toronto. Though overlooked, it must form a considerable additional item on the emoluments of several other Post Masters.

Note.—‡The only known case of any considerable revenue to a Post Master from this source.

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From which are to be deducted the following expenses incurred during the same year :

Salary of three Clerks,—			
Two at £80,	£160	0	0
One at £60,	60	0	0
Office Rent,	65	0	0
Stationery,	30	0	0
Light and Fuel,	19	0	0
Miscellaneous,	11	11	6

Total, £345 11 6 cy.

Leaving him a net income of £747 13s. 6½d. besides his franking privilege, which he values at £30 a year.

A material increase (from circumstances, which will be presently stated,) has recently taken place in the amount of his Commission on United States Postage, which he now values at not less than £250 a year. But on the other hand, he has been obliged to raise the Salary of his first Assistant to £100; and the removal of the Seat of Government for the Upper Province, will greatly reduce the amount of his Commission on public accounts.

The Establishment at Toronto consists of the three Clerks above mentioned, and one letter-carrier who receives £30 currency a year from the Department, and the usual perquisite of 1d. on each letter he delivers, the value of which the Post Master states at about £45 currency a year. They are all appointed by the Post Master.

Since the above statement was made to us, the Post Master at Toronto has been appointed Post Office Surveyor, to fill the vacancy occasioned by the removal of Mr. Porteous on the 6th January in the present year, to the Post Mastership of Montreal. We shall hereafter be called upon to express an opinion upon this appointment, and shall therefore content ourselves for the present, with stating that the income derived from it by Mr. Berczy, is limited to the salary of £150 sterling a year. It is manifestly impossible, that a person filling the important situation of Post Master at Toronto, whose presence is continually required there, and who is amply remunerated for his services, can discharge any of those travelling duties from which the greater part of the income of a Surveyor is derived, in mileage and other travelling allowance. The proper time for discussing the peculiar circumstances of this case will be when we come to treat of the amount of patronage confided to the hands of the Deputy Post Master General, and the propriety of its being so vested; but we cannot in noticing this addition of £150 sterling a year, to the income of Mr. Berczy, omit, even for the present, to express our conviction that he cannot possibly, in the capacity of Surveyor, afford any services to the public sufficient to justify the bestowal upon him of an office, the duties of which are so obviously incompatible with those of the Post Mastership of Toronto.*

Besides the four principal offices, there are fourteen others at which a fixed salary (exceeding the amount they would receive, were they paid as other Post Masters are,) is paid to the Post Masters in lieu of Commission on Provincial Letter Postage; their salaries are as follows:

Three Rivers,	£90	cy.
Queenston,	50	
Berthier,	40	
Laprairie,	40	
Stanstead,	40	
Woodstock, (N.B.)	40	
Carleton,	30	
Lachine,	25	
Chatham, (L.C.)	16	

Other exceptions to rule in regard to commission on Letter postage.

Note.—*This appointment has since been cancelled.—See App. L. No. 10.

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L'Assomption,	£15 cy.
Henryville,	12
Chateauguay,	8
St. Ours,	8
Repentigny,	5

These Salaries are in lieu of Commission on Letter postage; but the Post Masters receive their Commission on United States Postage and newspaper money, in addition to the above amounts.

The Post Masters at the following offices receive an extra allowance in consideration of their having a more than usual amount of duty to perform:

Brighton,	£25 currency.
Cobourg,	25 "
Cornwall,	25 "
Hamilton,	20 "
Prescott,	20 "
William Henry,	20 "
Franktown,	12 "

The Post Master at Kamouraska is allowed on similar grounds, a commission on his postage, of thirty instead of twenty per cent.

Payment for collection of U. S. Postage: how made and divided between D. P. M. G. and other Officers of the Department.

The Department at Washington makes to all Post Masters who exchange Mails with the United States, the same allowance as to its own Post Masters, viz: 30 p. ct. on the first \$100 of letter postage in the quarter 35 " " next 300 " " " " 20 " " " 1,600 " " " " 8 " all above 2,000 " " in any quarter, and fifty per cent on all newspaper postage; out of which they allow ten per cent to the Post Masters in the interior who account to them. The Kingston Office enjoys a special privilege, being allowed three cents on each letter sent into the United States.

App.D.No.40.

The Deputy Post Master General is responsible to the American Post Office for the punctual remittance of all American postage, except that collected through the Kingston Office. The balance of commission accruing at the Quebec and Montreal Offices forms his share of remuneration; and each of the eight Post Masters who account through him, keeps the net allowance of his own office for himself. In the year ending the 5th July, 1840, the division of the monies allowed by the American Post Office was as follows:

The Deputy Post Master General received from the Post Office at Montreal (Quebec was made an Exchanging Office in July, 1840, and he now receives consequently from both places) . . . Cy. £603 10 9*

The Post Masters at the other Exchanging Offices received the following sums:

Sandwich,	£13 17 6
Queenston,	493 7 2½
Niagara,	67 12 0

(Toronto was made an Exchanging Office in July, 1840; and the Post Master as above stated values his commission at about £250 currency a year.)

Kingston,	304 3 10
Brockville,	36 11 4
Prescott,	56 5 9
Stanstead,	65 0 0
Woodstock, N. B.,	65 0 0

Other Post Masters, in all, 1101 17 7½

Total, £2,315 17 6½

Note.—Till the new arrangement came into operation for the Montreal Office, the Post Master was allowed at the rate of £75 currency, for his services in the collection of United States postage, amounting for the year in question to £65 12s. 6d. currency. Since the reorganization of the Establishment, this deduction has ceased to be made.

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App. N.

App.N.No.39.

App.N.No.55.

App.N.No.57.

The value of the franking privilege enjoyed by Post Masters is extremely variable; depending altogether upon the occupation or trade of the Post Master, and bearing no proportion either to the extent of his duties or the amount of his other emoluments. From the answers to the circular addressed to them on this subject, it appears that it is valued at amounts varying from a few shillings to £100 a year. At the Gananoque Post Office (the Post Master there being the proprietor of the most extensive Mills in Canada) it is worth £100 currency a year, or more, and is so estimated by the Post Master; while at the Côteau-du-Lac Office, which collects nearly half as much again and has an equal number of Mails to make up, it is valued at only £2 10s. currency. The Post Master at St. Hilaire, the proprietor of a large Seignior, values the privilege at from £30 to £50; at Dunham, with an equal number of Mails to make up and a slightly larger collection of postage, it is estimated at £1. From calculations made upon the data which these answers furnish, it would appear that the aggregate value set upon this privilege by the Post Masters themselves is about £4,000 currency a year, or nearly one-thirteenth of the entire revenue of the Post Office for the year 1839-40; and that the number of letters and packets sent and received under it (exclusive of correspondence on Post Office business) is more than one-thirteenth of the whole number of charged letters and packets passing through the Post yearly.

Net income of Post Masters not easily ascertainable.

It is impossible to state with any approach to accuracy the net income of any considerable number of Post Masters. They were all called upon to present a statement of their expenses as well as of their emoluments; and nearly all have answered the circular. But their answers are founded on such varying data, that no dependance could be placed on any table compiled from them. One Post Master, for example, whose collection of postage for the last three years has averaged less than £60 currency a year, and whose emoluments last were less than £15, returns his yearly expenses at £70; a result which he produces by charging £50 for clerk hire, £10 for office rent, and £10 for fuel and incidentals. Many others by a similar process have arrived at similar results; while some again in much the same circumstances have returned no expenses at all. A considerable number are unable to state even the precise amount of their emoluments. In the Appendix will be found a table shewing as nearly as possible the receipts and expenses of 41 of the more considerable offices. For the rest it has been found impossible to do more than take account of their gross emoluments as returned by the Deputy Post Master General, with the addition of the value set by themselves on their franking privilege.

App. L. No. 7.

It appears from these data, that of 393 Post Masters of whose emoluments and franking privilege we have returns (and inclusive in all cases of the asserted value of the latter) there are 145 whose gross emoluments are less than £10 a year; 166 who receive from £10 to £30; 59 from £30 to £100; and 23 more than £100. It happens, however, in many cases that the situation of Post Master is prized by those who hold it, much beyond its mere value in money. A Post Master in the country is in a position, generally, of considerable influence, from the many opportunities he has of obliging his neighbors. He gets his letters earlier, and can write later, than any one else; and this to a man in business, as country Post Masters generally are, is of itself a considerable advantage; to say nothing of that unfair one of knowing where, and with whom the correspondence of other men in business near him is carried on.

Summary of their gross emoluments.

The office generally prized above its money value.

It further appears that the patronage of all the Post Office appointments in Canada under his own (except Aggregate of gross emolu-

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ments of em-
ployees of De-
partment un-
der the D. P.
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those of the Accountant and his two Clerks, which rest with the Post Master General, and the aggregate amount of whose salaries, drawn wholly from the Post Office revenue, is £660 currency,) is vested in the Deputy Post Master General.

The appointments made by the Deputy Postmaster General, or subject to his approval, are as follows:

1. On the General Establishment, two Surveyors, three Clerks, and an Office Keeper, named by the Deputy Post Master General, and one Clerk,* named by a Surveyor; receiving from the Post Office revenue for the last year, (inclusive of the Surveyors' travelling charges,) an aggregate of £1607 11s. 6½d. cy.† which, with the franking privilege enjoyed by the Surveyors and a perquisite of about £12 a year, enjoyed by the Office Keeper, constitute their whole emolument.

2. Two Conductors or Guards, appointed this year to take charge of the Steamboat Mails between Quebec and Montreal, who are paid £50 currency for the season, and live on board the Steamers.

3. On the Establishments of the Quebec and Montreal Post Offices, two Post Masters, seven Clerks and four Letter Carriers, named by the Deputy Post Master General and one Office Keeper named by the Post Master at Montreal. The aggregate of their emoluments for the same year was about £2480 currency,† £1394 14s. 0d.‡ of this amount having been drawn from the Post Office revenue, and £1065 2s. 1d. received from other sources; the franking privilege of the two Post Masters which they value at from £14 to £29, not included.

4. At the other Post Offices upwards of 400 Post Masters and an unknown and varying number of Clerks and other Assistants appointed by them; receiving in all for the year in question from the Post Office revenue, £5761 19s. 8¾d. cy. as Salary or Commission, and £541 17s. 11¼d. as stationery allowance, and from other sources about £2550, besides some trifling emoluments, the value of which is not ascertained; and their franking privilege, which they value at nearly £4000; making thus a gross sum total of about £12,850 currency.

The above sums do not include the expenditure incurred from the Post Office revenue for the incidental expenses of the General Establishment, and of the Quebec and Montreal Post Offices, the supply of books and blank forms for the Offices, the advertising of dead letters, &c. These expenses amounted for the year ending 5th July, 1840, to £1844 9s. 9d. cy.

There were in force in July, 1840, according to the Returns in the Appendix, 136 contracts, and 8 informal agreements for the conveyance of the mail, within the Canada charge. The number has since increased to about 150, and it is continually increasing. Two of the contracts entered into since July, 1840, are of great importance, and mention is accordingly made of them in the Returns. Of the 145 engagements, the particulars of which are thus before the Commission, ninety

Note.—*This Salary, £100 cy. is not included in the £1607 11s. 6½d. that amount being for the year 1839-40, before his appointment.

Note.—†Exclusive of some incidental charges not distinguishable from the other incidentals of the Department.

Note.—‡The reorganization of the Montreal Establishment has had the effect of increasing the amount of the Salaries paid from the Post Office revenue, and diminishing that of the emoluments derived from other sources. Making the required changes for the new salaries allowed, and for the emoluments of other kinds abolished by it, the gross receipts from the revenue would seem to be about £1807, and from other sources about £819, besides the franking privilege; the sum total, therefore, about £2648.

Note.—|| Exclusive of some incidental charges not distinguishable from the other incidentals of the Department.

five, are of secondary consequence, the stipulated yearly payments under each of them being less than £100 currency. Of the remainder, 22 are for sums varying between £100 and £200; 15 between £200 and £500; 6 between £500 and £1,000; and 7 for more than £1,000. The total amount paid for this branch of the service, during the year ended 5th July, 1840, was £22,342 11s. 8d. currency. The amount at the present is about £27,500 currency.

Contracts for the more important routes are to some extent submitted to public competition, by advertisements describing the services required, and inviting tenders for its performance for a term of three, four or five years, and the lowest tender is then accepted, provided the security offered be considered sufficient, and no apparent evidence exist of the incompetency of the party for the undertaking. Upon the minor routes contracts are made by private arrangement, at the discretion of the Deputy Post Master General. This mode is also occasionally followed in the case of larger contracts; and more especially in the renewal of existing agreements.

The form of contract in common use is given in the Appendix. It has been materially departed from in two cases only, the contracts made this year for the conveyance of the mail by steamboat between Montreal and Quebec, and between Toronto and Dickinson's Landing.

The terms of the contracts vary, however, as much as the amounts to be paid under them, and can be learnt in detail only by a reference to the returns.

The number of the sureties required to join the contractor in the execution of his bond, is sometimes one, more frequently two, and occasionally three. The penalty of the bond is in two cases, those of the steamboats contracts just mentioned, as high as £5000, and in another, that of the land mail between Toronto and Kingston, £3000; on several trifling routes it is as low as £19 or £20. The scale of forfeitures which can be levied by the Deputy Post Master General at discretion varies as follows:—

For leaving a Mail Bag behind, if accidentally, between 10s. and £12 10s, if wilfully, between £1 and £30. For passing a Post Office without stopping, or for not stopping as long as the Post Master may require; if a first offence, between 5s. and £5; if not a first offence, between 10s. and £10.

For any other breach of contract, or for any violation or neglect of the rules of the Department, between 25s. and £50.

Such fines to be deducted by the Deputy Post Master General from his quarterly payments, with the option however, if he pleases, of suing upon the contractors' bond, or summarily annulling the contract, instead of fining him. The scale of forfeiture on the two new contracts differs considerably from this, being as follows:

For neglect to serve any office, £20 currency.

For delivery of the Mail later than the stipulated time at Toronto, Kingston, or Dickinson's Landing £ 5 per hour.

At Quebec or Montreal, £10 per hour, — unless satisfactory cause be shewn.

The majority of contracts are for terms of three and four years; but some are for one, two and five years.

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Contracts how entered into.

Their form. App. D., Nos. 24 and 25.

And terms. App. D., No. 29.

Number, &c. of sureties.

Scale of forfeitures.

And of its incidental expenses.

Conveyance of the Mail. Number and value of contracts and other agreements. App. D., Nos. 29 and 30.

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App. D., No.
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and two (the Steamboat contracts just spoken of) are for six years. Except in these last, however, it is always stipulated that the Deputy Post Master General may at any time annul the contract "if in his opinion the public interest require it,"—giving three months previous notice; and that unless the Deputy Post Master General should announce to the contractor his intention of closing the engagement at the end of the years above mentioned, as the probable limit of the term, the said engagement is not then to cease, but is to continue in force thereafter in all its provisions, with the consent of the Deputy Post Master General, for an indefinite time; the contractor binding himself to give at least four months' notice in writing to the Deputy Post Master General of his wish to relinquish his engagement. There is also a proviso in the common form of contract, that the Deputy Post Master General may alter at pleasure the days of travel and line of route, either adding to or diminishing the distance to be travelled, on condition only of continuing to pay at the mile rate originally agreed upon.

Power of D. P.
M. G. to alter
terms.Prohibition of
conveyance of
unmailed let-
ters.
In what cases
waived.

The forms of contract strictly forbid the conveyance by the courier of any letters or parcels containing letters; but there has always been a tacit understanding between the Department and the contractors on routes served by steamboats, or partly by land and partly by steamboat conveyance, that their own letters on the business of the line may be carried out of the Mail Bag. In two cases of agreements now expired, this stipulation was made in writing. At present the privilege rests only on a verbal or tacit arrangement.

Mode, rate,
frequency and
cost of Mail
conveyance.
App. D., Nos.
29 and 30.

The Mails are carried in different parts of the country and at different seasons of the year, in a great variety of ways, and under necessarily various stipulations as to the number of trips, the speed of travel and rate of payment.

On the main route from Frederickton, New Brunswick, Westward to Niagara and Amherstburgh, their transport is provided for as follows, under fourteen contracts and two informal agreements.

East of Quebec the Mail travels twice a week each way, as far as Woodstock, New Brunswick, and thence three times a week to Frederickton, under four contracts.

1. Between Frederickton and Woodstock by waggon or sleigh, 64 miles, the distance to be performed within 18 hours, and the rate while travelling to be 5½ miles to the hour.
2. Between Woodstock and Grand Falls also by waggon or sleigh, but with two horses, 74 miles within 24 hours, travelling at the rate of 4 miles an hour.
3. Between Grand Falls and the head of Lake Temiscouata, 81 miles, to be performed by canoe in summer within 24 hours downwards and 36 upwards, and by sleigh in winter within 24 hours each way.
4. Between Lake Temiscouata and Quebec, 150 miles, in a light cart or sleigh, within 40 hours, travelling 4 miles an hour in summer and winter.

All stoppages included; the ordinary travel of the Mail between Frederickton and Quebec, 369 miles, occupies when the roads are good about 113 hours each way. When the roads are at their worst, the time is longer; though seldom much longer, as the stoppages on the road are then considerably shortened. The contracts allow an extra 24 hours in the spring and autumn; but this year the allowance has not been

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claimed. Under the contracts which expired in 1839, 196 hours were allowed at all seasons. The stipulated price for the service as now rendered is £2,180 currency, for the year.

Besides the regular Mail, there is also despatched in winter as often as occasions may * require, an extra Mail for the conveyance of the letters from the Halifax Steamships. This service is performed by the contractors for the ordinary Mail, on condition simply of using all possible despatch; and these Mails are commonly brought through from Frederickton in 12 hours less time than the ordinary Mail. During the winter 1840-41, six such trips were made, at an expense of about £200 currency.

Between Quebec and Montreal the Mail was exchanged, till the beginning of last May, seven times a week throughout the year on the road by the north bank of the St. Lawrence, the Department providing Mail carts of an improved construction for the contractor's use; the entire distance (177 miles) to be travelled in summer within 34 hours, and in winter within 36; the rate while travelling to be 6 miles an hour; and the remuneration (after deducting £179 9s. 2d. for the use of the Mail carts) about £2,675 currency† per annum. Under the present arrangement the route is travelled in summer, only three times a week for the service of the country offices; and the Mails for Quebec, Three Rivers, Port St. Francis, Sorel and Montreal, are exchanged six days in the week by steamboat. For the downward passage of the boat 14 hours are allowed, and for the upward, 19. Except for a short period, while the ice is forming or breaking up upon the large streams which the Land Mail has to cross by ferries, the time allowed is seldom much exceeded. The cost of the present arrangement, after deducting about £680 currency, for the partial discontinuance of the Land Mail, will be about £4,600 currency a year.

From Montreal to Toronto, 376 miles, the service is performed six times a week; in summer by Steamboat and Stage, and in winter by Stage, Waggon or Sleigh. In Summer, 56½ hours are allowed for the upward trip, inclusive of some 6 hours delay at Kingston and Dickinson's Landing; and 52 hours for the downward, inclusive of delays at Kingston and Cornwall of about 7 hours. In winter, with a delay of 4 hours at Kingston, 92 hours are allowed each way. The summer conveyance is sufficiently regular, the trip seldom taking much more or much less than the contracts allow. For the rest of the year they are more available; 86 hours very commonly suffice when the travelling is good, but the contract time is often exceeded by 24 or even 36 hours when the roads are breaking up. This portion of the Mail route will cost for the current year about £5,110 currency.

West of Toronto the Mail is conveyed by land through Hamilton to Niagara and Amherstburgh, 6 times a week throughout the year, and in summer by Steamboats direct to Hamilton and Queenston, also 6 times a week. On the Western section of the land route, from Sandwich to Amherstburgh, a distance of 16 miles, it is carried on horseback, 2½ hours being

Note.—* At the beginning of last winter, this extra Mail was sent only when the Steamship arrived on a day that did not allow of the use of the regular Quebec Post. In consideration, however, of the great bulk of the English Mail, it has been since ordered that the Letter Bags should *always* come through by an extra Mail, and the Newspaper Bags only (or rather so many of them as the extra Mail could not bring) be brought up with the regular Mails. The Bags for England are all sent by the regular conveyances to Halifax.

Note.—† This sum is rather larger than would appear from the return in the Appendix; about £430 currency having been allowed last winter to the contractor for the use of a second horse rendered necessary by the Sleigh Ordinance.

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allowed ; between Hamilton and Sandwich, 205 miles, by stage-coach or sleigh within 60 hours ; and from Toronto through Hamilton to Niagara, 106 miles, in a two-horse waggon or sleigh, within 20 hours.

When the travelling is at its worst, however, even the allowances of time (liberal as they necessarily are, on account of the wretched state of these roads in bad weather) are often considerably exceeded. At such times the Mail between Toronto and Amherstburg (269 miles) instead of the 76 hours allowed, is not unfrequently more than four days, stoppages included,—when the roads are good, the prescribed time is seldom much exceeded ; but from the fact that the Contractor's arrangements are not made with a view to speedier travel when it can be attained, the time allowed seldom fails to be consumed in stoppages even when the roads are at their best. The Hamilton and Queenston Steamboats continually make their trips (the one of 36 the other of 48 miles) in from 4 to 5 hours. The total cost of the Land Mail on these routes is about £2,574 currency, per annum; and of the Steamboat Mails not quite £200 currency.

A letter may pass, when the travelling is good, from Fredericton, New Brunswick, to Amherstburg, a distance of about 1,200 miles, in 14½ days; some 60 hours of which are, however, lost in stoppages at the principal places on the way, owing to the impossibility of so timing the arrival and departure of the Mail as to make this extensive route an unbroken one. When the travelling is bad, it will take 19 or possibly 20 days, not more than 24 hours of which will at that season, be lost at the principal offices.

The contracts on a few of the branch and side routes allow the conveyance of the Mail by a foot post; but the number of these is diminishing. A much larger number require that it be carried at least on horseback; and on nearly all the more considerable lines of communication the use of some kind of wheeled carriage or sleigh is prescribed. In summer the conveyance from Montreal to the United States line is by Steamboat and Rail-road; and from Toronto to Rochester in the State of New York, and also from Bytown* to Fitzroy Harbor (33 miles) on the Ottawa by Steamboat.

There is one route only on which the Mail is conveyed less than once a week; the route between Port Daniel and Gaspé Basin in the District of Gaspé, served by a foot-post once a fortnight. Daily Mails to the United States Frontier are established from Stanstead, Montreal, Kingston, Prescott and Queenston; and from Toronto to Rochester in summer, a Mail is sent as often as a Steamboat leaves. On all the other side routes, the Mails travel once, twice or three times a week.

The number of miles of established Mail-road is returned for the 5th July, 1840, at 5,736; and of this number it appears that 909 were travelled by the Mail as often, or more than, 6 times a week; 43 miles, four times; 1340, three times; 1293, twice; 2078 once; and 85, only once a fortnight.

The travel of the Mail for the year ended the 5th July, 1840, was 1,521,416 miles, and the cost £22,342 11s. 8d. currency; being at the average rate per mile of rather more than 3½d. currency.

From the last Report of the Post-Master-General of the United States it appears that for the year ended

Note.—* The Steamboat conveyance of the Mail on the Ottawa between Bytown and Grenville, mentioned in the Return, has since ceased; and the Mails are now carried the whole way to and from Montreal by land.

Mode of Mail conveyance on other routes.

Its frequency.

Comparison between Canada and the United States.

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the 30th June, 1840, the Mail travelled in that country 36,370,776 miles, or nearly 24 times as far, to accommodate a population almost 16 times as numerous as that of Canada; and at an expense of £313,248 15s. 9d. currency; averaging more than 5½d. currency a mile.

The number of Post Offices in the United States on the 30th June, 1840, is stated in the same document at 13,468, being on the average of one Post Office to 1,250 souls. Within the Canada charge the average is only one Post Office to about 2,670 souls. If we limit the comparison to the Western division of the Province, the disproportion is less striking; for the country West of Montreal there is on the average a Post Office to every 1,800 inhabitants.

The rates of letter postage levied in the Canada charge, except on correspondence by Halifax Packets, are as follows; being those authorized by the 5th George III, chap. 25:—

Rates of Provincial postage on other than Halifax Packet Letters.

For a single letter to any distance not exceeding 60 miles, 4d. sterling, converted in practice into,.....	4½d. cy.
Ditto from 60 miles to 100, 6d. stig.,.....	7d. "
100 " 200, 8d. "	9d. "
200 " 300, 10d. "	11d. "
300 " 400, 1s. "	1s. 2d. "

And so on, adding 2d. sterling, for every additional hundred miles; the distance is computed along the route over which, according to the Department regulations, the Mail actually travels, and not along the shortest route that could be found. One charge is made for the whole distance a letter has to travel, and it is only when requiring to be re-directed that it can be taxed with a further rate. For double and treble letters and packages exceeding an ounce in weight, the rule is the same as that which existed in England before the late changes.

Soldiers and Sailors' letters not exceeding half an ounce in weight, are charged one penny each, without regard to distance, whether sent by the Halifax Packets or only passing within the Provinces. Pensioners' papers, sent in covers, open at the end, pass free.

Rate on Soldiers and Sailors' Letters.

With the exception of the Deputy Post Master General, the Surveyors and Post Masters, no Public Officers in Canada possess the privilege of franking. Those Departments in Great Britain which formerly enjoyed that privilege in the United Kingdom, have always had the same right within the Colonies; but as it has never been construed to extend to any of the Departments established in subordination to them within the Provinces, it follows that so much of their correspondence as is carried on with England passes free, but no more; and by far the greater part is within the Provinces.

What Letters free.

Letters or packages for or from the United States, are charged according to the distance they are carried within the Province, at the rate established by Law for Provincial postage; and this distance is always reckoned upon the route to the Exchanging Office through which the letter passes and thence to the Frontier. Upon American letters mailed or delivered at any of the Exchanging Offices west of Montreal, there is a charge made for what is called "Ferry Postage," amounting at Kingston to 3d. currency, and elsewhere to 2d. currency; without distinction, however, between single and double letters.

Letters for or from the United States.

As the Department at Washington does not collect our Provincial postage, letters for the United States mailed in Canada must be prepaid to the Frontier, but letters from the United States to Canada cannot be

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prepaid beyond it. The collection of American postage by the Canadian Department leaves it optional in all cases with the sender of a letter to prepay the American charge or not, as he pleases. Both charges must be prepaid upon letters mailed in Canada for transmission to Europe by ship or packet * from any Port in the United States.

Halifax Packet Letters.

Halifax Packet letters are charged, under authority of the 3rd and 4th Victoria, ch. 96, and of a Treasury Minute of the 6th July, 1840, at an uniform rate of 1s. 2d. sterling (1s. 4d. currency) per ½ ounce between any place in the United Kingdom and any place in Canada; 1s. sterling (1s. 1½d. currency) of that sum is considered the packet postage to Halifax, and the remaining 2½d. currency, the Colonial charge for inland transport. This rate may be prepaid either way or not, at the option of the sender:—letters for any place in France may be sent to London by these packets, on the same terms; or if the party sending prefer to do so, the French postage may be prepaid. Letters by the same for the West Indies, Bermuda, Malta, and Gibraltar, are charged 2s. 2d. sterling (2s. 5d. currency) the ½ ounce, and may be prepaid or not, as the sender pleases. For any other British possession, the charge to the Port of arrival from England must be prepaid; amounting, if the letter be forwarded by the ordinary packets from England, to the sum above named, if by private ship, to 2s. 0½d. currency per ½ ounce; or if for the East Indies via Marseilles, to 4s. 3½d. currency per ½ ounce, &c. On letters for other parts of the world, it is necessary to prepay the rates to London and thence to the Port to which they are to be conveyed by packet or private ship from England. The scale of these rates is given in the Appendix.

App. D., No. 14.

Ship Letters.

During the summer months letters may be sent by private ship from Quebec or Montreal between any place in the United Kingdom and any place in Canada, under the same authority,—at a uniform rate of 8d. sterling (9d. currency) per half ounce, if mailed or delivered at the Port of arrival in Canada, or of 10d. sterling (11½d. currency,) if mailed or delivered any where else in the Province; prepayment is however required. Ship letters may also be sent from Montreal or Quebec for any port not within the United Kingdom, on prepayment of a ship-letter rate of 4½d. currency per half ounce; but on such letters, if mailed at an inland office, the ordinary inland rate must also be prepaid.

Letters for Newfoundland, Bermuda, and the West Indies.

For Newfoundland, Bermuda, and the West India Islands, the practice has been to require prepayment of the inland rate chargeable under the 5th Geo. III. to Halifax, the Post Office at that place forwarding the letters direct by the first opportunity.

Newspapers &c. mailed in Canada.

The Act 5th Geo. III. c. 25, subjected all "letters, packets and other things," to the rates of inland letter postage above described; but as these rates would have been altogether prohibitory of the circulation by Post of newspapers, pamphlets, and other printed matter, they were in practice waived. The precise time when this arrangement took place does not appear; but it must have been at a very early period, and was probably on the first publication of a Canadian newspaper.

Under this arrangement, payment for the transmission of newspapers was made to the Deputy Post Master General at a much lower rate; and always, if mailed in the Provinces, by the party mailing them. The proceeds, which at first were a mere trifle, have continued a perquisite of that office. The rate itself has been more than once raised; but not by the present incumbent.

Note.—*The New York Steam-ships charge 25 cents freight-money on every letter for Europe, and this also must be in some way or other prepaid; and it cannot now be paid through the Post Office in Canada. The sailing packets from that Port at one time made a charge of 12½ cents freight-money, but have since abandoned it.

Proprietors of newspapers are required* to pay as follows:

For a weekly paper 4s. currency, a year, on each copy mailed.

For a paper published twice a week 5s. currency.

For one published, three times a week, 6s. currency.

And for a daily paper, 9s. currency.

Transient papers, as they are termed, or papers mailed by other parties than publishers, are charged one penny currency each; pamphlets and other printed matter, one penny currency, per sheet,† whether mailed by a publisher or by any other person.

Proprietors of periodicals are allowed to exchange single copies of their respective publications, free of charge; and the franking privilege allows Post Masters to receive, free of charge, one copy of any Provincial periodical.

In case of the neglect or refusal of the party mailing to prepay at the above rates, the receiver is charged with letter postage; and the newspaper or pamphlet so sent is treated in every respect as a letter of equal weight would be.

Newspapers and pamphlets brought in by Mail from the United States are rated at one penny currency a sheet, in addition to the American postage (if any) charged upon them. It is of course impossible in their case to obtain payment from the party mailing, or to compound in any way with their publishers; and the charge is therefore made upon the receiver. Upon such as are mailed in Canada for the United States, prepayment is required, on the same terms as though they were to be delivered in the Provinces. But no charge is made either on exchange copies, or on copies addressed to Provincial Post Masters.

Stamped newspapers coming by the Halifax Packets, and Colonial newspapers mailed for Europe to go by them, have passed free of charge since 1834; in which year an order to that effect was first issued from the General Post Office, London. The right has been since sanctioned by the 3rd and 4th Vict. ch. 96; and under the same Act printed votes and proceedings of the Imperial Parliament or any Provincial Legislature‡ sent by them are entitled to pass at an uniform rate of one penny sterling per four ounces. Every other description of printed matter || is rated with letter postage, 2s. 8d. currency per ounce. The payment of these rates is not required.

Note.—*It rests, however, with the proprietor to state the number of copies he mails, and a statement once made is seldom afterwards questioned; so that the sums really paid fall considerably short of what they would be, were these terms more rigorously insisted upon. In many cases, indeed, it appears that a fixed sum is paid under an old agreement, without any reference to the number of papers now mailed. Payment is always required at the close of each quarter, for the quarter's service. In case of refusal or failure to do this, a proprietor is charged by the Deputy Post Master General for his papers, as any other person mailing them would be.

Note.—† Sixteen pages, whatever their size, are rated as a sheet. Note.—‡ Except by the Halifax Packets, they are charged by the sheet, as other printed papers are, under the Deputy Post Master General's privilege.

Note.—|| Under the old regulations of the Department a packet charge of 1s. an ounce was made in England, and none either on mailing or delivery in Canada. The Treasury Warrant of the 28th December, 1839, abolished this with most other reduced rates; and letter postage is now charged under the 3rd and 4th Vict. In several instances last winter, pamphlet parcels were sent as freight by the steam packets to Halifax, and thence forwarded over-land to Canada in the Mail-bags. The Deputy Post Master General in these cases rated them with inland letter postage from Halifax to Montreal, 8s. 4d. per ounce, instead of charging them as ordinary pamphlets would have been charged, under his or Mr. Howe's privilege.

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26th March. Rates charged to Proprietors by the year. App. D., Nos. 14 and 39.

Rate on occasional papers.

When allowed to pass free.

Rate how enforced.

Newspapers &c. mailed in the United States.

Newspapers for or from Great Britain by Halifax Packets.

App. D., No. 14.

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26th March. Resources of the Department. Letter Revenue. App. D., Nos. 34 and 36. Newspaper money. App. D., Nos. 4 and 23, and L., No. 7.

App. D., No. 40.

Allowance from Department at Washington.

Franking privilege.

Comparative cost of Mail conveyance and administration.

App. D., No. 34.

The accounts of the Department relate exclusively to British and Provincial letter postage. For the year ended 5th July, 1840, they shew a gross receipt of £53,023 16s. 6d. currency, about £2,820 of which was derived from the Halifax Packet letters; * rather more than half being British, and the remainder Provincial postage. The Provincial rates on the letters yielded about £50,200 currency. For the transmission of newspapers, &c., under the Deputy Post Master General's privilege, the gross payment during the same year appears to have been about £3,062 currency. And the American postage collected by the Department amounted for the year to not less than £11,315 † currency. Of this, however, £9,000 currency was remitted to Washington, and cannot be said to have in any way formed part of the revenue of the Department. The £2,315 currency, which was paid during the year to officers of the Department for the collection of United States postage, may on the other hand be said to have formed part of the resources of the Department in Canada, though not precisely in the same degree as monies otherwise collected by it; since the duties for which that sum was the payment do not properly belong to the Canadian Department. The franking privilege should also be regarded as one of the resources of the Department, since it forms a part, and often the greater part, of the recompense of the Post Masters. The pecuniary value of this privilege may be looked upon as so much received by the Department and then paid away to its servants. The value at which the Post Masters themselves have estimated their right of free postage is in the aggregate about £4,000 currency; and though it be true that its abolition might not cause the actual revenue of the Post Office to increase to that amount, still the result at present is in effect nearly the same as if that sum were collected and spent in salaries. The total resources of the Department of every description, are thus raised for the year in question to about £62,400 currency.

Its net revenue for the year amounted to £18,885 9s. 10d. currency; the whole of course derived from the £53,023 16s. 6d. currency, received as British and Provincial letter postage. The expenses as stated in the accounts of the Department, were as follows:

For Mail conveyance,	£22,342	11	8
For administration of Department, Salaries,	9,409	8	3½
Incidentals,	2,386	7	8½
Total,	£34,138	7	8

To this amount, however, on the principle above laid down, some further additions require to be made; as a large portion of the payment in fact made for administration services is made from other sources than the letter revenue. Omitting for the moment the value of the franking privilege, the expenditure of the year should rather be stated thus:

For Mail conveyance, the whole paid from letter revenue,	£22,342	11	8
For administration, Incidentals paid from letter revenue,	£2,386	7	8½
Salaries paid from letter revenue,	9,409	8	3½
Newspaper postage, about	3,062	0	0
Per centage on U. S. postage,	2,315	17	6½
In all about, currency,	£17,178	13	6½

Note.—* The reduction of the Halifax Packets rates had not then taken place. The amount derived from this source, as will presently be seen, is now much larger.

Note.—† This amount is for the year ended on the 31st December, 1840; the Deputy Post Master General not having preserved duplicates of his accounts with the United States till 1840. The collection for the year ending on the 30th June previous, was certainly not less than for the year given.

Or, if the per centage on U. S. postage be not included in the Estimate, about £14,857 16 0

The proportion between the two branches of expenditure in the Post Office of the United States, was as follows:

Cost of Mail conveyance, Cy.	£813,248	15	9
Administration,	367,676	5	0

Shewing a decidedly larger proportional outlay for Mail conveyance in that country than in Canada.

Our reason for omitting the value of the franking privilege in the above calculation is, that it is not included in that of the Department at Washington; but the proportion which really exists in either country between the two items of expenditure cannot be accurately stated, without including it. We have no means of judging to what it may amount in the United States. In Canada, as just stated, we are led to estimate it at £4,000 currency; and this sum added to the £14,857 16s. 0d. currency, raises the cost of administration to nearly £19,000 currency, or, if the per centage allowed by the United States be included also, to more than £21,000 currency; a sum very little less than that paid for Mail conveyance.

The total amount of postage, British, Provincial and American, actually paid on letters and newspapers during the year ended 5th July, 1840, appears from the statement just made to have been about £67,400 currency. Of this sum the Civil Departments paid about £5,609, and the Military about £17,825; so that the Post correspondence of the country (exclusive of the Public Departments,) yielded not quite £44,000. In the United States, where the Public Departments enjoy the franking privilege, a population about 16 times as numerous paid in postage during the same year £1,134,751 currency, or nearly 26 times as much.

It would be more correct, however, with a view to a comparison between the two populations, to contrast simply the amount of British and Provincial letter postage paid in Canada, exclusive of the Public Departments (about £29,590 currency) with the amount of letter postage, £1,000,944 currency, (or more than 33 times as much,) paid in the United States. As the rates of postage are rather lower there than here, the necessary inference is, that more than twice as much correspondence is circulated by Post, in proportion to the population.

This great irregularity may be accounted for in part by a further examination of the returns of the Department in Canada, which shew a still greater inequality between certain sections of the Province itself. A Table in the Appendix* shows that in the populous counties inhabited by French Canadians, (the cities of Quebec and Montreal excepted) the average contribution of each adult inhabitant to the Post Office revenue for the year 1839-40, was about 3½d. currency, and in the six township counties of what was lately Lower Canada, inhabited by a population of British and American extraction, about 10d. In the counties west of Montreal (exclusive still of the Towns of Kingston and Toronto) it was nearly 1s. 9d. or about six times that of the first mentioned class of counties, and more than double that of the second. For the whole eastern section of the country, bounded west by the St. Lawrence and a line drawn north-west from, and including Montreal, the average is not quite 10½d, while for the western division it is almost 2s. This table exhibits the curious fact that as we proceed westward

Note.—* This table, with the notes appended to it, sufficiently explains the principle of calculation adopted in its preparation.

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Total amount of postage paid in Canada charge in 1839-40. App. D., No. 35, and L., Nos. 2 to 5.

Comparison with the United States.

Comparative amount of Post correspondence in different parts of Canada. App. L., No. 5.

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the average increases progressively. For Kingston and the country beyond, it exceeds 2s. 3d. for each adult; and for Toronto and the Western Districts, 2s. 4d. The Eastern Districts, however, having a much larger population than the Western, the average for the whole country is only about 1s. 4d. Calculated upon the same principle the average contribution of each adult resident of the United States to the letter revenue of the Post Office of that country, was for the same year about 2s. 11d.; so that, if the eastern portions of Canada contributed in the ratio of the Western, the difference in favour of the United States would be reduced to 7d. instead of 1s. 7d. per head.

Comparative
amount of
Post corres-
pondence in
Town and
Country.

Another cause of the greater productiveness of the United States Post Office is to be found in the different proportion subsisting in the two countries between the town and country populations. The average for the four towns of Quebec, Montreal, Kingston and Toronto, is more than five times the average for the rural districts of the Province, but the population of the latter is not far from twelve times that of the former. The number of Towns in the United States exceeding Kingston in size and importance, is so considerable that their urban population must certainly bear a much larger proportion than ours does to the rural; and there is no reason to doubt that the ratio observable in Canada between the relative amounts of correspondence belonging to town and country fully holds in the United States.

Tendency of
revenue to in-
crease.

App. L., No. 1.

The rapid increase of the revenue in Canada of late years must be taken into calculation, when we seek to ascertain its probable future resources. During the 12 years ended on the 5th April, 1840, the gross yearly revenue from letter postage has increased from £15,344 13s. 7d. currency, to £52,752 8s. 5½d. currency; or about 245 per cent. A part of this increase has been owing to the very large sums paid since 1837, for military postage; but making every allowance for this, it would still appear that the unofficial correspondence of the country must have nearly trebled in amount within those twelve years. A similar but somewhat more rapid rate of increase has obtained during the same period in the United States.*

App. L., No. 1.

The Table in the Appendix to which we have referred, shows that for the last sixteen years the improvement has been far from regular; that it has on the whole very much exceeded in rapidity the increase of the population of the Province; and that it has much more nearly kept pace with that of the amount of Post Office accommodation. But for the influence of two or three disturbing causes, it would doubtless have been more regular, more rapid, and a more immediate consequence of the increased facilities afforded by the Department.

A small portion only of the increase of accommodation which took place between 1824 and 1831 was before the year 1827-8; and we observe accordingly that the more rapid increase of revenue was from 1828 to 1831. During the 3½ years ended in April, 1828, it rose only eleven per cent; for the three years next following, thirty-eight. For the next two years (ending in April, 1833,) the extension of the Department continued at much the same rate as before, and the increase of its gross revenue was more rapid than ever; being for the first year more than fifteen, and for the second almost twenty per cent. The revenue in 1833-4

Note.—*From \$1,598,134 the revenue for 1827-8 to \$4,539,265 for 1839-40. That the increase of gross revenue should have been rather more rapid in the United States than in Canada, was naturally to be expected from the fact that the Department in Canada has been conducted on the principle of endeavouring always to realize some amount of net revenue, while that at Washington has constantly augmented its expenses to the full measure of its means, and for the last few years, indeed, beyond them.

was somewhat affected by the check which the cholera of 1832 had given to emigration and business, and fell off a fraction of one per cent from that of the preceding year. During this year and part of the next, the absence of the Deputy Post Master General in England put a stop for the time to the extension of Mail communication; but the year ending 5th April, 1835, shews, with the returning prosperity of the country, an increase of revenue of nearly nine per cent since 1833. The next two years exhibit a second extensive increase of the Department in all its branches, and with it a rise in the revenue of nearly 20 per cent. The commercial embarrassments, however, of the summer of 1837, and the political disturbances of the winter following, not only checked this increase but reduced the Post Office revenue more than nine per cent. For the years 1838-9 and 1839-40, the returns exhibit a great increase of revenue, (amounting if the years be reckoned to the 5th April, to nearly thirty-three per cent the first, and seventeen per cent the second year,) with little addition to the Post accommodation of the country. The advance of 1838-39 is attributable altogether to the great amount of official Postage paid in that year on account of the large Military force then newly arrived in Canada. Allowing for this, the revenue from the domestic correspondence of the country is found to have been as nearly as possible the same for the two years ending on the 5th July, 1838 and 1839. Since the spring of 1839, the amount of postage paid by the Public Departments has been decreasing; so much that with a rise of only nine per cent on the total gross revenue of the Department from the 5th July, 1839, to the 5th July, 1840, (we find from the best calculations in our power) that the amount of postage paid on the unofficial correspondence of the Province increased no less than 20½ per cent. This cheering improvement, the most marked so far as we can ascertain, that has ever taken place in a single year in Canada,* is not the least conclusive among the many evidences of the fast improving condition of the Province. It shows clearly that the influence of those causes has ceased to be felt, which in 1837 prevented that continued increase of revenue which might have been looked for from the great extension of the Department in 1835 and 1836; and it creates a strong presumption, on financial no less than on general grounds, in favor of a return to the policy of Post Office extension.

At what precise rate the revenue is at the present moment improving it is impossible to say. There is still a constant, though not very rapid, diminution going on in the item of Military postage; with probably a slight increase (although to a less amount) in that of the Civil Departments of the Government. The accounts for the quarter ending on the 5th October, 1840, shew some advance upon the corresponding quarter of the previous year. The improvements in the service since that date must have done much to augment the gross receipts of the Post Office, as the accounts for the current year will doubtless shew; though it is probable also that they will exhibit some falling off in the net receipts.

The revenue derived from the transmission of news papers has not increased in the proportion of the letter revenue. For 1832 it was returned at about £2,074 currency, for 1840 at about £3,062 currency; shewing an increase in eight years of not quite 48 per cent. Within the same period, the letter revenue rose 116 per cent. The loose way in which this revenue is

Note.—* Indeed, except between the years 1835-6 and 1836-7, we are not aware that there has ever been so large an increase of domestic correspondence in the United States for any one year. The increase of the revenue of the Washington Post Office for the year alluded to just exceeded 20 per cent; generally it has been less than 10 per cent, and not unfrequently almost nominal.

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collected, and particularly the practice of letting proprietors continue for indefinite periods to pay the same price for a constantly varying number of papers is no doubt the chief cause of the slower increase. There is reason to suppose that the number of newspapers actually sent by Post has augmented for the last eight or ten years as fast as that of letters, and that the two revenues, if collected with equal care, would have shewn that result.

The American postage collected in Canada has rather more than doubled, and the per centage allowed for its collection has nearly doubled within the same period of 8^o years. At the present moment, it is questionable whether they are not in process of diminution; as the establishment of the new Halifax Packets has had the effect of diverting a large proportion of the European correspondence which formerly passed through the United States. The accounts show a considerable diminution from this cause, upon the quarter ending 31st December, 1840; but as the commercial relations of the Province with the United States cannot fail to give rise to a constantly increasing correspondence, it is safe to presume that before long the falling off will be more than made up, and that this branch of revenue will be restored to its former elasticity.

The value of the franking privilege, as indeed of most other indirect emoluments enjoyed by Officers of the Department, is of course, continually increasing; and at a rate it is presumable, not widely differing from that at which the other resources of the Department have been ascertained to increase.

App. D., No. 36.

Average rate of a single letter and number of letters yearly at each rate.

A return made by the Deputy Post Master General estimates the average rate of postage, on a single letter in Canada, at 3^o d. currency, and the number of chargeable letters circulated by Post in Canada (exclusive of Halifax Packet letters, and reducing all double and treble letters and packages to single rates) during the year ending 5th July, 1840, at about 1,400,000; and from the explanations we have received, we see no reason to doubt the accuracy of the calculations on which it is based. Judging from the relative amounts of official and unofficial postage of the year, about half of the 1,400,000 $\frac{1}{2}$ must have been official. The number to be set down for the twelve months ending in July, 1841, must be a matter of conjecture. Supposing the diminution on official and the increase on unofficial postage, to have continued at the rate we fixed to have obtained, from July, 1838, to July, 1839, it would considerably exceed 1,500,000. But as one effect of the late changes has been to convert into Halifax Packet letters a very great number of letters before sent through the United States, it would be hardly safe to make such a calculation, or to state confidently that the number is now much beyond the estimate for the year 1838-9.

Expressed in single rates, the number of free letters at present passing through the Post in Canada in a year, under the franking privilege, enjoyed by the Officers of the Department cannot, from the returns before us, be far from 115,000, exclusive of the correspondence they carry on upon the business of the Department itself, of the amount of which we have no satisfactory means of judging.

Note.—* In 1832, the collection amounted to £5,248 12s. currency, and the per centage to £1,207 4s. 3d. currency.

Note.—† Every Post Office, as we have already observed, sends a letter-bill stating the amount of postage with every package of letters mailed upon any other office. We are informed that all the bills thus sent for a quarter of a year were carefully examined, and the number of single letter charges made, at each of the rates established by law, thus ascertained.

Note.—‡ Not of course, that there are any thing like as many official letters mailed as there are unofficial. The former, as a general rule, are so much more bulky, that by the Post Office rule of charging they count for about an equal number of single rates.

Number of free letters yearly.

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Of the number of Halifax Packet letters for the year 1838-9, we have no estimate. With the exception of official letters (mostly duplicates) which passed free of charge, very little correspondence was carried on by this route till the establishment of the Cunard line of Steamships, assisted by the reduction of the Packet rate of postage which shortly after followed. From calculations we have made upon a return furnished by the Deputy Post Master General as to the contents of the Steamship Mails since despatched from and received at Quebec, it would appear that, taking the average of the last nine or ten months, the number of letters they contain in a year is as follows:

	Single rates.
Ordinary correspondence charged 1s. 4d. currency, per $\frac{1}{2}$ oz., nearly,	192,000
Soldiers and Sailors' letters,	59,000
Official correspondence, passing free of Colonial charge, between 13 and 14,000 packets, amounting probably to or more single rates.	59,000
Total, about	290,000

But from the rapid apparent increase of these Mails, this estimate is now, we believe, considerably below the truth.

The number of letters of every description passing yearly through the Post in Canada, is thus seen to amount to 1,805,000 single rates; exclusive of the correspondence on the business of the Post Office; and of this number some 213,000 or about $\frac{1}{8}$ ths of the whole (including Soldiers and Sailors' letters) pass free.

We have not been able to ascertain precisely how many newspapers and other printed sheets are mailed yearly. An estimate of the Deputy Post Master General (of which we can only say, from the data before us, that it by no means appears to be an extravagant one) gives the number of printed sheets on which postage is paid, at 860,000 a year; 600,000 paid for by printers at the reduced rates; and the remaining 260,000, by other parties, at 1d. a sheet,—50,000 of them mailed in the Province, and 210,000 brought in from the United States. The same estimate fixes the number of printed sheets which pass free through the Post office at 596,000; 156,000 allowed to pass free to Post Masters and Editors; 120,000 sent by Printers, over and above the number they return and pay for; and 320,000 passing between the Colony and the United Kingdom, by the Halifax Packets. The whole number of printed sheets is thus fixed at 1,456,000, a very large proportion of which are newspapers.

Number of newspapers mailed yearly. App. D., No. 39.

In his estimate for the number of charged single letters sent by Post, exclusive of Halifax Packet letters, the Deputy Post Master General states the average cost of transport on each at 3^o d. currency, and that of management at 1^o d.; leaving, therefore, a net profit upon each of 3^o d. To this portion of the estimate the objection occurs, that being based altogether upon the accounts of the Department, it in the first place throws the whole cost of transport on the letter revenue, though part of it is incurred for the carriage of other mailed matter, and in the next place it leaves out of view the large sums paid towards the management of the Department from other sources,—such as perquisites, the franking privilege and American agency. The total amount of the expenses of transport and management incurred on account of this class of letters, and not the sum total that happens to be charged against the revenue drawn from them, is the amount from which alone the true averages can be drawn. It is perhaps impossible

Average cost and profit on each single letter.

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to determine it with precision; but it appears to us that a nearer approach to it than the above estimate can be made, by first putting together all the expenses incurred for letters and newspapers, and then striking off, as the share of expense incurred upon Packet letters and newspapers and the collection of United States postage, the amount received from these sources, or in other words, supposing neither profit nor loss to arise from these branches of the service. This course may throw upon the letters some portion (how much it is impossible to say) of the cost incurred for newspapers, &c., since the rate imposed upon the latter is clearly not a remunerating one. But that is precisely what a differential rate of this kind must in fact always do; and a calculation proceeding upon this basis merely shows what is the fact.

Thus calculated, the year's profit on the 1,400,000 letters exceeded by a very trifling sum the cost of transport incurred upon them; and (irrespective of the franking privilege and 115,000 free letters supposed to be mailed under it,) the average cost of transport on each was nearly 3 $\frac{1}{4}$ d. currency, that of management over 2 $\frac{1}{4}$ d. currency, and the average profit on each 3 $\frac{1}{4}$ d. currency. Taking the 115,000 free letters into account and adding the value of the franking privilege to the other expenses of management, the averages are,—for transport very nearly 3d. currency, for management 2 $\frac{3}{4}$ d. currency, and for profit 3d. currency.

State of Department in the Lower Provinces. App. E.

The returns which we have received from Mr. Howe are not such as would enable us to present a detailed account of the state of the Post Offices, in the Provinces of Nova Scotia, Prince Edward's Island and New Brunswick. But from his returns and those received from some of his Post Masters, together with the information we have derived from other quarters, we can supply, we trust, a tolerably correct account of the chief points of difference between his Department and that of the Deputy Post Master General of Canada.

Mr. Howe's Commission. App. E., No. 21.

Mr. Howe's Commission, constituting him "Agent, Deputy, Manager and Director of His Majesty's Packet Boats" between Great Britain and Halifax, bears date the 28th of April, 1818. We are not informed at what time he was first styled Deputy Post Master General; but that title has been long since used, as well in the correspondence of the Department in England as by the public generally.

Powers, duties.

The powers and duties of his office, as it is now constituted, do not at all appear from the terms of his Commission; and as we have no copy of any instructions addressed to him by the Post Master General, we cannot speak confidently on the subject. We are not aware that they differ materially from those of the Deputy Post Master General at Quebec, except in certain particulars which we shall presently notice.

And emoluments.

His emoluments are a fixed salary of £400 * sterling, an allowance of £50 sterling a year for rent, and the newspaper privilege, the net proceeds of which for the three years ended the 5th July, 1840, he returns at £856 currency. For the last year of the three it amounted to £330.

No General Post Office for Lower Provinces.

There is no General Post Office Establishment, properly so called, in the Lower Provinces. The Account Branch at Quebec is charged, as we have had occasion to state, with the compilation of the accounts for the whole of British North America, and we find that Mr. Howe has never been allowed the assistance of Sur-

* Note.—* Raised to this amount in 1836; before which time it was only £220 sterling, the sum originally stated in his Commission.

veyors or Clerks for the general business or correspondence of the Department. In a letter dated March 20th in the present year, Mr. Howe states, "that in this office, until very recently * but one Clerk was employed, whose salary is £100 sterling; a second * is now employed at a salary of £100 sterling." This assistance which is not more than sufficient for the proper discharge of his duties as Post Master at Halifax, appears manifestly too little, when to these are added the functions of Deputy Post Master General for the Lower Provinces.

The number of regularly established Post Offices within Mr. Howe's charge is very limited. In New Brunswick, East of Woodstock, there are only fourteen; in Nova Scotia, exclusive of the Island of Cape Breton, fifteen; in Cape Breton, two; and in Prince Edward's Island, one. Of these one only (that of Newcastle, New Brunswick,) has been established within the last three years. Most of the others were created long ago. To make up in part for the want of regular offices, way-offices or places of deposit for letters have been established; the number of which we find has been much greater than that of the regular offices. Mr. Howe's Post Office Map and Returns furnish a list of 86 such offices, 7 in New Brunswick, 36 on the main land of Nova Scotia, 15 in Cape Breton, and 28 in Prince Edward's Island. The answers we have received from Post Masters on this subject mention by name 46 more; but even with this addition the list is incomplete, as several Post Masters have neglected to reply to our inquiries, and one or two of those who have answered speak of the existence of sub-offices in the neighbourhood without naming them. Of the 132 reported to us, 17 are in New Brunswick, 57 on the main land of Nova Scotia, 30 in Cape Breton, and 28 in Prince Edward's Island.

The characteristic by which the sub-offices are chiefly distinguished from those on the regular establishment, is that their accounts, instead of being forwarded to Halifax, are kept privately with one another or with neighbouring Post Offices; and their remittances being made through some regular Post Office, appear on the accounts of the Department as part of its collections. They differ, however, in many respects, among themselves. Some are only places of call appointed by the Courier, where the postage of any letter he leaves is collected, and unpaid letters are left for him to carry on. In some cases the Courier himself keeps the office. The place where it is held is sometimes fixed by a Member of Parliament or by the Magistrates of the County, sometimes by a neighbouring Post Master, and sometimes by the Deputy Post Master General. The persons keeping them are variously remunerated. Most of them enjoy, to a greater or less extent, the franking privilege. Some are paid the usual Post Master's per centage; others share it with the Post Master or Post Masters with whom they are in communication; many are suffered to levy a small extra rate on letters, which is in most cases their own perquisite, but is sometimes shared between them and the other Post Master who has to deal with the letters so charged; and there are some who perform the duty without any remuneration or privilege whatsoever.

No general instructions have been issued to the Post Masters in the Lower Provinces; and from this cause, as well as from the want of Surveyors, many irregularities of practice have necessarily resulted. At some offices the Post Master has the superintendence of a considerable number of way-offices, several of which have other way-offices subordinate to them. In some instances a way-office on the route between two other offices corresponds only with one of the two, and it

* Note.—* In a letter dated the 17th December last, Mr. Howe states that he was then allowed only one Assistant.

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Small number of regular Post Offices. App. E., No. 10.

Number of way-offices.

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Distinction between Post and way-offices.

The letter wherein differing from one another. App. T., U., V., et al.

Irregularities of practice. App. E., No. 7.

App. T., U., V., et al.

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Mailing system wherein different from the Canadian.

often happens that there is no recognized communication between neighbouring way-offices, except through the more distant office on which they depend.

The system of mailing in the Lower Provinces is essentially different from that which prevails in Canada. No Post Master or Keeper of a way-office mails upon, or receives Mails from, any great number of other places. Some exchange Mails with only one office, others with two or three, and few with more than half a dozen. The consequence is, that letters posted for any distance are generally remailed, as in England, at one or more intermediate offices. But the utter want of regularity in the arrangement deprives this plan, (which is in some respects the "Forward Office System") of nearly all the advantages it would otherwise have over the Canadian practice; while from the irregular usage which prevails along with it of rating letters anew every time they are remailed, instead of charging them at once for the whole distance, it often adds materially to the charges sanctioned by law.

Collection of newspaper money. App. E., No. 14.

The Deputy Post Master General's newspaper money is collected in the Lower Provinces much in the same manner as in Canada. But we are without information as to the mode in which the charge on papers not mailed by printers is collected and remitted, and as to the per centage allowed by the Deputy Post Master General to Post Masters in the country for collecting it. In towns where newspapers are published he allows the Post Master to retain one half of the money paid by the proprietors.

And of United States postage. App. E., No. 2, and H.

United States postage is collected by a different process from that which prevails in Canada. There is but one Exchanging Office, that of Saint Andrews, and the Deputy Post Master General leaves the whole of its duties and emoluments to the Post Master there. No separate accounts of American Postage are kept by that officer with the Post Masters in the interior; and he allows no share of the remuneration he receives on account of it to any other Post Master for his share of the trouble. The information with which we have been furnished as to the practical details of this system, however incomplete in other respects, is sufficient to prove that the arrangement as a whole is unsatisfactory.

Post Masters' accounts and remittances. App. T. No. 6.

The seven Post Offices in the Western Counties of New Brunswick account with Halifax through the Post Master at Saint John, who is charged with the duty of auditing the accounts and with a general surveillance over the Department in that part of the country. Few Post Masters have large remittances to make; in general they pay over to the carriers in their neighbourhood the whole or the greater part of their net collections, and transmit the carrier's receipts instead of money.

App. T., U, and V.

Their bonds. App. E. No. 6.

Post Masters at the regular offices give bonds as in Canada, though not in the same form; and they are required to renew them yearly. We are not aware of a bond being ever given by a person in charge of a way-office.

And emoluments.

No detailed returns of the emoluments of Post Masters, either at the regular or way-offices, or of the establishments they maintain, have been furnished to us. Such information as we have collected will be found in the Appendix.

App. E., Nos. 2, 5 and 13.

The chief source of income at the regular offices (Halifax only excepted) is an allowance of 20 per cent on letter postage. The Post Masters at St. John and Fredericton receive an allowance for one clerk and for stationery; and the latter for office rent also. There is mention in the returns of a small amount al-

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App. Q., No. 36, and R. No. 8.

lowed for incidental expenses at St. Andrews and Chatham. No allowance is returned for any other offices. Few regular Post Masters, we presume, derive much emolument from the rent of boxes, the keeping of accounts, &c. Indeed at the two principal offices of Halifax and St. John, the plan of accommodating the public with boxes has never been acted upon at all.

App. T., U, and V.

The great diversities which exist in the mode of remunerating the way Post Masters, will be more fully understood by a reference to some details in the Appendix.

Value of and restrictions on their franking privilege.

We have received information on the franking privilege from nearly all the regular Post Masters and from many way Post Masters. Its average value to them, according to their estimate, is a little higher than in Canada. The restrictions are somewhat different; but they are not very strictly enforced in either Province. At the regular offices the Post Master is allowed to send and receive by every Mail four single or two double letters, or one packet of an ounce weight. At many of the way-offices the rule is the same, but not at all; some having no privilege of free postage, and others only an exemption from the exceptional rates irregularly levied at their own or neighbouring offices. Newspapers for Post Masters appear in most cases to pass free of charge, but not always.

App. E., No. 7.

Imperfect, however, as our information is on the subject of the emoluments of Post Masters in the Lower Provinces, we have been enabled to remark that the amount is in most cases extremely trifling, and never excessive.

Mails carried by Couriers without regular contract. App. E., Nos. 6 and 8.

In the Lower Provinces the Mails are not carried as in Canada by contractors properly so called, but by persons employed by the Department as Couriers,* who give bond yearly, are paid a yearly salary, and are liable at all times to be dismissed for misconduct. A natural consequence of this system is, that the stipulated rate of remuneration and travel on any given route is seldom altered. The same Courier is commonly employed for a long course of years, on the terms originally agreed upon; and even when at length a Courier is changed, it often happens that the terms of the service are not varied. Mr. Howe considers it a great advantage resulting from this system that "good men are thus secured without any increase of expense;" but of course it operates on the other hand just as much against that reduction of expense and increase of speed which under a different system might be expected to result from the improvement of roads and the principle of competition.

App. E., No. 8.

Another consequence of this practice is, that on routes where the Mail travels twice a week, the two trips are sometimes performed by different parties and at very different prices. It is obvious that one contractor could afford to perform the whole service at a much lower rate than two, dividing it in this manner, possibly can.

Appointment and control of Couriers. App. T. and U.

Generally speaking, the appointment and dismissal of Couriers rests with the Deputy Post Master General; but on some of the minor routes we find that Post Masters and even Keepers of way-offices may appoint; more frequently, however, the nomination on these routes is made by the Deputy Post Master General, but upon the recommendation of persons residing

*Note.—Several Mails are carried by Stage Companies and Sloop or Steamboat proprietors; but it appears from Mr. Howe's statement, that even with them there is no formal contract. Whether in these instances each Stage Driver, or Captain of a Sloop or Steamboat gives bond as a Post Office Courier, or whether the Proprietors or their Agents are considered as the Couriers and give bond as they would were there a formal contract, is not stated.

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App. L., Nos.
16 and 17;
also App. V.

on the spot, such as a Post Master, a Member of Parliament, or a Magistrate. For Prince Edward's Island it rests with the Lieutenant Governor. The degree of control also, short of the power of dismissal, which Post Masters consider themselves entitled to exercise over the Couriers in their neighbourhood, varies greatly; some claiming the right of fixing the hours of arrival and departure, others taking no note whatever of their movements.

Different
modes of pay-
ing Couriers:

There is as little uniformity in the mode of paying, as in that of appointing and controlling the Couriers. On most of the principal routes their salaries are paid from the general funds of the Department; and this is also the case on some of the bye routes leading to way-offices. On other routes, again, the whole or part of this expense is borne by the Province, and sometimes (though we believe only in the case of certain way-office routes,) it is in part defrayed by allowing the Courier to share with the Post Masters, or to take for himself an extra rate of postage on the letters he carries.

In New Brun-
swick.
App. L. No. 14,
and App. Q.
and T.

We are not aware that the last mentioned mode of payment is to be met with in New Brunswick; the way-office rates wherever they are levied, so far as our information extends, being there a Post Master's and not a Courier's perquisite. The Department is to a certain extent assisted by grants of the Provincial Legislature in aid of Stages, Packet Vessels, and Couriers; but such grants are not made in concert with, or through the Post Office Authorities, and much of the yearly amount is therefore not available in any way to the service of the Department. Certain sums are paid, either directly or through Commissioners, to the companies or individuals; and of those who receive this Provincial aid, many are not even asked to carry a Mail, and some we believe refuse to do so on reasonable terms; but even when some Mail service is rendered, the payments made by the Department and those of the Province being independent of each other, it is to be presumed that the money is expended much less economically than if the whole were at the disposal of the Post Office.

In Prince Ed-
ward's Island.
App. L. Nos.
16 and 17, and
App. V.

In Prince Edward's Island the Province has long been allowed to take the whole of the postage collected, on condition of paying for the conveyance of the Mails to and from Nova Scotia and within the Island; an arrangement by which a yearly grant from the Legislature becomes necessary, but which in return surrenders the entire local control of the Department to the Province.

In Nova
Scotia.
App. L., Nos.
11 and 18.

The greatest diversity of practice has grown up in Nova Scotia. Provincial grants were, from a very early date, made through the Deputy Post Master General, but always as an aid towards the establishment of certain specified routes or offices; and with a condition, either expressed or implied, that the money was granted only to make good any deficiency of the inland postage on such routes. The practice hence became common in Nova Scotia, to allow the Couriers over and above the sums granted them by the Legislature, sometimes a share on the whole way postage they might collect, and sometimes even the whole net proceeds of the offices they served. Whether or not this mode of payment was resorted to on any routes not originally established by Provincial grants, we cannot say. It prevails, however, extensively. Since 1840 the grant system has been in a great measure abandoned; and the general revenue of the Department has been charged with the amounts formerly drawn from the Provincial Chest. But the old practice of allowing the Couriers the net local revenues, has nevertheless been suffered to continue.

App. R. and
U.

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Mails how
often and in
what manner
carried.
App. E., No.
12, and App.
R. and U.

The travel of the Mail is less frequent, and apparently of a less expensive description* than in Canada. On the main route from Halifax through Dorchester to Frederickton, there are only two Mails a week, exclusive of the extra Mails in winter for the conveyance of the Canada Bags from the Steam-Ships. The Mail travels but twice a week on the three leading branches from this route,—from Truro to Pictou, and from Dorchester to Saint John and Miramichi; and on the main western route from Halifax through Windsor to Annapolis, or sometimes to Digby. It is only from Frederickton to Saint John, and from Saint John through Saint Andrews to Saint Stephen, that the Mail passes more frequently. The rule for the country generally is one Mail a week; and there are several way-office routes that are served only once a fortnight.

Many of the Mails on the routes where there are none but way-offices, seem to be carried on foot; and the others on horseback or in carts, at the option of the Courier. Between the regular offices, open waggons or sleighs (sometimes carrying passengers and sometimes not,) are more frequently used than stages. Steamboats are employed in summer between Prince Edward's Island and the main land, on the Bay of Fundy and on the River St. John. In winter the Prince Edward's Island Mails cross the Strait in an Ice-boat; and the St. John and Digby Mails cross the Bay of Fundy in a sloop.

Mr. Howe returns the number of miles of established Mail route in Nova Scotia and New Brunswick at 1223, and the weekly travel of the Mail at 2402 miles. But it is not easy to understand by what calculations he has arrived at so low an estimate. We find more than 1600 miles of Mail route laid down on his own Post Office Map for these Provinces, exclusive of all water communications and of all routes for the mere accommodation of way-offices, and the latter are very extensive in Cape Breton and other parts of Nova Scotia, though less so in New Brunswick. An estimate of our own, which, though based to a certain degree on conjecture, we think comes somewhat nearer the truth, makes the whole number of miles of Mail route within Mr. Howe's charge (Prince Edward's Island included,) about 2,600; and the number of miles travelled weekly by the Mail between 5 and 6,000, a calculation which would still indicate a marked disproportion in this respect between Canada and the Lower Provinces. In the former, to accommodate a population of about 1,000,000, the yearly travel of the Mail exceeds 1,500,000 miles; in the latter, with a population of about 400,000, it is about 290,000 miles.

Extent of es-
tablished Mail
road, and of
weekly travel
of Mail.
App. E. No. 12.

Mr. Howe states the amount expended by him for Mail conveyance in Nova Scotia and New Brunswick for the three years ended the 5th July, 1840, at £15,900 currency, and the expenses incurred by the authorities of Prince Edward's Island for the conveyance of their Mails during the same period at £2,603 16s. currency. The former of these sums includes, we have reason to think, the grants made during the years in question from the Nova Scotia Treasury; but it certainly cannot include either the New Brunswick Post Office grants or the amounts collected for themselves by those Couriers in Nova Scotia who are allowed to levy special rates for their own remuneration. Allowing moderately for these, the average cost for the last three years of Mail conveyance in the Lower Provinces can scarcely have been less than £7,000 currency a year. According to the estimate just given of the distance the Mail travels, it would thus seem to

Cost of Mail
conveyance.

App. E., No.
13.
App. E., No. 9

* Note.—* Though as we shall have presently to state, more costly in fact.

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Rates of postage.

Rule as to charges on re-mailed letters.

App. E., No. 12.

App. Q. to V.

Perquisite rates.

Irregularities of the system of rating. App. T., U. and V.

App. U., No. 11. App. T., No. 6. App. U. No. 13.

App. U., No. 37.

App. U. Nos. 19, 30 and 37.

App. T. No. 3.

App. T., Nos. 11 and 13.

App. Q. No. 59.

have cost not far from 6d. currency per mile, an expense much heavier than is incurred for that service in Canada.

The rates of postage as established by law, are the same for all the Provinces of British North America, but great diversities have in practice prevailed. Post Masters in the Lower Provinces, as we have before observed, do not make up Mails direct for all offices, nor have they any general table of rates and distances, nor any detailed instructions, to enable them to charge letters to all parts of the country as the law directs. Letters are therefore rated for the whole distance, only when they happen to be addressed to some office with which the mailing Post Master is in direct communication. When not so addressed he rates them to the office upon which he mails them; the Post Master then adds a new rate to the next office, and so on till the letter reaches its destination. Two or three rates are thus often levied on a letter, and sometimes as many as five or six. Nor is this the sole cause of the irregularities which we find to prevail throughout the country. The rates themselves sometimes are not those which the law sanctions. Some that formerly were perhaps legal have ceased to be so, in consequence of shorter roads being opened; others were from the first illegal, for the statute no where recognizes them as rates for any distances whatever. The anomalous rates also, amounting to 1d. 2d. or 3d. currency, which Couriers and keepers of way-offices charge on many routes as their own perquisite, sometimes in addition to a postage rate from the nearest office, and sometimes instead of it, adds considerably to the irregularity.

The returns we have received from a number of Post Masters show with what offices most of them are in direct communication, and what postage rates or perquisites are charged to and from each.

The departures from the rule laid down by law appear from these to be many and striking. The legal rate, for instance, from Halifax to Yarmouth is the same as to Saint John, 11d. currency; the distance in the former case being from 225 to 245 miles, and in the latter 270. The actual rate for the shorter distance is 1s. 1½d. and for the longer 9d. currency. Between Lunenburg and Shelburne, the charge is 9d. for a distance of only 80 miles; the legal rate for which is 7d.

But it is in the case of letters requiring to be re-mailed, that these irregularities are most glaring. From Sydney, for example, in Cape Breton, a letter passes direct to Halifax (some 300 miles) for 1s. 3d.; but from Sydney to Truro on the road to Halifax, (about 240 miles) where the law clearly allows no more than 11d. the rate is 1s. 6d., the usage being to charge first to Antigonish (140 miles) 10d., thence to Pictou (50 miles) 4d., and thence to Truro (40 miles) 4d. From Frederickton again, to Halifax, (about 280 miles,) the rate is, as it ought to be, 11d. currency; but from the office at Sussex Vale, 70 miles nearer to Halifax on the same route, it is 1s. 6d. letters being there mailed only to Dorchester, with a charge of 7d. and thence forwarded to Halifax with a further charge of 11d. On some other routes, where there is more remailing, the matter is still worse. From Bathurst to Halifax (310 miles) the legal rate is charged 1s. 2d. currency; to Cumberland, not more

Note.—* For many parts of the country, indeed, it would be no easy matter for any one to determine what the rates ought to be; the distances along the roads or paths travelled being almost matter of conjecture.

Note.—* The legal rate would be either 11d. currency, or 1s. 2d. currency, (9d. or 11d. sterling,) the former if the distance is less, the latter if it is more, than 300 miles.

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App. Q. Enclosure in No. 62.

than 180 miles, the rate (legally 9d.) is 1s. 6d., letters requiring to be re-mailed at Chatham; to Antigonish; they must be three times re-mailed, and the rate in consequence becomes 2s. 6d. for 315 miles, instead of 1s.; and to Sydney in Cape Breton, 140 miles further, a fourth remailing raises it to 3s. 4d. in place of 1s. 4d. the amount fixed by law. Some of our correspondents complain that the irregularity of these charges is further aggravated by the absence of uniformity in the amount charged between even the same two places; a circumstance which is often (though not always) owing to the mailing Post Masters having no fixed rule as to the office on which letters for particular places should be mailed, and charging them, therefore, sometimes to a nearer and sometimes to a more distant office. Among other instances detailed in the Appendix, we find one in which it is stated to have been the practice of a Post Master to mail all prepaid letters for a particular office at once to their destination, rated 1s. 3d. and all unpaid letters for the same place to an intermediate office, with a rate of 1s. to which the forwarding Post Master would add a second rate of 9d.; so that by this process the sender of a prepaid letter would have to pay 1s. 3d. and the receiver of an unpaid letter 1s. 9d.

It is not the least of the evils of this state of things, that a Post Master may not, and very often cannot, know what rates are charged at any other office than his own; so that in many cases it is impossible, even at a regular office, for the sender of a letter to prepay it to its destination. At most way-offices it is worse still, as letters can neither be forwarded without prepayment to the nearest regular office, nor yet prepaid beyond it.

With such arrangements, it must be impossible in many parts of the country to send letters at all to the United States by post, as prepayment to the line is a condition to their being forwarded beyond it; and it can seldom be possible (except at the principal towns) to prepay the American postage, though a letter cannot pass through the United States to Europe without being prepaid. We should infer, from one of Mr. Howe's letters, and some expressions made use of by one or two of our correspondents, that no collection of American postage upon letters, &c. for the United States is ever made within the Lower Provinces; were it not hard to believe that the principal object for which the practice of collecting American postage has been resorted to,—the securing of a Post communication with Europe through New York,—can have been so far overlooked.

The rate at which Publishers in the Lower Provinces are allowed to compound for the conveyance of their newspapers, is lower than in Canada, being only 2s. 6d. per annum for a weekly publication. Upon occasional papers, pamphlets, &c. we believe that the ordinary charges are the same as in Canada; but Mr. Howe states that that he derives no emolument from any except newspapers, as the small sums rateable on other printed matter are charged to the offices upon which the same may be mailed.

Among other consequences, resulting from the peculiar position of the Department in Prince Edward's Island, we find that the Civil Departments have there the franking privilege, in so far as regards the inland rates of postage. In Cape Breton, and perhaps elsewhere, letters to or from Public Departments, and even Country officers are exempted from the perquisite rates there levied. In Nova Scotia, Mr. Howe states that

Note.—* In Cape Breton and Prince Edward's Island, and perhaps at some other way-offices elsewhere, newspapers, as well as letters are subject to the Post Master's extra charge, so often alluded to.

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the Department of the Provincial Secretary, Adjutant General of Militia, and Treasurer* have long enjoyed a franking privilege, in consideration of the sums voted by the Province in aid of the Post Office; Sir James Kempt having, in 1827, instructed the Deputy Post Master General to cover the correspondence of the two former and the revenue returns addressed to the latter, with his official frank. With these exceptions payment of official postage is required in the Lower Provinces.

Gross revenue of Department in Lower Provinces. App. E. Nos. 9 and 13.

Mr. Howe's returns state only the aggregate collections of letter postage at the several offices within his charge, for the three years ended in July, 1840; so that we are unable to compare one year with another; or make any calculation as to the tendency of the revenue towards improvement. They show an aggregate collection for the three years, of £27,206 14s. 6d. currency, or rather more than £9,000 currency a year; exclusive, of course, of all proceeds of local rates appropriated by Couriers and Post Masters, as to the amount of which,—probably not inconsiderable,—we have no information. It does not appear what proportion the British and Packet Postage collected bore to the Provincial; though it must doubtless have been considerably higher than during the same period in Canada. The proportional amount paid for official postage we find to have been much less than in Canada. So far as we can ascertain, there was paid in the three years:

Proportion of British and Packet postage.

Ditto of official postage. App. E. Nos. 13 and 14, and App. G.

For Civil Department Postage, about	£2,997	17	11½
Military,	4,379	7	6½
Making a total of	£7,377	5	5½

or 27 per cent, very nearly, of the whole sum collected. In Canada, for the same period, it was about 43 per cent.

-Less private correspondence by post than in Canada.

App. L. No. 6.

It is apparent, however, that the amount of private correspondence passing through the Post in the Lower Provinces is considerably less in proportion to their population than in Canada. For the three years, the average contribution of each adult to the Post Office revenue is shewn by a table which we have inserted in the Appendix, to have been not quite 10d. currency a year. In Canada it was about 1s. 3d. and for the last year of the three, as we have seen, more than 1s. 4d. Cy: Mr. Howe was unable to furnish an estimate of the number of letters mailed in one year within his charge, and therefore we cannot say with confidence what is the average rate of postage on a single letter. But the presumption is, that it must be higher than the Canadian postage rate; for though the country as a whole is less extended, and the rates for short distances are in some parts of it lower, they are certainly not lower between the places which have the most inter-correspondence, and the re-mailing system greatly increases their amount. We have upon the whole adopted the conclusion that the same amount of revenue would indicate a larger amount of actual correspondence in Canada than in the Lower Provinces.

Less in New Brunswick than in Nova Scotia, &c. App. L. No. 6.

The table we have referred to further shews the average contribution of each adult to be higher for the Province of Nova Scotia than for New Brunswick, where indeed it is even found to be considerably lower than in Lower Canada,—a result which it is impossible not to ascribe in a great degree to the comparatively small number of places where letters can be posted or delivered. In the four North Eastern Counties, where there are more way-offices than in most of the others,

Note.—*The Clerk of the Legislative Council of Nova Scotia further states that official communications to him pass free through the Post Office,—but to what extent, and on what grounds do not appear.

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and where the course of trade and travel offers fewer facilities for correspondence by private hand, the average is higher (1s. 2d.) than for any other District of the Lower Provinces, except the County of Halifax, where alone we find an average (3s. 5½d.) at all indicative of a Town population. In the Counties of Saint John and Charlotte, where also from the size and commercial importance of the Towns the amount of postage collected should be large, the average, (11½d. in the one and 9½d. in the other,) is hardly that of Lower Canada. For the other five Counties of New Brunswick, the worst supplied with offices, it is lower still,—the lowest in fact, we believe, for any District of equal size in British North America. For Cape Breton, where, however, there is much more perquisite postage paid than any where else,—and for the eight Western Counties of Nova Scotia,—it is between 5d. and 6d.; and for the five Eastern Counties, about 8d. In Prince Edward's Island it is not far from 7d.

The best consideration we have been able to give to such returns as bear upon the question of expenditure leads to the conclusion, that from the £27,206 currency, received as postage between July, 1837, and July, 1840, for the several branches of the service, the expenditure has been in the following proportion:—

Expenditure of Department. App. E. Nos. 9, 11, 13, and 20.

For administration—		
Salaries, about . . .	£5,300	Cy.
Incidentals;	1,350	
	£6,650	Cy.
For Mail conveyance, about	12,830	
	£19,480	

The balance of about £7,720 is thus accounted for by Mr. Howe; he remitted to the General Post Office during the three years £7,453 3s. 8d. currency, at a cost of £264 14s. 10½d. currency, incurred in the purchase of coin.

Remittances to General Post Office, London. App. E. No. 13.

It is scarcely necessary to observe that these amounts by no means exhibit the real profits, expenses or resources of the Department in the Lower Provinces. To show these satisfactorily, it would be necessary to go into further calculations like those we have made for Canada; a task which our limited information renders impossible.

As to the real profits of the Department, it is enough to say that the sums paid by the Provinces during the three years, in aid of its operations, have equalled if not exceeded, the amount of the Deputy Post-Master-General's remittances to England; so that it can hardly be said that there was any net income at all. We presume that the new arrangements made in 1840 with regard to the grants from Nova Scotia must have had the effect, since the period to which our returns relate, of very much lessening these remittances, perhaps of putting a stop to them altogether.

Department has in fact no surplus revenue.

The real expenses of the Department for Mail conveyance exceeded the sum above mentioned by the amount of the Courier's grants and perquisites; which may safely be taken, as we have already shown, to raise them to £21,000 currency. To the expenses of administration, it would be necessary to add the sums received for newspapers, the Commission on United States Postage, the perquisite rates levied by keepers of way-offices and by Town letter carriers and the value of the franking privilege; but on most of these points our information is too imperfect to warrant even a conjectural estimate of their amount.

App. E. Nos. 14 and 17. App. H. and App. Q. to V.

On this subject generally, we would direct attention to the details which will be found in the Appendix; remarking only that, so far as we can

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App. II., No. 1.

judge, the number of newspapers mailed bears nearly the same proportion to that of letters in Canada, though the revenue they yield is considerably less; and that the correspondence of the Lower Provinces with the United States is less in proportion than in Canada, and therefore contributes less to its indirect resources. The Post Master at St. Andrews returns his collection of United States postage for the year ending 30th September, 1840, at £1,404 16s. 7½d. currency, which is less than one eighth of the amount collected within the same year in Canada; while the ordinary letter postage revenue of the Lower Provinces for the three years ending in July, 1840, was more than one fifth of that of Canada, exclusive indeed, in both cases, of official postage, more than one fourth.

Newfoundland: App. L., No. 18.

There is but one Post Office in Newfoundland,—at Saint John, the Capital Town of the Province. A Despatch addressed to Lord Sydenham by the late Governor, Captain Prescott, which has been referred to us for our information, and which we have inserted in the Appendix, states that the Post Master, Mr. Solomon, holds his appointment direct from the Post Master General and is allowed by the General Post Office a fixed salary of £100 sterling a year. Till last summer, the appointment was a Provincial one, and its entire emoluments (some £30 or £40 per annum) were derived from certain extra charges on letters and newspapers, authorized by the Governor. Communication is kept up with Halifax by Packet vessels which meet the Steamships to and from England; and occasionally letters are sent by other vessels. But there is no inland Post conveyance whatever; and Captain Prescott states that the greater part even of the correspondence which passes by Mail to and from Halifax and Great Britain is official.

App. E., No. 19.

In Bermuda, as we are informed by a similar Despatch from Governor Reid, which also will be found in the Appendix, two attempts have been made to establish a local Post Office Department by Provincial legislation; but the only internal communication established in consequence is between St. George's Island, the landing place of the English Mails, and the central Town of Hamilton. At the former of these places there is a Deputy Post Master General, appointed as we understand by the Post Master General; and at the latter a Post Master whose office was established by Provincial enactment. These two officers share between them the proceeds of the inland rates; and the Deputy Post Master General has besides a salary of £70 a year. The Province further makes them a trifling grant for conveying the Mails backwards and forwards. A line of Halifax Packets in connection with the Steamships keeps up a regular communication to and from the Island.

App. E., No. 19.

Leading defects of present system.

The Post Office Department in British North America is marked by two leading defects in its constitution; the want of uniformity in the principles upon which it is conducted by two Deputy Post Masters General of co-ordinate and independent authority; and the absence of not only responsibility to the Executive or Representative authorities in the Colonies, but of all real responsibility to the Head of the Department in England.

Want of uniformity.

In proof of the first of these propositions we have only to refer to our statement of the incongruous practices prevailing in Canada and the Lower Provinces.

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The Commissions and instructions under which the Deputy Post Masters General act, do not recognize the existence of any local authority to whom they are to report their proceedings, or from whom they are to receive directions. In those documents the Deputy Post Masters General are regarded as the mere Agents of the General Post Office, to which all their reports are to be sent, and from whence all orders emanate. In certain exceptional cases, such as the late troubles in the Canadas, the Deputy Post Master General may have been directed to place himself for specified purposes under the orders of a Provincial Executive. Of late years also the rule by which he was forbidden to communicate information on the state of the Department to Committees of the several Legislatures has been relaxed or rescinded. Occasionally we have seen that under some peculiar circumstances an Executive or a House of Assembly has influenced to a certain extent the action of the Post Office. In Nova Scotia, where this influence has most prevailed, although from a variety of causes it operated very anomalously, it cannot be denied that it had the effect, at least of putting the Department on a better footing and rendering it more popular than in New Brunswick; where, though under the same administration, this sort of influence has been but little felt. Of the Provinces of British North America it may be observed generally, that in practice there has been somewhat more intercourse between the Executive and the Post Office authorities than the theory would suggest; but it has always been of an irregular and unsatisfactory character.

The responsibility to the Head of the Department in England, however complete in theory, in practice is little better than nominal. The ordinary proceedings of the Provincial Post Office are almost unknown to the Post Master General, and upon questions of greater importance and more unusual character the decision of the Imperial authorities must be mainly influenced by the report of the Deputy Post Master General, even though they affect his own pecuniary interest, the extent of the business of his office, or the manner in which he executes his functions.

All applications and complaints are addressed to the Deputy Post Master General and in the majority of cases finally determined by him. Whenever an appeal is made from his decision, the Post Master General is placed by distance and untoward circumstances in a false and embarrassing position. He has no officer whom he can send to investigate the circumstances on the spot, nor any independent means of inquiring into disputed facts or alleged grievances. There is evidence that in this respect the condition of the Department has not been considered satisfactory, in the fact that since the appointment of this Commission, the Post Master General has thought fit, on more than one occasion, to refer to us for our report on recommendations sent to His Lordship the Deputy Post Master General.

We beg leave also to refer to two series of correspondence in the Appendix, as evidence of the working of the system. The first arose out of a robbery of the Mail in the year 1835, on which occasion a letter containing a remittance of money addressed to Mr. Benjamin Brewster of Montreal, was stolen along with the other contents of the mail bag. The contractors, whose carelessness had afforded to the guilty parties the opportunity of committing the robbery, became liable by the terms of their contract, to make good the whole of the loss. They settled the matter by the payment of a round sum to the Deputy Post Master General, out of which Mr. Brewster received the amount of his loss without interest, and nearly the whole of the money he had expended in seeking to recover it. The robbery was

Examples of this. App. M., No. 103.

Mr. Brewster's case.

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committed on the 17th February, 1835; the money was paid by the contractors on the 23th May, 1837, and Mr. Brewster received his share on the 28th May, 1838. Some portions of the correspondence, which extend over a period of more than three years, are of an unpleasant and irritating character; and without intending to impute blame to either of the parties, we think it deserving of attention, as shewing in how dilatory and unsatisfactory a manner such proceedings in the present condition of the Department must necessarily be conducted.

Recent appointments to Surveyorship of Western Canada. App. L. No. 10.

The other series relates to a matter of greater importance, to which in another part of this Report we have briefly alluded. In the year 1840 an arrangement was suggested to the Deputy Post Master General, with the object of relieving Mr. Porteous, the Post Master of Montreal, from duties which were becoming too onerous for a gentleman of his advanced years and infirm health. In the absence of a fund for providing retired allowances for old officers of the Department, it was proposed that the nephew of Mr. Porteous, then Post Office Surveyor in Upper Canada, should be promoted to the Post Office in Montreal, with an understanding that his uncle should receive an allowance for life out of the emoluments of his new situation. Under the peculiar circumstances of the case the Deputy Post Master General consented to this arrangement, feeling, however, that the proceeding was somewhat irregular, and one which must not be used as a precedent hereafter. Mr. Andrew Porteous consequently resigned the Post Mastership of Montreal, and Mr. James Porteous the Surveyorship of Upper Canada. To the vacant Surveyorship thus created, Mr. Stayner appointed his own nephew, Mr. Edward Freer. These appointments having been submitted to the Post Master General, were sanctioned by His Lordship in a letter dated 19th October, 1840.

It appears, however, that up to the present day (December 7th, 1841,) Mr. Freer has never entered upon his duties as Surveyor, but continues to act as Clerk in the Deputy Post Master General's Office at Quebec.

On the 6th January, 1841, Mr. Berczy, the Post Master at Toronto, was appointed temporary and "Resident Surveyor," and is entitled to receive the salary of that office up to the 15th June, on which day Mr. Richardson, the Post Master of Brantford, was selected in place of Mr. Berczy to perform Mr. Freer's duties. The opinion we formerly expressed on the appointment of Mr. Berczy to this important office has only been strengthened by time and mature reflection. The phrase "Resident Surveyor" has always appeared to us little less than a contradiction in terms; and so indeed it must have appeared to Mr. Stayner; for before he appointed Mr. Richardson to the temporary office of acting Surveyor, we find him insisting on Mr. Richardson's procuring a temporary substitute to perform the duties of acting Post Master at Brantford. So also it must have appeared to Mr. Berczy, who acknowledges in his letter of the 15th June, that the public service was suffering detriment from the arrangement of the preceding January; "there are" he says, "many applications for new offices, that I think should be attended to without delay." We observe also, that whilst Mr. Berczy at Toronto, was nominally holding the situation, Mr. Richardson was on more than one occasion withdrawn from his Post Office at Brantford, to perform some of the real duties of Surveyor, to which Mr. Berczy was unable to attend.

App. L. No. 10.

A letter on this subject addressed to the Commissioner by the Deputy Post Master General, will be found in the Appendix. To that letter we must refer

for the explanation of the views with which these proceedings were adopted. Mr. Stayner has declined laying before us his correspondence with Mr. Berczy, on the ground that it was of a private nature. The final arrangements with Mr. Richardson were conducted orally, and we are therefore unable to state whether Mr. Muirhead, the present acting Post Master of Brantford, is, or is not, the Assistant in Mr. Richardson's office, to whom Mr. Stayner's letter of the 15th June alludes. It has been thought right to conceal from the Post Master General all knowledge of the facts that occurred since His Lordship's approval, on the 19th October, 1840, of Mr. Freer's appointment. His Lordship has been suffered to remain under the erroneous impression that Mr. Freer is discharging the duties of his office in Upper Canada, whilst in reality he is employed as a Clerk in the Post Office at Quebec, and in utter ignorance of the arrangements by which for nearly a year the important duties of Surveyor have been irregularly and imperfectly discharged. This concealment appears to us to be contrary to the spirit, if not the letter, of the Deputy Post Master General's instructions, which require that he shall "by the first opportunity" acquaint the Post Master General with all the appointments he shall make "on the death or removal of any of the Department," (Postmasters.) The Post Master General has not been informed of the removal of Mr. Richardson from Brantford, or the appointment of Mr. Muirhead to that office. In the year 1828, when those instructions were issued, the office of Surveyor was not in existence; had it been in existence, we cannot doubt that it would have been expressly named in the Instructions, and the Deputy Post Master General's power of appointment to it subjected to the same regulations as in the case of Post Masters.

The distance, it is true, might have rendered it difficult, impossible perhaps, to obtain the Post Master General's sanction of all the temporary arrangements detailed in the correspondence; but that has been one of our chief reasons for dwelling as we have done upon these facts. We think it a forcible argument for the recognition of some Provincial authority to which matters of this kind might be conveniently referred; in order that arrangements calculated to promote the efficiency of the Department may be sanctioned without delay, and that such as might appear irregular in practice, unjust in principle, or likely to prove injurious to the service, may be immediately forbidden.

A Department constituted in the manner we have described could scarcely have escaped unpopularity. Power, however purely exercised, if subjected to no popular control and to but little check of any kind, will always be liable to suspicion. Concealment creates jealousy and distrust. But if to this we add the fact that from some of the Colonies, the Canadas especially, a large surplus revenue has been annually remitted to England, the public dissatisfaction will appear natural enough, even though the expediency of the changes we are about to recommend should not be admitted.

It has been already stated that in the year 1834, a Bill of 1834, Bill was prepared in England, under the direction of the Post Master General, for the purpose of remodeling the Post Office in these Colonies. Amongst other provisions contained in that measure, it was proposed to form the whole of British North America into one charge; and the surplus revenue, instead of being remitted to England, was to have been distributed in certain proportions amongst the several Provinces. Had it passed into a law, the effect of that measure would have been to remove some, but not all, the defects of the present system. But it was prepared unfor-

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Necessary unpopularity of such a system.

But otherwise in error.

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fortunately with a view to its being submitted for enactment to each of the Colonial Legislatures, an error sufficient in itself to have rendered the success of the project almost impossible. There was an admitted necessity for uniformity in the leading features of the system, as well in its relations with the several Provinces as with the other parts of the Empire; but it was too much to expect that all those independent, not to say conflicting Legislatures, each more or less ignorant of the subject, and some influenced by no friendly spirit, would have agreed upon all the details of a very complicated plan. When Colonies begin to legislate, one of their first impulses is to make even an unnecessary display of independence by acting to the full extent of their powers; and we have seen accordingly that in every Province where the subject was taken up at all, the Parliament evinced a strong desire for an independent Post Office; overlooking in their love of self-assertion, all the obstructions, incongruities and extravagance which must necessarily be produced by a conflict of many Provincial Departments, each having separate officers, accounts, contracts, rates and regulations of its own. The result of this attempt has already been described,—it failed completely.

But even if it had succeeded, the proposed measure was calculated to afford only an incomplete remedy for existing defects, whilst on the other hand it would have introduced difficulties from which the present system is free. To erect a Post Office which in each particular Colony would be the creature of its own Legislative Act, would have been an admission that the paramount authority is vested in the Provincial Government, whilst the details of the measure inconsistently denied to them the smallest share of practical control over the administration of the Department. No single Legislature, notwithstanding the concession of this important principle, could have introduced further changes, however necessary, in a system, the very existence of which depended on its unbroken uniformity throughout the whole of the Provinces. The head of the Department with enlarged authority would have become more independent than ever of Provincial control. He would, it is true, according to the letter of the law, be still subordinate to the Post Master General; but the authority of the latter would have been impaired, and the control which he is supposed to exercise, virtually abandoned in principle, would soon have become perfectly illusory in practice.

The fact, however, that the Imperial Authorities had consented to the principles of the Bill of 1834, is one, the importance of which we cannot but estimate very highly; inasmuch as by encouraging the hope that the Government will not now refuse to confirm the generous sacrifice of income it was then prepared to make, it emboldens us confidently to recommend the adoption of some of the leading ideas embodied in that liberal, though unsuccessful measure.

It has almost ceased to be a question with us whether with a view to the remodelling of the Provincial Post Office, the Imperial Parliament should divest itself of any portions of its functions in favor of the Provincial Legislature. We see no reason to doubt that the whole or nearly the whole of a satisfactory plan might be arranged by the Lords of the Treasury and the Post Master General, and carried out by their authority alone, under the extensive powers, in relation to Colonial matters, already conferred upon them by the Act of the 3rd and 4th Victoria. But at the same time we are of opinion that the time has now come when the Post Master General should consent to transfer to the Executive Authorities in the Provinces, some portion of that administrative control which in his hands is little

Importance, however, of concessions then intended.

Provincial Legislation not called for;

And probably indeed no Legislation at all.

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The remedy simple.

better than nominal. We do not conceal from ourselves that the question is surrounded by difficulties; but much consideration of its tangled details has led us to adopt a very simple view of the subject, which we venture to submit as that to which there are the fewest serious objections, and we think the best calculated to meet the wishes of those who desire to see the efficiency of the Department increased, and its popularity restored; by means of safe and feasible reforms.

It has appeared to us that the mere introduction of a few sentences into the Commission and Instructions of the Deputy Post Master General, requiring him to obey in all things lawful, the orders of the Governor General, as well as those of the Lords of the Treasury and the Post Master General, might be made the means of providing all needful subordination to Provincial authority. The effect of this alteration would be to confer upon the Governor General a sort of concurrent jurisdiction (if we may use that phrase,) which could never by any possibility clash with that of the authorities at home, or impede the uniform working of the system; but would subject that officer to a real, because no longer a distant responsibility, and introduce some measure of popular control by making the local Administrations answerable politically for abuses in the direction of the Post Office.

The Deputy Post Master General should be placed under the Governor General's orders.

The introduction into the Deputy Post Master General's Commission of a clause of this sort, though a novelty as regards the Post Office, is not without a precedent in other Departments subordinate as the Post Office is to the Lords of the Treasury, or to the Secretaries of State. By a Commission now before us, dated November 13th, 1826, appointing John Davidson, Esquire, Surveyor General of Woods and Forests in Lower Canada, he is requested "to follow such orders and directions as he shall from time to time receive relating to the execution of the said office from our said Commissioners of our Treasury for the time being, or from one of our principal Secretaries of State, or from our Governor or officer administering for the time, the Government of our Province of Lower Canada," and throughout the instructions of the same date addressed to that gentleman, he is strictly enjoined in nearly the same words, to obey all such orders and directions. A similar clause is contained in the Commissions of Mr. William Bowman Felton, the late Commissioner of Crown Lands for Lower Canada, and of Mr. Peter Robinson, late Commissioner of Crown Lands and Surveyor General in Upper Canada.

Precedents such an arrangement.

There is also something analagous to this in the relations subsisting between Officers of the Commissariat and the Military Authorities at their respective stations. Although the Commissariat is a Branch of the Treasury, we believe that no difficulty arises from its being continually placed under the orders of Officers whose authority emanates from the Horse Guards.

If this suggestion shall be deemed worthy of adoption, there is in the fact that the administration of the Governor General extends practically over Canada only, a difficulty to be obviated; but it is one to which we have not omitted to turn our serious attention, and which we have not found insuperable. We would suggest that it should form a part of the working of the system, that the Governor General should direct the Deputy Post Master General to defer to the wishes of the Lieutenant Governors of the Lower Provinces on all matters properly belonging to their respective arrangements and not at variance with any principle which for the sake of uniformity it might be essential to maintain. The Deputy Post Master General should give corresponding instructions to the Surveyors of Nova Scotia and New Brunswick; and in this way all

Arrangements for the Lower Provinces.

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General work-
ing of the pro-
posed system.

matters of minor import might be settled between the resident Surveyor and the Provincial Government, and only those of greater consequence would require to be referred by the Lieutenant Governor to the Governor General, or by the Surveyor to the Deputy Post Master General. The Deputy Post Master General would become an administrative Officer with authority over the whole of British North America, but with responsibility equal to his power, and corresponding to the local extent of his authority. The several Provincial Governments would to a certain extent control his movements, and thus the Post Office would be brought under some such Parliamentary superintendence as applies to other Departments, without rendering the Deputy Post Master General what as an officer acting in more Provinces than one he could not be, the public servant of any. The patronage of the Department might thus be placed in the same hands and under the same conditions and limitations as other patronage. The whole arrangement would require only an official correspondence between the Secretaries of the different Provinces and the Deputy Post Master General or his Surveyors, which would not cause any material difficulty or inconvenience.

The relations existing between the Department and the Post Office authorities of the United States could not, it is true, be maintained under the proposed system; but as essential changes in those relations are required on other grounds (which it will presently be our duty to state,) we cannot admit that this forms a solid objection to the project. The anomalous arrangement by which several officers of the Department have become the paid servants of a foreign Government, cannot, we humbly think, be suffered longer to continue.

It might probably be found necessary to the successful working of the proposed system, that the Establishments of the Deputy Post Master General and the Accountant should be permanently fixed at the seat of Government in Canada. We are aware of some plausible reasons which may be urged in favor of keeping these Establishments at Quebec. Speaking with reference to the whole of British North America, Quebec is more central than Kingston. It is nearer to the Lower Provinces, where for some time to come great changes of system and much attention to its working will be required. Quebec is moreover the *terminus* of the steam communication direct with England, and the place where the English Mails to and from Canada are made up. But these considerations do not appear to us at all decisive of the question. The constant presence of a very active and intelligent Post Master is all that is absolutely required for these objects. The making up of English Mails is essentially part of a Post Master's duty, and if necessary Quebec might also be made the usual residence of one of the Surveyors. On the other hand, the easy communication of the Head of the Department with the Governor General and his Secretaries, appears to us a much more vital consideration than any object that could possibly be gained by his permanent residence at Quebec. Such communications cannot be too prompt, frequent, or unreserved. Were they to pass by way of letters between Kingston and Quebec, one of two things must speedily happen: they would become too unfrequent to have the desired effect upon the Post Office administration, or else create intolerable delays. In either case the effect would be the same; to reinstate the old irresponsible system, and so by the disappointment of reasonable hopes, to increase the discontent of the community.

Halifax and Frederickton might each be the usual residence of a Surveyor, who would be allowed an office and one or more clerks, in order to render the

The Deputy Post Master General's and the Accountant's Offices should be at the seat of Government in Canada.

And Surveyor's offices at Halifax and Frederickton.

official correspondence with Nova Scotia and New Brunswick as easy as possible.

Five Surveyors in all would probably be required: one for New Brunswick and Prince Edward's Island, one for Nova Scotia, and three for Canada. The present division of Canada into the Surveyor's Districts allots, we think, too large a share of labor to those officers. The addition now proposed would allow of one of the Surveyors spending a great part of the year at Quebec.

Some increase in the force of the Deputy Post Master General's immediate office would be required. Perhaps one additional clerk might suffice, as the appointment of the Surveyors for the Lower Provinces would materially diminish the amount of correspondence which the Deputy Post Master General would otherwise have to conduct. If some further increase in his Establishment be found necessary hereafter, it is among the advantages of the plan we propose, that such necessity would be easily decided upon by competent and impartial authority, and the assistance granted without delay.

The propriety of removing the Accountant's Establishment to the seat of Government is based upon the same grounds. He also should be required to receive orders from the Governor General, and he certainly ought not to be placed in any way under the orders or direct control of the Deputy Post Master General, whose accounts he is charged with auditing. We do not consider this the fittest opportunity for going into a detail of the changes desirable in the routine duties of the Accountant's branch; but we may observe that his present force of two clerks is by no means adequate to the discharge of the new duties which would devolve upon him on the completion of the arrangements we have the honor to recommend.

We have already intimated an opinion that no remittance of surplus revenue should hereafter be exacted by England from the Provincial Post Office. This is a point on which the public wishes have been so decidedly expressed, that we should have no hope of any arrangement from which this principle was excluded, being satisfactory to the people of British North America.

The Bill of 1834 proposed to divide the surplus amongst the Provinces in proportion to the gross amount of postage collected in each; and in the case of a deficit, to require contributions in the same proportion. We see no objection to this proposal on the score of fairness; but we should apprehend great practical difficulty in carrying out any measure that assumes either surplus or deficit as a matter of ordinary occurrence. On the one hand, if the Provincial Legislatures are to be taught to look to the Post Office as a source of revenue, the temptation to undue interference with the Department becomes great, and there will be much difficulty in satisfying all the Provinces that it is properly administered. Every increase of expenditure in one quarter of the country will be so much visibly taken from a revenue in which the others were entitled to share. In one Province it may happen that a large revenue is desired; in another a more liberal measure of Post Office accommodation; a deduction of rates in a third. But if on the other hand, a deficit is to be a thing of ordinary occurrence, the difficulty will be still greater and more immediate. Vexations and injurious delays are to be apprehended at the very time when the money is not wanted, and we are not aware of the existence of any security by which so great a mischief may be prevented. It is scarcely necessary to point out the unpopularity which such demands upon the public purse must needs create, or the solid arguments which might be used against any measure

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Number of
Surveyors.Force of De-
puty Post
Master Gene-
ral's Office.Accountant
should also be
under the Go-
vernor Gene-
ral's orders,
and not under
the Deputy
Post Master
General's.Increase of his
establishment.No revenue to
be remitted to
General Post
Office, London.Arrangements
on this head
proposed in
1834.Difficulties in
the way of its
being carried
out.

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which would involve the necessity of having recourse to them.

But if we suppose a middle course to be taken, by which the revenue and expenditure of the Department shall be brought to correspond as nearly as possible; some local jealousies, it is true, might still be felt, but it would be in the power of the Provincial authorities to secure, by careful surveillance, such a judicious system of management as would prevent all well founded complaint, and eventually satisfy the public mind.

We are convinced that in a new country, where correspondence is limited and its conveyance therefore costly, the true principle is that which would make the Post Office simply a self sustaining institution, contributing no revenue for general purposes, and asking no aid from general taxation. On the one hand, no worse tax for purposes of revenue can be devised, and on the other, it is clear, that if there be at any time in the public chest more money than the Establishments of the country require, a better use might be found for it than applying it to the mere conveyance and handling of letters, by expending it in the improvement of the roads along which they travel; for such improvements benefit the country as well in its general business and intercourse as in the increase of its Post accommodations. The truth of this principle is felt and acted upon in the United States.

Some of our correspondents have formed extravagant hopes from the expected surrender for Provincial purposes of the surplus revenue, under the idea that it would be sufficient, or might be made sufficient, for the accomplishment of great improvements in the roads, or other internal communications. Some again are disposed so to cut down the rates, and to incur such large expenses withal, as to render necessary new taxes for the maintenance of the Post Office. But we set aside all such suggestions as inapplicable and extreme. We are of opinion that the postage rates should be so fixed as always to yield income enough and never much more than enough to provide liberally for the expenses of the Department. If the calculations be carefully and prudently made, there will be no great risk of a deficit, on the one hand; whilst on the other, increased facilities and accommodation, or a still further reduction of rates, may be introduced as the income improves.

Present rates universally felt to be too high.

It is felt almost universally throughout these Colonies that the existing rates of letter postage are too high. From every Province, and almost from every District of British North America, we have received strong remonstrances against the continuance of the present scale; and, how much soever our correspondents may differ as to details, it will be seen from the Appendix that, whether the question be treated as affecting the revenue of the Department or the social and commercial interests of the country, they concur generally in urging the necessity of some considerable reduction. The extent to which correspondence is represented by those high charges must be mere matter of conjecture; but as a chief inducement to the illicit traffic in letters, some idea may be formed of their injurious effect upon the revenue from the following statement, abridged from communications addressed to us by persons of respectable station, resident in all parts of the country. The printed correspondence will shew that the names here given are but a selection.

App. M., N. and Q. to V.

Great amount of correspondence carried on every where otherwise than by Mail.

From the western section of what was lately Upper Canada, Colonel Furlong, the officer commanding on the frontier and stationed at Amherstburg, writes that the letters are there forwarded by private hand on all occasions. Mr. Jones, Registrar of the County of

In Western Districts of Canada. App. M., No. 2.

App. M., No. 1.

Kent, writes from Port Sarnia, that the letters sent privately within the District (the Western) are about one third of its unofficial correspondence. Mr. Ermatinger, the Post Master at St. Thomas, in the adjoining District of London, estimates them for the route between Quebec and the head of Lake Ontario, at nearly one half of the whole correspondence. Mr. Wilkes, a Lawyer, residing in Brantford in the Gore District, thinks that for the whole Province they form at least the half of all letters actually sent. From Hamilton, Mr. Ritchie (the Post Master) and Mr. Ferrie (the late M. P. P. for the Town) speak of the almost universal prevalence of the practice.

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Gore District. App. M., No. 11. App. M., No. 13. App. M., No. 11.

On the Niagara frontier, Messrs. Hepburne, Stayner and Davidson, the Post Masters at Chippawa, Queenston and Niagara, speak of their number as very great. And Mr. Rykert, late a Member of the Parliament of Upper Canada, residing at St. Catharines, thinks them at least equal to those mailed.

In Niagara District. App. N., Nos. 15, 16 and 17. App. M., No. 21.

Mr. Howard, the late Post Master of Toronto, now resident at Trafalgar, thinks that exclusive of letters franked by Post Masters those sent by private hand equal the number mailed.

In the Home District. App. M., No. 20.

Similar opinions are expressed by persons residing at Toronto. By Mr. Berczy the Post Master, the Honorable John Macaulay, late Post Master at Kingston, the Revd. J. Roaf, Mr. Hawke, the Emigrant Agent, the Honorable J. S. Macaulay, Messrs. J. S. Baldwin, T. D. Harriss and others; as well from the country lying behind Toronto, by Capt. Steele, M. P. P. for Medonte, and Mr. Hamilton, the Post Master at Penetanguishine.

App. N., No. 19. App. M., Nos. 27, 29, 30, 38, 43. and 45.

Mr. E. Perry, a Merchant of Cobourg, is of opinion that five-sixths of all the letters passing between places on the Lake shore in summer evade the Mail. Messieurs Ferguson and Sandford of Peterboro', in the rear of Cobourg, the latter the Post Master of the place, represent the proportion there as very large at all seasons. Mr. Bockus, late Member of Parliament for the County of Prince Edward on the Bay of Quinte, writes from Picton, that not more than half the correspondence of that place is carried by Mail; and the Baron de Rottenburg, an officer stationed at Belleville, also on the Bay of Quinte, says that in that neighbourhood, in summer, the greater part is carried privately by the Steamboats.

App. N., No. 26.

And throughout the other Districts of Lake Ontario. App. M., Nos. 46 and 52; and N., No. 29.

App. M., No. 57.

App. M., No. 54.

Mr. Harper, the Cashier of the Bank of the Midland District at Kingston, estimates the letters sent by private hand at full one fourth of the correspondence of the country. Mr. H. Lasher, of Bath in the same District, thinks that in summer it amounts to as much as one half of the whole.

App. M., No. 61.

App. M., No. 59.

Messieurs Jones and Wood, the Post Masters at Prescott and Cornwall, estimate the amount of correspondence sent by private hand on the route between Quebec and Toronto, — the former at one third, — the latter as far at least as regards business letters, at more than half.

In the Eastern Districts of Upper Canada bordering on the St. Lawrence. App. N., Nos. 42 and 43.

From the Districts bordering on the Ottawa, Mr. Pridham, Post Master at Grenville, writes that he thinks there is more illicit correspondence on the route between Montreal and Bytown than on any other. And Mr. Stevenson, the Collector of Timber Dues and Agent of the Midland District Bank at Bytown, and the Honorable A. Grant of L'Orignal, both testify to the great extent to which the practice prevails in their respective neighbourhoods.

And in Districts lying on the Ottawa. App. N., No. 48. App. N., No. 70.

App. N., No. 73.

The Board of Trade of Montreal give as their decided opinion that much less than half the correspon-

In Districts between Mon-

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treat and Que-
bec.App. M., Nos.
87, 89 and 90.App. M., Nos.
93, 94, 95, 161,
151, &c.App. M., Nos.
99 and 162.In the Eastern
Townships.App. M., Nos.
130 and 135.App. N., No.
60.App. M., No.
126.And below
Quebec.
App. M., No.
176, N., No.
67, and M.
No. 178.In Western
Counties of
New Brun-
swick.

App. T., No. 1.

App. Q., No. 2.

App. Q., No. 4.

App. T., No. 3.

App. Q., No. 1.

App. Q., No. 10.

App. Q., No. 8.

App. Q., No. 12.

App. Q., No. 11.

App. Q., No. 9.

App. Q., No. 3.

App. Q., No. 2.

App. Q., No. 1.

dence of the country goes by Mail. Mr. Castle of the City Bank speaks of the immense amount of correspondence that evades the Mail on every route. Mr. Dunscomb, the M. P. P. for the County of Beauharnois, thinks that in summer $\frac{1}{2}$ of all the correspondence between Quebec and Montreal, and half on all other routes, is by private hand, in winter perhaps not more than one eighth. Messieurs Dougall, Stephens, Young, Gethings, Sheppard and many others, in Montreal and elsewhere, all agree in stating the illicit conveyance of letters between Quebec and Montreal to be far more than the Mail; and Messieurs Wilson and Cullen, the Superintendents of the News Rooms of the two Cities, through whose agency most of this correspondence was carried on, give a variety of details establishing the fact in a very decisive manner. The contract, however, for the conveyance of the Mail in Steamboats made during the last summer has much lessened this evil; but we are unable to say exactly to what extent.

From the Eastern Townships the accounts are more conflicting. Some of our correspondents represent the amount of private conveyance of letters in their neighbourhood as very trifling; others again state the reverse. Colonel Nickle, an officer commanding on particular service and stationed at Hatley, says the number of letters passing otherwise than by mail is immense on all routes. Mr. Fraser, the Commissioner of the British American Land Company, stationed at Sherbrooke, thinks the proportion large. Mr. Rea, of Compton, a Post Master and Magistrate, with extensive means of information, says half of all letters in the Townships are carried otherwise than by mail. The Reverend Mr. Balfour, of Shefford, makes the amount two-thirds.

Below Quebec, the Honorable A. Dionne, of Kamouraska, on the main route to the Lower Provinces, says the number is very great. The Post Master at Carleton, in the District of Gaspé, Mr. Meagher, and the Grand Voyer of the District, Mr. McRae, represent that in summer the great bulk of the correspondence of the District with Quebec and places above it passes by coasting vessels.

It is from the Lower Provinces, however, that we have received the most startling statements. The Post Master at Woodstock, New Brunswick, Mr. English, thinks that full half of all the correspondence of the Province is by private hand, and Mr. T. M. Connell, a Member of the Provincial Parliament, also resident at Woodstock, agrees with him in that opinion. Mr. G. F. Williams of the same place, raises the estimate to two-thirds. Mr. Phair, the Post Master at Fredericton, places it at nine-tenths. Mr. A. Scott of the same, at three-fourths for the whole western section of New Brunswick; Assistant Commissary General Robinson, at three-fourths between Fredericton and St. John; Mr. A. L. Wilmot, Queen's Counsel, at ten to one; Mr. J. T. Smith, at twenty to one; and Mr. Asa Coy, at ninety-nine to one; still between the same two places.

The Honorable G. F. Street, of Fredericton, Solicitor General for New Brunswick, and Mr. G. Wheeler, Advocate, of St. John's, speak of the practice as universal. The Honorable W. B. Kinnear, Recorder of St. John's and a Member of the Legislative Council, is satisfied that eleven-twelfths of all the law correspondence in the Province is carried on by other than Mail conveyance. Messieurs James Whitney, Isaac Woodward, M. P. P., and W. H. Street, write that three-fourths of all letters in the Province, and Mr. L. Donaldson, Chairman of the Board of Trade, that at least three-fourths on the routes to Fredericton and St. Andrews, are thus conveyed.

From St. Andrews, in Charlotte County, on the United States frontier, the Honorable Harris Hatch writes, that in summer two-thirds, and in winter nearly half, of all the letters of the neighbourhood pass otherwise than by mail; and his opinion is referred to and supported by several other individuals. One gentleman, the Honorable T. Wyer, goes so far as to speak of this correspondence as in summer one hundred to one, and in winter fifty to one.

Mr. G. M. Porter, of St. Stephens, in the same County, says that three-fourths of the correspondence of that place with St. Andrews and St. John's, the places most connected with it commercially, are sent by private hand.

Mr. Bownell, Post Master at Gagetown, between Fredericton and St. John's, says that no letters are ever mailed in his neighbourhood, except such as may be particularly important,—perhaps one-third of all. Mr. Vail, Post Master at Sussex Vale, on the main route from St. John's and Fredericton to Halifax, thinks that less than one-third of all letters passing on his route go by post. Mr. Milner, the Post Master at Dorchester, on the same route, says that he thinks the proportion is there about half. The Reverend Dr. Jarvis, of Shodiac, on the eastern coast, and Messrs. Rankin and Street, of Miramichi, Members of Parliament, with a number of other gentlemen of that place, concur in fixing the proportion for that section of the country at two-thirds.

From Halifax less is said on this subject than from most other parts of Nova Scotia; but Sir R. D. George, the late Provincial Secretary, the Honorable H. Bell, of the Legislative Council, and Deputy Commissary General Hewston, speak of the proportion of letters not sent by Mail as large. The Honorable S. G. W. Archibald, late Attorney General and Speaker of the Assembly, says an immense number of letters is carried by coasting vessels, and also by land travellers by waggons, stage-coaches and other conveyance. The Honorable Joseph Howe, the present Speaker of the House, says every boat and coasting vessel carries letters,—so does every teamster and passenger in a stage-coach; the number so conveyed must be enormous.

Messieurs Dimock and Smith, Members of Parliament, residing in Hants County, Mr. Beckwith, another Member living in the County of Kings, and Messrs. Ratchford and Hutchinson, the Post Masters of Parrsboro' and Kentville, also in King's County, rate the proportion in their neighbourhood at about half. Mr. Morton, late a Member of Parliament, writes from Cornwallis, in the same County, that the correspondence from the interior is nearly all by private hand.

Mr. Chipman, M. P. P., of Lawrencetown in Annapolis County, rates the letters not sent by mail at two or three to one. Mr. Gates, M. P. P., of Annapolis, says they far exceed in number those mailed; and Mr. Cowling, the Post Master of the place, says they form a large proportion of those sent from Annapolis in the direction of Halifax, and nearly all those sent to and beyond St. John's, New Brunswick.

From Digby, Mr. Stewart, the Post Master, writes that they are ten to one of all letters sent thence to St. John's; and Mr. Holdsworth, M. P. P., of the same place, states that this is the general opinion, adding that of all letters sent from Digby eastward, and to the United States, they are four to one, and westward two to one.

Mr. Clements, M. P. P. for Yarmouth, at the western extremity of the peninsula, a place only second in

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App. Q., No. 52.

App. T., No. 4.

App. T., No. 11.

In Eastern
New Brun-
swick.

App. T., No. 13.

App. Q., Nos. 55 and 58.

In Nova Sco-
tia.

App. R., Nos. 1, 4 and 12.

App. R., No. 3.

App. R., No. 2.

Counties of
Hants and
Kings.

App. R., Nos. 13, 16 and 19.

App. U., Nos. 3 and 5.

App. R., No. 20.

Western Coun-
ties.

App. R., Nos. 22 and 25.

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App. R., No.
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40.In Eastern
Counties and
Prince Ed-
ward's Island.
App. N., No.
27.App. S., No. 2,
&c.To what extent
caused by
high rates.Present rates
too complex as
well as too
high.One uniform
rate for all dis-
tances impos-
sible.Cases of Great
Britain and
British North
America not
analogous.

Nova Scotia to Halifax in the extent of its commerce, says that a very large proportion of its letters are carried in all directions by coasters. The Messieurs Sargent, of Barrington, on the southern coast, say that the proportion of letters so sent from that place is ten or twenty to one during the coasting season; and from Lunenburg, about half way between Halifax and Barrington, Mr. Heckman and several other gentlemen write, that the weekly coasting packet alone to and from Halifax, carries on an average 140 letters a trip, while the Mail does not average 20.

Few of our correspondents in the Eastern Counties of Nova Scotia and from Prince Edward's Island say much on this subject; and probably the proportion is less there than in the western. Mr. Ross, however, the Post Master at Pictou, states that more than two thirds of the correspondence of that place with Halifax is not borne by the Mail; and all who allude to the subject in Prince Edward's Island (among others Mr. Hodgson, the Attorney General) concur in stating that less than half the letters passing between the Island and the main-land go by Post.

It is not easy to say what precise extent of influence the present rates of postage may have in producing this unsatisfactory state of things. Most of our correspondents speak of them as the main cause, and many seem to be hardly aware of the existence of any other. Public opinion on the whole, we should judge, over-estimates its comparative importance. In many cases it is clear that other causes, such as a want of Post Offices, an inconvenient arrangement of office hours, or the infrequency or slowness of the Mail, contribute to produce the result. Still the fact remains unquestionable, that the rates of postage are every where thought too high, and that this is every where a chief, although not the only, cause of so large an amount of correspondence being unlawfully conveyed.

We may add, that the present rates are most inconveniently complex, both in number and amounts; * that they are considerably higher for most distances than those of the United States; that for all distances beyond five hundred miles they exceed the rate to England; and that in the Lower Provinces they are still more complex, because wholly irregular in amount, besides being almost always higher than in Canada.

Many persons throughout these Provinces are desirous of seeing one uniform rate for all distances; but upon considering this suggestion, supported though it be by the practice now in operation in England, and urged upon us by a number of respectable correspondents, we soon became convinced that in the present condition of the Department, we should not be justified in recommending the introduction of such a measure as would satisfy the advocates of the principle. It must be observed, that it is not in uniformity alone, but in reduction also, that most of them desire to see some assimilation to the English practice; but if the necessity of preserving the self-sustaining character of the Department be admitted, it will soon be perceived that reduction to such an extent is impracticable.

In perusing the letters in which suggestions of this kind are offered, it has struck us occasionally, that the writers have taken a mistaken view of the principle upon which the recent change in England was founded, and have failed, consequently, to make due allowance for the great difference in condition between the Mother Country and her Colonies. In England the real question was, whether the monopoly of the con-

Note.—Such as 4d. 7d. 11d. &c. &c. amounts, which never could have been fixed upon, except as a consequence of the sterling rates of 4d. 6d. 10d. &c.; requiring to be converted into currency.

veyance of letters enjoyed by the Government ought to be continued as a source of a general revenue. As the Department yielded a surplus of more than a million and a half, no question could have arisen as to the possibility of the country being called upon to contribute by some other tax to the support of the Post Office. The Chancellor of the Exchequer did, it is true, think it right to obtain from the House of Commons a pledge, that, if necessary, they would vote some new tax to supply any deficiency in the general revenue that might follow from the proposed reduction, because he did not choose to rely upon the calculations promising even an *increase* of general revenue, which were urged in favour of the penny rate by the ardent supporters of Mr. Rowland Hill's project. But that was a precaution suggested by the state of the finances alone, and not by any apprehensions of such a falling off in the receipts of the Post Office as might reduce them below the expenditure required for that service. It never was doubted that the penny rate would be sufficient to keep the Post Office out of debt. But it is our duty to shew that in these Provinces a great reduction in the present rates would have a very different effect, and must necessarily bring the receipts far below the expenditure of the Department.

Mr. Hill stated on his examination by the Committee of the House of Commons in 1838, that the proportion of the cost of conveyance chargeable upon a single letter was in England less than a farthing, and that the expense of the general management of the Department chargeable upon a single letter was about the same. He added that the difference in the cost of conveyance, upon a single letter, for the longest or the shortest distance was so trifling "as not to be expressible in the smallest coin we have." The last of these three propositions was urged in favour of a uniform rate, the two former went to sustain the theory that the rate should be very low as well as uniform.

We have shewn how different the case is in Canada. Here the expense of each single letter is about five pence half-penny; that is, for conveyance about three pence, and for management more than two pence half penny currency. But the lowest rate at present legally established in these Provinces is four pence half-penny; and as the majority of the advocates of uniformity contemplate a rate lower than the lowest now in existence, it becomes almost superfluous to state that the reasoning by which Mr. Hill's views were supported in England is not applicable here. On the one hand, Mr. Hill's argument in favour of *uniformity* cannot be applied to the circumstances of a country where the average cost of conveyance is three pence for each letter; whilst on the other, the income required for the support of the establishment would be annihilated by the proposed *reduction*. Not for the present alone, but for many years to come, we think it unreasonable to expect the establishment here of a uniform rate upon the English plan; and we spare ourselves, therefore, the trouble of making any calculations having that object in view.

But we have turned our serious attention to reductions of a different character, such as will not be inconsistent with the self-sustaining character which the Post Office ought to preserve, and may probably tend to promote the financial prosperity of the Department, by rendering it more popular than at present.

The return we have before cited shews the number of single letter charges (exclusive of Halifax Packet letters) made in Canada at each of the rates, computed, for the year ending in July, 1840, with the

Note.—The want of a similar return from the Lower Provinces obliges us to have the whole of our calculations on Canadian data.

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Extent to
which reduc-
tion can safely
be carried.Operation of
existing scale.
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nearest possible approach to precision. The contribution of each rate to the revenue appears to have been as follows :

	Miles.	Currency.	Single Letters.	£	s.	d.
For distances under 60,	60,	4½d.	416,000	7,800	0	0
From 60 to 100,	100,	7d.	130,000	3,791	13	4
100 to 200,	200,	9d.	510,000	19,125	0	0
200 to 300,	300,	11d.	150,000	6,875	0	0
300 to 400,	400,	1s. 2d.	120,000	7,000	0	0
400 to 500,	500,	1s. 4d.	30,000	2,000	0	0
500 to 600,	600,	1s. 6d.	25,000	1,875	0	0
600 to 700,	700,	1s. 8d.	12,000	1,000	0	6
700 to 800,	800,	1s. 10½d.	500	46	17	6
800 to 900,	900,	2s. 6d.	5,500	572	18	4
900 to 1000,	1000,	2s. 3d.	400	45	0	0
Exceeding 1,000 say —	—	2s. 6d.	600	75	0	0
Total,			1,400,000	£50,206	0	2

Where most demanding reduction.

The lowest and highest rates are those in regard to which reduction appears to be most loudly called for; the former having the effect of nearly prohibiting correspondence by Post for distances under 30 miles, and the latter for all long distances. Only 74,000 rates out of 1,400,000, are charged for distances beyond 400 miles; and of these a much larger proportion is levied on bulky official correspondence than is the case with the lower rates.

The subjoined scale does little more than fix a maximum rate of 1s. 3d. currency for distances over 400 miles, and a minimum rate for those under 30. Its effect upon the revenue, supposing the number of letters unchanged, would be as follows :

	Miles.	Cy.	Letters.*	£	s.	d.
For distances under 30,	30,	3d. say	277,334	3,466	13	6
From 30 to 60,	60,	4d.	138,666	2,311	2	0
60 to 100,	100,	6d.	130,000	3,250	0	0
100 to 200,	200,	9d.	510,000	19,125	0	0
200 to 300,	300,	11d.	150,000	6,875	0	0
300 to 400, 1s. 0d.	400,	1s. 0d.	120,000	6,000	0	0
Over 400,..... 1s. 3d.	400,	1s. 3d.	74,000	4,625	0	0
Total,			1,400,000	£45,652	15	6

Shewing a loss of £4,553 14s. 6d. on the year's postage. Half of this loss, however, would be at those offices where the Post Masters are paid by an allowance of 20 per cent.; so that 10 per cent. of it will fall upon the Post Masters themselves, leaving the loss to the revenue about £4,098 7s. 1d. currency.

A considerable increase of correspondence would doubtless take place under such a scale, on distances under 30 and over 400 miles; but the intermediate rates are so slightly affected that no material increase could be looked for on them. Indeed the two very important rates of 9d. and 11d. are not touched at all. The next scale proposes to reduce the 9d. rate to 7½d. and the 11d. to 10d., and would affect the revenue on the 1,400,000 letters in the following manner :—

	Miles.	Cy.	Letters	£	s.	d.
For distances under 30,	30,	3d.	277,334	3,466	13	6
From 30 to 60,	60,	4d.	138,666	2,311	2	0
60 to 100,	100,	6d.	130,000	3,250	0	0
100 to 200,	200,	7½d.	510,000	15,937	10	0
200 to 300,	300,	10d.	150,000	6,250	0	0
300 to 400, 1s. 0d.	400,	1s. 0d.	120,000	6,000	0	0
Over 400,..... 1s. 3d.	400,	1s. 3d.	74,000	4,625	0	0
Total,			1,400,000	£41,840	5	6

Making the loss £8,366 4s. 6d., or deducting the Post Masters' share of one-tenth, £7,529 12s. 1d. We are not, however, of opinion that the slight reduction

* This number, two thirds of the whole number now passing for distances under 60 miles, is taken, because if a reduced rate for 30 miles be adopted, twice as many letters are in our opinion likely to be mailed for distances under 30 miles as for those between 30 and 60. At present this proportion by no means holds.

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it proposes on the 9d. and 11d. rates would have much effect in the way of increasing the correspondence for those distances, or satisfying the public mind.

A reduction of the 9d. and 11d. rates to 6d. and 9d. and of the rate next below them to 5d. is proposed in the next scale.

	Miles.	Cy.	Letters.	£	s.	d.
For distances under 30,	30,	3d.	277,334	3,466	13	6
From 30 to 60,	60,	4d.	138,666	2,311	2	0
60 to 100,	100,	5d.	130,000	2,078	6	8
100 to 200,	200,	6d.	510,000	12,750	0	0
200 to 300,	300,	9d.	150,000	5,625	0	0
300 to 400, 1s. 0d.	400,	1s. 0d.	120,000	6,000	0	0
Over 400,..... 1s. 3d.	400,	1s. 3d.	74,000	4,625	0	0
Total,			1,400,000	£37,486	2	2

Ditto of No. 3.

The loss (allowing as before for the proportion falling on the Post Masters) is £11,448 7s. 1d. But the salutary effects to be anticipated from a reduction to this extent of the rates for distances between 100 and 300 miles, are in our opinion so great that we think this scale preferable to either of the preceding. The inter-correspondence of the principal towns falls within these rates; and we therefore look upon such a reduction as calculated to add very greatly to the number of letters mailed, and to the general popularity of the Department.

A material objection to this scale, in our view however, is the number of rates it retains. The subjoined scale makes only five, and proposes some further reduction on the shortest and longest distances.

	Miles.	Cy.	Letters.	£	s.	d.
For distances under 30,	30,	2d.	277,334	2,311	2	4
From 30 to 80,	80,	4d.	203,666*	3,394	8	8
80 to 200,	200,	6d.	575,000*	14,357	0	0
200 to 300,	300,	9d.	150,000	5,625	0	0
Over 300,..... 1s.	300,	1s.	194,000	9,700	0	0
Total,			1,400,000	£35,405	11	0

Ditto of No. 4.

The apparent loss by this estimate is £13,320 17s. 2d., or rather more than one-fourth of the present revenue; but besides the general advantage of its greater simplicity, we are led to think it will not in practice prove to be more hazardous than the last. We question whether for distances under 30 miles a 2d. rate is not likely to yield as large a revenue as one of 3d., and for distances beyond 300 miles we have little doubt 1s. would prove as productive as 1s. 3d. There is besides an obvious propriety in keeping the highest Provincial rate perceptibly below the rate (1s. 4d.) fixed for English letters.

Reasons for preferring scale No. 4.

It is to be observed that according to this scale, the rates are lower than those in the United States, an object which for many reasons we think important; they are more easily convertible into American currency than the American rates are into Canadian; and the distances on which they are calculated, correspond as nearly as the distances between the principal towns of British North America will allow, with those of the American scale, thus materially facilitating the conversion of rates upon letters crossing the frontier. This will appear from a comparison of the two following scales:

Comparison of it with American scale.

UNITED STATES RATES:			PROPOSED BRITISH AMERICAN RATES.		
Miles.	Cy.	Cents.	Miles.	Cy.	Cents.
Under 30,	3d.	or 6½	Under 30,	2d.	or 3½
From 30 to 80,	6d.	10	From 30 to 80,	4d.	6½
80 150,	7½d.	12½	80 200,	6d.	10
150 400,	11½d.	18½	200 300,	9d.	15
Over 400,	1s. 3d.	25	Over 300,	1s.	20

Note.—* Assuming that half of the 130,000 letters mailed for distances ranging from 60 to 100 miles are carried less than 80 miles, and a half more.

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We have not attempted to state in figures the effect upon the number of letters to be anticipated from the adoption of each of the above estimates, not because we have the least doubt of the tendency of a reduction of rates to cause an increase of correspondence by post, but because we are not in possession of sufficient data to enable us to estimate accurately the proportion such increase is likely to bear to the reduction. For the reasons already stated, we are of opinion that the last scale is not more hazardous than a less decisive measure of reduction would be. It is true that it would lead to little increase of official correspondence, as that is very slightly affected by the rate of postage. Nearly all the additional correspondence to be looked for will therefore be unofficial. And as in Canada the official postage for the year we have taken for our calculation was nearly half (about $\frac{1}{2}$ ths) of the gross receipts, and the probable loss on the 1,400,000 letters has been estimated at rather more than one-third of the revenue they may be expected to yield at the proposed rates, it follows that in round numbers the unofficial correspondence of the Province should increase about 66 per cent, to sustain the revenue at its present amount. This we are not sanguine enough to expect at first; but we cannot lose sight of the fact that without any reduction of rates it rose 20 per cent for the last year of which we have any return. An increase of 33 per cent will leave the revenue to be affected only by the falling off in official postage. And this or a greater increase may be confidently anticipated even for the first year of the new system. A few years under the proposed scale, cannot fail, in our opinion, to raise the revenue of the Canadian Post Office beyond its present amount.

We do not hesitate, therefore, to recommend this scale as the one which combines the greatest amount of public advantage with the least risk of loss to the revenue.

In these Provinces, as formerly in England, the charges of postage are regulated in the following manner: all letters weighing less than an ounce are charged, if consisting of one piece of paper, single postage; if consisting of two pieces, double; and if consisting of three or more, treble postage. All letters weighing not less than an ounce but less than an ounce and a quarter, quadruple postage; if weighing an ounce and a quarter and less than an ounce and a half, quintuple postage; and so on, adding a single postage for every quarter of an ounce. It thus appears, that as to letters weighing an ounce or upwards, weight is the principle which now regulates the charge.

The objections to the present mode of charging letters weighing less than an ounce are stated in the 3rd Report of the Select Committee of the House of Commons in 1838, on Postage, page 43; they are chiefly as follows: 1st, Its unfairness,—a letter which is only an envelope covering a small drawing on tissue paper pays double, though weighing only a quarter as much as a thick single letter; it is unjust further, because a double or treble letter does not occasion additional labor or expense to the Department in proportion to the double or treble postage. 2nd, Its uncertainty,—as the number of the enclosures can only be guessed at on a hasty examination; whence it follows that a number of letters being improperly charged, returns of postage are required, which give rise to a great deal of trouble both to the Department and to the public. 3rd, It leads to a close inspection of letters; and is frequently the cause of, such as contain Bank Notes and Bills being stolen in their passage through the Post Office.

The taxing letters by weight seems to be desired by the inhabitants of these Colonies generally, as well as

26th March. Its probable effect on the revenue.

Rates on double and treble letters, &c.

Objections to system of rating by enclosures.

English weight system

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26th March. universally popular in British North America.

by a majority of the Post Masters. The opinions of the latter upon this point carry with them much authority; for there can be no doubt that whatever advantages the public might derive from the change would be at the expense of some additional trouble to the Post Masters in learning the new practice, and at the risk of some decrease in their income as at present collected. Mercantile men and other persons whose views are most entitled to consideration, advocate with great unanimity the adoption of the English system.

Mr. Berczy, the Post Master at Toronto, writes in the following terms; "When the system of charging letters by weight was first adopted in England, I thought that it would much increase the labor of the Post Masters, and in consequence from the time that it came into operation have watched its working, and now (after many thousands of letters rated in that manner have passed through my hands) am of opinion that instead of increasing the labor, it will have a different effect, and that therefore many more letters can be rated in a given time under that, than under our present system. However, as to the effect it would have upon our revenue, I am by no means prepared to say; but being impressed with the belief that it would be otherwise advantageous to adopt it, I cannot but recommend that it be done. One strong argument in favor of it is, that by our present system letters are looked into to ascertain whether they are single, double, or treble; which may create a temptation for fraud; or a wish to pry into the affairs of others; as no doubt persons, but most particularly in small offices, take advantage of the right they have to look into letters to pry into their contents."

Opinion of Post Master at Toronto. App. N., No. 19.

Mr. Griffin, one of the Post Office Surveyors, takes a view somewhat different from that of Mr. Berczy as to the labor which the change would impose upon Post Masters, but is not disposed to weigh that minor difficulty against the more prominent advantages of the weight system. He objects to it, however, on account of the great diminution of income it might produce (especially in the item of Military postage) if the English scale of weights be adopted; the effect of which, taking the existing scale as the basis of his calculations, he estimates at £4,500, and taking scale No. 4 as his basis, at £3,109 upon Military postage alone. The following table shews the result of his calculations as to the amount of relief which the action of the weight system superadded to each of the four scales would afford to the Military Departments.

Objections of the Post Office Surveyor for Eastern Canada. App. K., No. 1.

Its probable effect on the revenue at present drawn from Military postage.

	Loss on re-duction in the scales of rates.		Loss on in-troduction of weight sys-tem esta-blished at 25 per cent.		Estimated total loss on Military postage.	
	£	s. d.	£	s. d.	£	s. d.
Under existing scale of rates.	0	0	0	0	0	0
Under scale No. 1.....	1,963	13	0	4,009	1	9
Ditto No. 2.....	3,436	7	6	3,640	18	17
Ditto No. 3.....	4,909	2	0	3,272	9	6
Ditto No. 4.....	5,563	12	11	3,109	1	9

This, however, so far from being in our eyes an objection to it, is rather an additional recommendation; for we keep constantly in view that these calculations proceed on the supposition that the Imperial Government will consent to abandon the surplus now annually remitted from Canada, and we cannot admit that the introduction of a system in other respects desirable ought to be prevented by the consideration that the Military Departments would benefit by it to a larger extent than the Civil, or than the people of the Province in their social or commercial intercourse. On the contrary, we should rather rejoice in any alterations which would diminish the weight of the sacrifice; and moreover, it may have some effect in influencing the determina-

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tion of the Imperial Government, to find that in adopting the weight system in conjunction with our fourth scale of rates, we propose to reduce the yearly amount of Military Postage by so important a sum as £8,672.

We think with Mr. Griffin that no material loss is to be apprehended from the adoption of the weight system except on the item of Military Postage. Indeed, we incline rather to expect a trifling gain from the great encouragement it will hold out to the transmission by post of letters with enclosures and small parcels, and of the increased facilities it will afford.

Assuming, then, our calculations to be correct, the utmost loss in Canada from the adoption of the two changes we propose, may be estimated at £9,000, a sum which we think it well worth while to risk for objects so important.

Of their effect in the Lower Provinces we can make no precise calculation; but the irregularities which prevail there are so many, and must be so injurious to the financial interests of the Department, that we cannot but anticipate a decided increase of revenue from the introduction of the proposed changes.

It will be observed that we have taken for granted that the present payments of official postage will be continued. We addressed a circular on this subject to the Heads of Departments, Civil and Military, in all the Provinces; and although the introduction of a system of official franking was strongly recommended by many, we do not find a majority of those who replied to our circular in favour of it. The project certainly is not in favour with the public generally. The great objection to it is, that it would so diminish the revenue as to make any reduction of rates impossible. We see no objection to the continuance of the franking privilege as heretofore enjoyed by the Public Departments in Great Britain, or as was proposed in their favour by the Bill* of 1834; inasmuch as it can never be a material consideration on the score of revenue. The only question is whether a privilege so unimportant is worth keeping, now that the English precedent on which it stood has been abolished.

The principle upon which this suggestion is based is fully recognized by a Despatch of the 8th February last, addressed by Lord John Russell to the late Governor General, and which was referred to us for our information and guidance. The following passage extracted from that Despatch appears to us almost decisive of the question.

"It has been therefore suggested by their Lordships that provision should be made by the Provincial Government for the establishment of efficient Post Office arrangements on all the main lines of internal communication, for the use of which, when required for Military purposes, or for the service of the General Government of the North American Provinces, payment may be made in the shape of postage from the funds of each Office or Department of the public service, as is now the practice in this country, in proportion to the correspondence transmitted through the Post Office."

It has been suggested that an exceptional rate for Law papers, Land Patent Deeds, and more especially

Note.—It is worthy of remark that this Bill proposed to extend the privilege of official franking very slightly beyond its then limits. Our attention has been particularly drawn to this point by a claim to the privilege which Sir R. I. Routh, Commissary General at Montreal, has urged on the strength of the provisions of this Bill in behalf of his Department as a Branch of the Treasury; a claim manifestly untenable, the Bill containing no allusion to any but Officers of Departments in Great Britain already privileged, and the heads of a few Civil Departments in the Provinces.

for papers connected with the system of Registry in force in Upper Canada and the Lower Provinces; and now about to commence in Lower Canada, would afford great accommodation to the public, and produce some increase in the revenue of the Post Office. One judicious correspondent (Mr. J. S. Baldwin, of Toronto,) has entered fully into the question, and suggests a mode by which the interests of the Department might be protected against the commission of frauds under cover of the proposed privilege. Mr. Jones, the Registrar for the County of Kent, grounding his opinion principally on the correspondence with his own office, writes in the following terms: "I have known, on several occasions, the sending of Deeds to the Office for Registry, to be retarded many months, with a view to getting a private conveyance and saving the postage. I have known as many as thirteen to be sent in that way at one time, which had been kept in waiting nearly a year, and I know of many others now in waiting."

Looking to the importance of an efficient system of registration, and to the fact that the expense is one of the few objections which have been urged against it with any colour of truth, we are of opinion that some such plan as that suggested by Mr. Baldwin, but guarded with any further securities that may be required, might be advantageously adopted. We do not think that the privilege of sending or receiving papers at the reduced rate ought to extend beyond Registrars and other persons connected officially with the administration of justice. Keeping in view this limitation, as well as those contained in Mr. Baldwin's letters, we see no reason why the papers in question should be charged a higher rate of postage than may be charged upon pamphlets, magazines and other printed matter of a like nature.

The origin of the present rates of newspaper postage, and the circumstances under which they have become a perquisite of the Deputy Post Master General, have been described in the earlier pages of this Report. This perquisite, however sanctioned by time and countenanced by successive Heads of the Department in England, has given rise to much agitation and well grounded remonstrance in these Provinces. The ruling party in the late House of Assembly of Lower Canada, and the proprietors of Newspapers in both the Canadas, protested incessantly against what they described as a tax illegally collected for the exclusive benefit of the Deputy Post Master General. In Mr. Howe's charge, where, though the practice is the same, the burthen has been lighter by about one half of the sum charged, complaints have been less loud and general.

We have been at some pains to learn the state of public feeling on this subject, and to ascertain the views and wishes of the publishers themselves.

It is admitted on all hands, that the newspaper postage ought not to be a perquisite of office; and on this point we think it only necessary to observe further that in 1834 this principle was recognized by the Post Master General, the Duke of Richmond, and embodied in the Bill prepared under His Grace's direction. We have reason to believe that the existence of a perquisite so objectionable in many points of view, is one of the chief causes, if not the only cause, of the aversion with which the newspaper postage has been regarded. Some of the publishers urge, on a variety of grounds, a claim for the free transmission of newspapers, but they are far from being supported in it by public opinion. It appears, on the contrary, to be well understood by most of our correspondents, that a journalist has no right, any more than other persons in business, to the gratuitous services of the Post Office. The usage in Eng-

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App. M., No. 30.

App. M., No. 1.

Newspaper postage.

Should cease to be a perquisite.

Free transmission of Newspapers by post certainly not required by public opinion.

App. K., No. 1. Would have little or no effect on other Post Office revenue.

Probable loss from adoption of scale No. 4 and weight system together.

Official franking incompatible with the support of the Department on a proper footing. App. A., No. 4. App. P. and X.

Payment of official postage sanctioned by late Colonial Secretaries and Lords of the Treasury. App. L., No. 12.

Exceptional rate of postage on certain Law papers.

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Nor even by their publishers as a class. App. O. and W.

Rate should be reduced to a half penny a sheet.

And prepayment should cease to be required.

Rates on other printed matter.

Prohibitory of British publications.

land is not generally considered applicable here. It is well known that when the reduction of the English stamp duty was effected in 1836, the penny duty was retained on the express ground that unless the newspaper contributed somehow to the revenue, the proprietor could have no claim for its free transmission by the post. It is satisfactory to us to have it in our power to state that amongst the publishers themselves, the majority of those who have answered our circular regard as untenable the pretensions set up by some of their own class.

But the rate now charged is generally considered too high, and we see no reason to dissent from that opinion. Whether we consider the question as one affecting the interests of the community at large, or those of the Department in particular, we think it would be advisable to reduce the rate to a half-penny on each newspaper, the amount to which it was to have been fixed according to the Bill of 1834.

The regulation by which in all cases prepayment of the newspaper postage is exacted, is very generally condemned. It is disrelished by the public as having the effect of deterring persons from forwarding the newspaper to which they subscribe to a distant friend; by the publishers, to whom it occasions serious losses; and by the Post-Masters, whom it deprives of the remuneration to which they think themselves entitled for the trouble of sorting and delivering the papers. It certainly is a hardship upon the publishers who have great difficulty at times in collecting payment from their country customers, and whose losses in that way are much increased by the necessity of advancing money for the postage. They cite the case of a subscriber removing to another part of the country, or not choosing to continue taking in his newspapers. The postage must still be paid in advance by the publisher; but the papers accumulate in the Post Office for months, perhaps, before he learns that the name of the person to whom they are addressed ought to be removed from his subscription list. Directions have been given, it is true, to the Post Masters to intimate to the publisher as quickly as possible by returning one of the papers, that they are no longer taken in; but no precaution of this kind can suffice to guard the publishers from loss. The practice of prepayment is, we think, one of the causes also of that carelessness in the delivery, and frequent loss of newspapers upon which complaints have reached us from all parts of the country, and which would be less likely to happen if it was the duty of the Post Master to receive and account for the postage. We are not aware of any reasons for the continuance of a practice so universally unpopular, and so objectionable in many respects.

The above are the principal changes which we would venture to recommend in the matter of newspaper postage; and we see no reason to doubt that, if henceforward the money collected be applied to the general purposes of the Post Office, if the charge be reduced to a half-penny on each paper, and prepayment be no longer exacted, these improvements will satisfy the public feeling, and tend to redress those grievances of which the publishers have reasonably complained.

The practice in Canada and most parts of the Lower Provinces, as to the transmission by post of printed matter not published in the Colony, is of a very anomalous and rather discreditable character. No printed matter coming from England, except stamped Newspapers which go free through the Provinces, can pass through the Post unless charged by weight, in the same way as letters exceeding an ounce are charged. In the case of English Reviews, Magazines and Pamphlets, it is scarcely necessary to say that such exorbitant demands act as a complete prohibition.

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App. I, No. 1. App. I, No. 4.

Charges, if mailed in British North America.

Prepayment should be optional.

And the charge should be by weight, and low.

Difficulty as regards American books, owing to requirements of revenue laws.

App. I, Nos. 4 and 5.

Rates to and from Great Britain should

But the printed American editions of these publications, which by law are contraband and would be seized if it was attempted to pass them through the Custom Houses, are freely sent through the Post Offices, on payment of a moderate sum; from which, however, as it is one of the Deputy Post Master General's perquisites, the public derive not the least advantage. Original American Works, which are not contraband but chargeable with a duty of 30 per cent, are likewise freely transmitted by the Post, on payment of the Deputy Post Master General's perquisites, to the manifest injury of the revenue which is thus defrauded of the duty. The public have not complained much of irregularities, however gross, by which they have been unable to purchase literature at a cheap rate; but our attention having been drawn to them by some sensible correspondents, and especially by important letters from Mr. Jessop, the Collector of Customs at Quebec, and the Honorable John Macaulay, the late Inspector General of Accounts, it became our duty seriously to notice a practice by which the Custom laws are evaded, and a direct fraud upon the revenue committed; an injustice inflicted on English publishers, and mischievous encouragement given to the literary piracy so extensively practised in the United States.

Pamphlets and other publications in pamphlet form are now sent under the Deputy Post Master General's privilege at an uniform rate for all distances of one penny a sheet, without any distinction, such as there is in the United States, between periodical and occasional writings. We have not received from the Lower Provinces any information respecting the practice there, or the rates of postage upon such printed matter.

In this as in the case of the Newspapers, we are unable to discover any reason why the money collected for the service of the Post Office should any longer be an official perquisite.

We are of opinion that it would be desirable to make prepayment optional, and not compulsory upon the sender; but we do not think the amount of the present rate objectionable. It is about equal to, or a trifle less than that charged for the same service in the United States. If the weight system be adopted as the mode of charging letters, it will obviously be convenient to apply it to printed matter also. In that case, we would recommend that the amount charged upon every sheet of average weight should not vary materially from the present rate. We have made some calculations from which it will appear that a rate of 1d an ounce would yield on the average, a rise of 15 per cent on the present charge; and that 1d. the ounce would be equivalent to a reduction of 25 per cent. We are disposed to prefer the latter, feeling confident that such a mode and rate of payment would lead ultimately to an increase of revenue. The only objection which we have heard stated is, that it will encourage the use of inferior paper, — an objection which does not appear very formidable when weighed against the advantage the changes may be expected to produce.

However desirable it might be that original American works should be forwarded through the Post Office on payment of the present rate, or of that which may hereafter be substituted for it, we cannot shut our eyes to the fact that the duty of 30 per cent is evaded by the existing practice, or by the impossibility of any arrangement by which Post Office could be enabled to collect that duty.

The proprietors of some of the best English Periodicals issued some time ago the prospectus of a cheap Colonial and Foreign edition of their respective publi-

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be as low as
possible.
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cations; an effort in which it appears to us that they deserve any encouragement which it may be in the power of the Government to afford. Much might be effected by enforcing the law against the surreptitious introduction of the American reprints into the Colonies; and fixing such postage and packet rates as would enable the cheap English Editions to compete with the smuggled and pirated American ones. But in this case it would be necessary to reduce considerably the Packet postage on printed matter coming from England by the Halifax Steamers. The present charges are nothing short of prohibitory; but even a considerable reduction of postage would not be sufficient, unless the publishers themselves see the necessity of lowering their prices much beyond those given in the prospectus to which we have referred.

Rates on letters, &c. delivered at the office where they are mailed, and on delivery by Letter carriers.

The rates to be charged on letters or packets deposited in a Post Office for persons within its delivery, and on General Post letters delivered by letter carriers, also require notice. The various usages which prevail in the absence of any uniform rule on this subject have been sufficiently described. The Deputy Post Master General at Quebec has suggested a rule on both these points to which we see no other objection than that at offices not provided with letter carriers, he would permit the Post Master to receive the charge on the former class of letters as a perquisite; a practice to which there are strong objections. It is true that the check upon a Post Master for such collections is extremely slight; but we would still rather require him to deal with *all* monies received for postage as postage, than allow him to regard any portion of it, however small, as his own fee.

App. L., No. 8.

Practice to which there are strong objections.

We do not find any general complaint in Canada of the insufficiency of the number of Post Offices. Whatever complaint there is on this subject comes chiefly from Lower Canada, where the population make so little use of the Post that it is impossible to maintain as extensive an establishment as in Upper Canada. We are, however, of opinion that a considerable increase might be made in both sections of the Province with advantage to the Department. In the United States there are about twice as many Post Offices in proportion to the population as there are in Canada; and although this irregularity may be caused in part by the difference, in the habits of the population, we cannot think that cause sufficient in itself for so great a disproportion. For the correction of such errors as may have tended to produce this result we have at present only to suggest generally the adoption of a policy somewhat bolder than that which has hitherto been pursued. The practice has been to wait for an application before proceeding to erect a new Post Office. It does not appear that many applications are refused; but there is often considerable delay in making the preliminary inquiries through the Surveyor, which combined with the general view of the system, its want of popular control and hence of public confidence, does much to discourage applications. People have long been wishing for a Post Office before they can make up their minds to apply for it; and there are instances in which for years they have suffered great inconvenience without ever applying at all in the proper quarter. With the aid of additional Surveyors, and the more Provincial and popular character we desire to see given to the administration, these evils would be greatly lessened. But the Department should, we think, be constantly on the watch for opportunities, instead of waiting for the public to petition for every step that is taken towards the extension of Post Office accommodation.

Many more offices wanted in New Brunswick.

Complaints of the want of Post Offices are very general in New Brunswick; and there, certainly, a thorough change of system is required. We find only

34 places in the whole Province, where letters can be deposited or received; and half of these are mere way-offices, where postage cannot be prepaid nor letters regularly mailed. To place New Brunswick on a par in this respect with Canada, there ought to be about 70 regular offices. At present on the four routes from Frederickton, the capital of the Province, the nearest Post Offices are Woodstock in the direction of Canada, distant 64 miles,—Miramichi to the north east, distant 104 miles,—Sussex Vale to the south east on the road to Halifax, 80 miles,—and Gaquetown on the St. John Road, 32 miles. No further proof can be required of the necessity for the immediate establishment of a great number of new offices.

Nova Scotia, perhaps because it is the Province in which the Deputy Post Master General resides, is better accommodated. Including way-offices, the average is as high as in Canada. But the proportion of way to regular offices is so large, (about 87 to 17, we believe) and the accommodation at the former is generally so imperfect, that the comparison is really much in favour of Canada. There have been no regular offices erected for many years; but we presume that way-offices have been established wherever the people have taken steps to obtain them; though we are not aware of any rule as to the mode of applying for or establishing them. We do not doubt that under an enterprising administration the amount of accommodation could be much increased with equal advantage to the revenue and the public.

In Prince Edward's Island, where the Provincial Government has entire control, the number of offices is 29 (28 of them way-offices) to a population of 42,500; a proportion considerably higher than in any of the other Provinces. The number, we presume, is sufficient, as we have not received any complaints on the subject.

We have received several letters from places in which it is said that Post Offices are injudiciously placed. It was of course impossible for us to satisfy ourselves of the justice or injustice of these complaints, which are all of a purely local character; but it may be remarked that in a country where Post Offices are every day required, in Parishes and Townships in which settlement is only just commencing, it is impossible that their site should always be so well selected in the first instance as not afterwards to admit of a change for the better. The active performance of the Surveyor's duties, subject always to the control of the local Governments, affords a sufficient, and perhaps the only, remedy for this evil.

The greatest defect to our view in the existing arrangements for the establishment of new offices is one, of which the public at large has never been in a condition to complain, from want of information as to the interior government of the Department. We allude to the absence of that systematic classification into forwarding, ordinary and sub-offices, which has long been established in Great Britain. We have seen that in Canada every recognized Post Office makes up mails direct for every other, and accounts directly to the General Office at Quebec; and though this is not the practice in the Lower Provinces, that the distinction between regular and way-offices, and between offices that correspond with each other and those that do not, is wholly arbitrary.

The inconveniences resulting from this state of things are so many and various that we feel bound to urge the adoption of the English system in all its integrity, as among the first and most essential reforms to be undertaken.

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And in Nova Scotia a considerable increase.

In Prince Edward's Island the number probably sufficient.

Complaints as to site of Post Offices.

Necessity of promptly introducing the English Forward and Sub-Office systems.

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We have shewn how much the want of the Forwarding system adds to the labor of Post Masters in despatching and receiving mails. But this is neither the whole nor worst of the evil. It is to some extent the cause, and to a still greater the excuse, of those delays in the travel of the Mail which are the subject of such loud and universal complaint. A Post Master who must examine the whole contents of a large bag, that he may select from them an indefinite number of parcels addressed to his office, and who has then to replace these by a number of parcels of his own addressed to other offices, will always take his time; and a delay of this sort occurring every few miles on a long route becomes a serious hindrance. The number of parcels, moreover, in each bag, and the small size of most of them, make it almost a hopeless task to trace a missing letter, or detect fraud or negligence. The very accounts rendered to Quebec are made so complex by the number of offices with which each Post Master is in communication, and the small amount of postage in most instances, that no supposable force in the Accountant's office could audit them in an effectual manner.

A judicious distribution of Forward Offices would go far to remove all these difficulties. Post Masters at most of the other offices would find their duties greatly lessened from having to make up and overhaul fewer mails, and to keep fewer accounts. The duties would be better performed than they are now; and it would consequently be easier in new Districts to find men able and willing to undertake them. The Mails would generally be overhauled at country offices in less time; and with ordinary care they might be traced from office to office in a manner which would render easy the detection of carelessness or dishonesty. The accounts of the Department might by the mere use of the common cross-post or square street, be checked with ease and precision, and that too by a moderate force of checks in the Accountant's office.

It would contribute still further to all these ends, if a number of the smaller Post Offices,—such more particularly as lie off the leading routes and with no others beyond them,—were classed as sub-offices, and made dependent on a neighbouring office; the Post Master at which should incorporate their accounts with his own. The establishment of these, however, should not be, as is now the case, with the few sub-offices existing in Canada, the mere act of the Post Master. They should be recognized, like other offices, by the Department, and placed under its rules.

The same system should be extended to the Lower Provinces; and in that case the whole of the present arrangements regarding the inter-correspondence and accounts of the regular and way-offices will require to be remodelled.

In bringing this change into effect it may be expected that some difficulties and confusion will occur at first. The first step ought to be the appointment of the full complement of the Surveyors; and before the change is made they ought to have the opportunity of making a tour of their respective Districts to explain the new system to the Post Masters. Perhaps it might be desirable to proceed gradually; first in one Surveyor's District, then in another, and so on. But in whatever manner it be effected, the necessity of such an improvement appears to us unquestionable.

It is a matter of complaint at many offices that the public are not sufficiently accommodated in regard to the hours at which Post Offices are kept open for the receipt or delivery of the mails. The Deputy Post Master General's printed regulations fix the hours for the larger offices at from 7 o'clock, A. M. to 7, P. M. in

summer, and in winter from 8, A. M. to 4, P. M. With the exception of the closing at four in the winter, which at the principal places seems unreasonably early, we see no objection to this regulation. But at the minor offices there are practically no regulations at all; and from the smallness of the Post Master's remuneration, it is hardly to be expected that rules could be strict by enforced. Where an office is kept in a shop, the public will probably have access to it at all reasonable hours; when that is not the case, all that can be done is to insist upon every Post Master's giving the public as much accommodation as can reasonably be desired.

Another subject of general complaint is the unsuitableness of the hours fixed by Post Masters for making up their mails; in consequence of which it is alleged that letters often cannot be received at an office except on payment of a fee, for several hours previous to the actual departure of the Mail,—a practice which is productive of much inconvenience and dissatisfaction, particularly in cases when another Mail arrives in the meantime, or so near the hour as to make it impossible to reply to letters received by it. It must be admitted that some of the complaints made to us on this score are not altogether reasonable. A Post Master can neither be expected to make up his Mails at uncertain hours to suit the chances of a Courier's arriving earlier or later than his usual time, nor (except at a few of the most important offices) during the night, or at a late hour in the evening. But there are cases which call loudly for amendment. The Post Master is allowed a fee on all late letters, and yet he is left to fix his own hours, subject only to their being changed by the Deputy Post Master General, on complaint formally made and sustained by evidence. But making such complaints is always an invidious and sometimes a troublesome proceeding, not free from difficulty even when the case is clearest. The Post Master's report has naturally an advantage over a remonstrance. The addition to the number of the Surveyors, and the increased responsibility to public opinion under which the other changes we have suggested would place the Department, would suffice, we think, to effect the desired reform, by making the rules of the Department more strict, and ensuring their more punctual observance.

This remark applies equally to the complaints against Post Masters on the score of incivility and inattention, which have been in some cases brought before us. Constituted as the Department now is, with its Post Masters so poorly paid and so imperfectly controlled, complaints of this nature cannot be altogether without foundation. We look forward, however, to an improvement in these respects.

Complaints have been frequently urged against the appointment of Shop-keepers as Post Masters. It is asserted that a Post Master in trade enjoys an undue advantage over other Tradesmen, in his franking privilege, in the opportunities he has of getting his letters earlier and writing later than his rivals in business, and in the knowledge he must have of the persons with whom they correspond. It is also stated that the secrecy of letters is very often violated. Some persons object on the same grounds, though certainly without equal reason, to the appointment of Lawyers and Notaries. We are not prepared to defend the practice of appointing Tradesmen on any other grounds than that of necessity. Whenever the emoluments of a Post Office are sufficient, it would obviously be desirable to command the undivided services of a competent person. But it must not be forgotten that this can be the case at but few places in these Provinces. Even in England a great number of the smaller offices are kept by Shop-keepers. Were they excluded here, fit persons could not be found to discharge the duties for the best remuneration.

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And hours for
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Office hours.

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neration they could possibly receive, at more than half the offices in the country. All that we can venture to recommend is, that others should be appointed where they can be found; that the Post Masters' privileges should be rendered as little objectionable as possible, and their abuse guarded against by strict attention to the discipline of the Department.

Rules of Department as to money letters.

The insecurity of money letters has been much pressed on our attention. It is not to be wondered at that under the present mode of mailing they should be sometimes lost, and that when lost it is sometimes found impossible to trace them. In these cases it is felt as a hardship that the Department, through whose fault the loss may be said to have taken place, should not be held answerable for it. It is obvious, however, that no change of the rule on this head can be made with safety to the Department. The complainants forget that the rates of postage are not rates of insurance, but simply a charge to cover the actual transport and delivery. It has been urged that the Department should not merely register, but insure money letters at some fixed rate of premium; and to this we see no objection in principle, though we are not prepared to recommend the project. We think, however, it might be well to require a Post Master to give any person mailing a money letter a certificate of his having done so, provided the contents of the letter are inclosed in it in his presence. And for this service a moderate fee might be allowed.

The greater safety that would be ensured to the Mail by the general changes of system we recommend, will have the effect, we doubt not, of preventing many of those losses.

The adoption of the English system of Post Office orders for money has been suggested; but looking to the small sums received on account of the Department at the majority of offices, we think it would not be easy to effect such an arrangement, however desirable it would be as an accommodation to the public.

Violation of the secrecy of letters.

By some of our correspondents a practice of violating the secrecy of letters is said to prevail in Post Offices. An inquiry into some alleged facts of this nature has recently been instituted in the Bathurst District; but we have not as yet been made acquainted with the results.* Other circumstances of strong suspicion, but not sufficiently proved to justify us in a more specific allusion, have been brought under the notice of the Commission; and some irregularities connected with a series of letters on public business addressed to one of ourselves, are certainly of a nature to warrant us in noticing the matter. Our duty to the public forbids us to pass over these complaints in silence; but we feel at the same time that we shall sufficiently acquit ourselves of that duty by directing attention to the fact that such complaints do exist, and are not, we fear, altogether destitute of foundation. The horror with which such actions inspire every honorable mind will be sufficient in itself to impress upon the head of the Department the necessity of great vigilance in the detection of offenders, and unrelenting severity in the punishment of Post Masters proved to have been guilty of such disgraceful crimes.

Mail conveyance.

It would be difficult to discuss the question of conveyance and the improvements that may reasonably be looked for in the speed and number of the Mails, without some reference to the state of the roads and other communications; but we do not consider it necessary

State of the roads, &c.

Note.—* Since the above was written the Report of the Surveyor who was charged with the inquiry has been furnished us by the Deputy Post Master General, but unfortunately all the documents connected with the case were lost in the burning of the Quebec Post Office. The Surveyor acquits the Post Master; but in its present form the Report is not worth printing.

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to enter at any length into the state of the internal communications in these Provinces. In a new and thinly settled country, where from the severity and extreme vicissitudes of the climate, the roads, however well made originally, must often be almost impassable, —sometimes blocked up with snow, at other seasons interrupted by a considerable depth of mud, —where the rivers and lakes are closed for months, and where the land travelling requires in winter a class of conveyance totally different from those used in summer, —it would be vain to hope for any great degree of regularity in the travel of the Mails. By no possible outlay of money can they be carried at the same rate of speed all the year round, any more than they could be carried always in the same conveyances. Poverty and the thinly scattered population of the country have, it is true, forbidden the making of roads so good as they might be, even in this climate; but the same causes have operated with still greater effect to prevent the Post Office from possessing a revenue applicable to these objects, or to any purposes beyond its own immediate functions. Future improvement in the roads will necessarily lead to corresponding facilities in the transmission of letters; but for the present, and for many years to come, we see no reason to think that any portion of the Post Office revenue could be judiciously or with propriety expended in the improvement of roads.

We cannot doubt, however, that the slowness and irregularity of the Mails, of which so many have complained, are in a great measure to be ascribed to the bad state of the roads; and we have observed with satisfaction that the several Provinces appear to be doing much, —as much perhaps as could reasonably be expected, —to remove that evil. The large appropriations lately made by the Canadian Legislature will furnish the means of vast improvement on all the principal lines; whilst the powers conferred upon the newly created District Councils can hardly fail to secure results not less satisfactory on routes of minor importance. In Nova Scotia and New Brunswick the roads are generally much better than in Canada. We have reason to believe that the system now in operation in these Provinces is working well, and bringing the roads into a condition to stand comparison with any on the American Continent.

But there are means quite independent of improvement in the roads, by which the conveyance of the Mails may be greatly improved, both in speed and regularity. To some of these we have already adverted. The adoption of the Forward Office system would simplify the proceedings at the country offices and produce a great saving of time. An efficient force of Surveyors would enable the Department to exercise a more vigilant control over its Post Masters and Contractors. Many causes of delay would thus be removed, in the Lower Provinces more especially, where hitherto there has never been any real check upon either the Post Masters or Couriers.

The introduction of the English practice of placing the Mails under the charge of Guards is very generally desired, and if the expense were not beyond the present means of the Department, it would undoubtedly be a valuable improvement.

Impossibility of generally employing Guards.

It would provide an effectual check upon Post Masters and contractors, and contribute not less to the security, than to the speed and regularity of the Mails; we regret, therefore, to be compelled to report our opinion, that the expense would be greater than the financial condition of the Department would warrant. The severity of the winters and the fatiguing character of the travelling at all seasons would render necessary a much larger number of Guards on a

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given distance than is required in England. Wages also are so high comparatively, that it would be impossible to engage trustworthy persons except at prices far beyond the English salaries. In addition to these considerations, the Mails are so much smaller and the postage so trifling in amount, as to render the systematic employment of Guards almost impossible. Two Guards were employed last summer on the Steamboats between Quebec and Montreal, and we believe with great advantage. But this was a peculiar case; and except for Mails so sent, we are not of opinion that in the present condition of the country it would be practicable to introduce the English system.

Contracts.

Considerable improvement might be effected in the mode of contracting for the conveyance of Mails, and much advantage derived from a stricter enforcement of contracts when made. Attention to these points, we are persuaded, would be rewarded not only by a great increase of speed and regularity, but also by a considerable diminution of expense.

Written contracts for a term of years do not appear to have ever been in use in the Lower Provinces. In Canada the practice has latterly been different, and nearly all the Mail service is now performed under contract. But the contracts are not made by advertisement and tender, except on the more important routes, and not always on those; and it has been usual so to frame the terms of the contract as to admit of its being varied or indefinitely continued by private agreement. The effect of this is to give to a contract which cannot be too stringent upon the parties, or too much exposed to public inspection and competition, the character of a mere private transaction between the Deputy Post Master General and the contractor. It may happen that parties whom the Department must employ, because no others offer, may be unwilling to enter into a regular contract; and on some routes the service and remuneration may be so trifling as hardly to require a formal instrument. But we are strongly of opinion that a contract should not be dispensed with whenever it can be had; and that all contracts, without any exception, should be offered by public advertisement to general competition. We cannot admit that any supposed advantages of the secret method, such as the opportunity it may afford of promising to a meritorious contractor a renewal or an amendment of his contract, and the like, are sufficient to balance the waste of public money and the jobbing to which secrecy may give rise, or the great evil of public discontent and suspicion which it can hardly fail to create.

It may possibly be found necessary, with a view to the maintenance of that control which the Department should exercise over those whom it employs, to insert commonly a condition by which the Deputy Post Master General shall have the power of varying, within certain limits, the terms of the agreement. But this, which is the exception, should never be suffered to become so far the rule of the Department, as to militate against the principle of written contracts binding upon both parties, and of public competition.

It would be difficult, and if practicable it would hardly be desirable, to fix upon one period of time for which all contracts should be made. There are obvious reasons why it would be inconvenient that the whole, or any large proportion of the number of contracts should be allowed to expire at the same time. They might be made to run generally for a term of from three to five years. But these and other similar details may, under an improved system of management and supervision, be safely left to the officers of the Department.

Contracts should be formally made for all Mail service and by public competition.

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And their strict fulfilment should always be enforced.

There is, however, one point upon which we feel we ought to express a decided opinion; the necessity, whatever may be the terms of the contract, of insisting in all cases upon its strict fulfilment by the contractor. The loose manner in which these agreements are dealt with is a great defect in the present management of the Canadian Post Office. The penalties which the Deputy Post Master General is authorized to levy ought to be levied upon every infraction of contract; and remitted only in cases as may present some extraordinary circumstances of justification. But instead of this we have reason to believe that the practice in Canada is not to levy the fines at all, except for some extraordinary infraction which may appear to justify an unusual degree of severity. It can scarcely be necessary to suggest what injurious effects must follow from a practice, the obvious tendency of which is to raise in the minds of contractors, an impression that they are not so much bound by their written engagements as by some vague understanding with the Deputy Post Master General as to the extent to which they may be violated with impunity. It has been urged that a strict enforcement of contracts would render it extremely difficult to find persons who would engage for the performance of some of the services required, for such remuneration as the Department has usually offered. But this seems to us to be only another way of stating that the terms of the contract are wrong and ought to be changed.

We can regard a contract in no other light than as an engagement, by the conditions and penalties of which the parties are prepared, and if necessary should be compelled, to abide. If a necessity for some modification in the terms of existing agreements be shewn, it will be easy to effect the necessary changes; but we cannot doubt that a strict enforcement of contracts will tend to a great increase of speed and punctuality in the conveyance of the Mails.

The mode of carrying the Mails must necessarily continue to vary on different routes and at different seasons. This is a matter which must, we think, be left to the discretion of the Department; and the only suggestions we feel justified in making, are that foot posts should as soon as possible be discontinued in those few places where they are now employed; and that Steamboat and Railroad conveyance, where attainable, should be preferred to all others.

Some of our correspondents (principally persons residing upon the main routes in Upper Canada) are desirous of having the conveyance of land Mails separated altogether from that of passengers. That course has been successfully pursued with regard to the land Mail between Quebec and Montreal; and it has much to recommend it in cases where the circumstances of the country will allow it to be practised. But we question whether it could be practised on any other route. If the Mail is carried in any kind of vehicle, the contractor will be sure to demand a far higher price if he is to be debarred from making the most of his equipage by carrying passengers. It cannot be denied that the accommodation of passengers interferes with many desirable arrangements. It interposes sometimes to prevent the Mails from stopping at those places only which the Department would prefer, and sometimes regulates inconveniently the hours of departure and arrival. But these we regard as the necessary evils of an establishment in a new country, where, on many routes, the amount of the postage received, and the number of letters, are insufficient to cover the expense of their carriage.

Passenger conveyances must generally be used.

From the Lower Provinces (where there is less accommodation for passengers than in Canada,) the suggestions are generally the other way; and it happens

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curiously enough that stage companies on particular routes are in the receipt of Legislative bounties, whilst the Mail is often carried over the same road with the coach which receives the grant, but in another, and generally a slower vehicle. In such cases, of course, the complaint is, that the stages do not carry the Mails, and the demand is for some aid from the Post Office in support of their stages.

It is obviously the policy of the Department to avail itself of the existing means of communication, and in doing so to endeavour to improve them to the utmost, but not to attempt to create new ones for its own use alone. Some valuable suggestions upon this subject will be found in a letter from Mr. Stockley, a gentleman who has had a long experience in such matters in Ireland. It can hardly be expected in Canada that vehicles should be devoted exclusively to the Mails, when we consider that even in England the use of Mail-coaches on all the principal routes shows that the utility of the practice was felt even when a necessity for it could not be said to exist.

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stricter regula-
tions than at
present.

But nevertheless we are not disposed to deny that the present Mail stage system in these Provinces requires very considerable amendment. That is a subject upon which we have received many and apparently well founded complaints. The number of passengers and the weight of luggage should be strictly regulated, and strong efforts should be made to restrain the irregularities of the stoppages and the intolerable delays upon the road.

Frequency of
the Mail.In the Canada
charge no
great change
called for.

We do not feel called upon to offer any suggestions on the frequency of the Mail in the Canada charge. The arrangements now existing or in contemplation appear to us to offer all, or nearly all, the accommodation in this respect, which in the present circumstances of the country could be expected. The only route not served as often as once a week (a part of the communication between the District of Gaspé and Quebec) is shortly to be made a weekly route. As population or commerce increases in any particular District, it is to be hoped that an improved administration of the Post Office will afford a proportionate increase of facilities for correspondence.

In the Lower
Provinces
much more.

But in the Lower Provinces we cannot but think that there is much more reason to complain; and we are of opinion that there a considerable increase in the number of Mails is required. Between Halifax and the principal towns in the western part of New Brunswick, St. John's, Frederickton, and St. Andrews, the Mail ought to travel daily. The towns along the eastern coast of New Brunswick, several of which have become places of considerable importance should certainly communicate with the western towns and with Halifax three times a week. From Halifax to Yarmouth, the principal town in western Nova Scotia, and the second place in point of trade in the Province, there should be two if not three Mails in a week; and to Prince Edward's Island and Cape Breton two at least. We do not think that the Department would suffer in a financial point of view from these changes; but the reverse, especially if they be adopted in conjunction with some others we have recommended. The information we have received from various parts leaves no doubt upon our minds that the want of accommodation, together with other great defects in the establishment, have almost driven the Mail out of use as a means of ordinary correspondence throughout all this section of the country, and that it is scarcely ever employed unless in cases where there is some absolute, but occasional necessity for resorting to it.

Daily Mail
from Halifax

It has been suggested that there should be an unbroken daily Mail communication from Halifax along

the whole of the main route to Canada,—a project which would no doubt be most desirable. But at present much of the country between Frederickton and Quebec is far too wild and unsettled to admit of this being accomplished, without incurring an expense beyond the means of the Department. The utmost that can as yet be done will be to maintain two or three Mails a week, securing always the transmission of the English Mails in winter by express, without reference to the days or the rate of travel of the ordinary Mail.

A few respectable correspondents demand that the travel of the Mail and other operations of the Post Office should be suspended on Sundays. Their desire appears to be, in general, that in their own particular neighbourhood the Mail should not start, arrive or be delivered on Sunday. But we doubt whether many of those gentlemen are prepared to carry to its full extent the principle upon which their recommendation is based. They do not ask, and we may therefore presume they do not desire, that the operations of the Department should be suspended on that day throughout all parts of the country. And yet if the principle is to be insisted upon to the extent of stopping the Mail in any one place for 24 hours on the long routes,—and in British North America all the leading routes are long,—this is the conclusion to which it must necessarily lead. During the early part of last summer the Mail between Montreal and Toronto was not allowed to leave either of those places on Sunday; but it left both places on the Saturday and passed through to its destination without stopping; so at all the intermediate places there was of course nearly as much Sunday travel as though there had not been this observance of the day at the termini of the route. At Kingston, about half way between the two places, the Sunday arrivals and departures were precisely those of any other day; but on Monday there was no Mail either way, and no Steamboat, because none had started the day before from Montreal or Toronto. In like manner no Mails were allowed to start on Sunday from Montreal for Quebec, or from Toronto for the West. One consequence of this arrangement was that a Toronto letter for Quebec, if mailed on Saturday morning, would travel all Sunday and reach Quebec on Tuesday morning; but if mailed on Friday, after having travelled most of Sunday to reach Montreal on the Sunday afternoon, it would be detained there until the Monday afternoon, and be there overtaken by the letters mailed on the Saturday. With letters from Quebec or east of Quebec, to places west of Toronto, or *vice versa*, the case was still worse. Six Mails a week, for example, started from Quebec for the West, and from Hamilton for the East; but yet the Quebec Mail could arrive at Hamilton, and the Hamilton Mail at Quebec, only four times a week; one Mail being detained for the Sunday at Toronto, and another at Montreal. But in all places except those two, the travel of the Mail went on just the same on Sunday as on Monday, and was interrupted just as much on Monday as on Sunday. Great anomalies arise from the partial adoption of this principle; and intolerable inconvenience would result, we fear, from its complete adoption. The choice lies, we think, between the stoppage of the Post Office business *every where* on Sunday, on the one hand, and an effort, on the other, to lighten the Sunday labors of the Department whenever it can be done without great public inconvenience. The former alternative is hardly feasible. It would delay more than half of all the letters passing through the Post Office in British North America more than 24 hours in *transitu*; many it would delay 48 hours; and some, in winter, 72. The latter alternative admits of a great curtailment of office hours at all places, and

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through to
Quebec at
present impos-
sible.Question of
Sunday Mail
service.

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Mail routes.

of an arrangement of Mails which would require no travelling on Sunday upon the side routes. But upon the main lines of communication we doubt whether Sunday travelling can be suppressed, and whether it would be reasonable to attempt its suppression.

We feel that the question of the routes by which the Mails should travel is not properly within the scope of our present duties, but that it will hereafter belong to the Deputy Post Master General and his band of Surveyors to suggest such improvements in this respect as their experience may shew to be necessary. We may, however, state our opinion, founded upon the information collected in the course of this inquiry, that the routes now followed in Canada are generally well chosen. In the Lower Provinces, we believe there is greater room for improvement; but for this we look with confidence to the establishment of that supervision which the head of the Department, with Surveyors at command, will hereafter be enabled to exercise.

From Halifax to Quebec the Mail should travel *via* Annapolis and St. John.

We cannot forbear, however, from noticing the circuitous and ill-chosen route by which the Halifax Mail travels to Quebec, round the head of the Bay of Fundy. * We think that ere long it will be necessary to effect this alteration, and the sooner the better. It will be productive of great advantages, both direct and indirect, to the western Counties of Nova Scotia as well as to New Brunswick; and we see no reason to doubt that it would afford the means of effecting a saving of two days, or more, between Halifax and Quebec, an improvement the importance of which cannot be too highly estimated.

A separate English Mail for New Brunswick suggested.

There is one point upon which the inhabitants of New Brunswick are very desirous of some improvement, and upon which we think it not impossible to comply to a certain extent with the views strongly urged by many of our correspondents in that Province. In making up the Mails in England to be sent by the Cunard Steamers, the bags are addressed only to Halifax and Quebec; all letters for the Lower Provinces being placed in the former, and every thing for Canada into the Quebec bag, an arrangement which is productive of unnecessary delay in the delivery of the New Brunswick letters brought out by the English Mail. The Canada Mail is forwarded immediately upon the arrival of the Steamers at Halifax, and so might that for New Brunswick be, if it was made up in a separate bag, instead of being mixed with the Nova Scotia letters, and therefore detained for the purpose of sorting at Halifax. We do not agree with those who suppose it possible for the Post Master at Liverpool to make up separate Mails for any considerable number of places in British North America; neither are we prepared to recommend, according to a suggestion which has been made by some parties, the employment of sworn clerks on board the Steamers, whose sole duty it would be to sort the letters on the passage. But we cannot help thinking that a great boon, at a slight expense of trouble, would be conferred upon the people of New Brunswick by making up a separate bag of English letters directed to that Province. The inhabitants of New Brunswick suffer, under the present arrangement, the mortification of seeing, during the winter months, the English Mail for Canada pass their doors sometimes more than forty-eight hours before their own letters (though brought by the same Steamer to Halifax) are forwarded to their destination. If this suggestion should appear worthy of adoption, we are of opinion that the separate Mail

Note.—* It will be perceived that some of our correspondents in the Northeastern Counties of New Brunswick insist strongly on the Metis line as the best for the main route between Halifax and Canada. A glance at the map will suffice, we think, to shew its inferiority to the one we have recommended.

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for New Brunswick ought to be addressed to St. John, the place of most consequence, and the site of the principal Post Office of the Province. The increase of accommodation which this arrangement would produce, would, we have reason to believe, be sensibly felt and thankfully acknowledged by the people of New Brunswick. In case of its adoption, the New Brunswick Mail would of course follow the route we have suggested above, as an improvement on the route now used between Halifax and Quebec.

But to a claim which has been put in by some persons residing in Prince Edward's Island and the District of Gaspé, we are not prepared to yield the same assent. They ask that during the summer months the Steamboat which carries the English Mail between Pictou and Quebec, should call at Gaspé and Prince Edward's Island. Before this could be effected it would be necessary to have separate Mails made up for those places at Liverpool, which, as regards Gaspé, we do not think it would be reasonable to expect. But we think the delay it would cause in the travel of the Canada Mail is in itself an inseparable objection to the suggestion. If it should be found practicable to make up a separate Mail for Prince Edward's Island, (and as it is a distinct Province, perhaps that question may be taken into consideration,) that Mail would travel to Pictou along with the Canada Mail; but from Pictou it must be sent separately to Charlotte Town. If it be determined to make up a separate English Mail for the Province of New Brunswick, it would obviously be a great accommodation to the inhabitants of Gaspé that their letters should be put up with the New Brunswick instead of the Canada Mail, so as to avoid the great loss of time caused by sending the letters to Quebec and thence back to Gaspé.

And if possible to Prince Edward's Island also.

English letters for Gaspé might go with New Brunswick Mail.

A great deal of importance has been attached to the establishment of a daily Mail between Halifax and Western New Brunswick, by the improved line suggested above. We have inserted in the Appendix the Report of a Commission of three gentlemen appointed by Sir John Harvey, the late Governor of New Brunswick, to inquire into this subject. We cannot participate in the expectations entertained by those gentlemen of the productiveness of the proposed route, considered with reference to the correspondence between Halifax and St. John and the intermediate places. Neither do we regard productiveness as the criterion by which so important a project should be tested. We are disposed to view it as a link in the great line of communication through the country, rather than as a mere local improvement; and in this wider view it appears to hold out advantages sufficient to entitle it to serious consideration. But this, as well as the details of the proposed plan, upon which great difference of opinion will be found to exist, is a matter which may best be decided upon by the head of the Department, when the necessary inquiries shall have been made upon the spot by competent Surveyors.

Importance of direct daily Mail from Halifax to Western New Brunswick; App. Q., No. 24.

There is one defect in the conveyance of the English Mails from Halifax to Canada during the winter, to overcome which we trust that a strong effort will be made, though we are not sure that the means of the Department are quite equal to the remedy. The great bulk of the newspapers mailed renders it impossible, under the present contracts, to forward them at once with the letters; and they are sent off consequently in instalments by the two, three, or even four next ordinary mails. The people of Canada thus receive their newspapers irregularly by two's and three's, and at uncertain intervals, sometimes of not less than a fortnight. This great inconvenience will doubtless operate prejudicially by

English newspapers as well as letters should be forwarded promptly for Canada from Halifax.

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discouraging the use of the British press in the Province. But while we admit the extent of the evil, and are greatly desirous that a remedy might be found, we cannot but doubt whether the Department can reasonably be expected to make a heavy outlay for the quicker transport of an article which pays nothing towards the expense of its transmission through the Provinces.

Demand in Western Canada for English letters to be forwarded through the United States for Steam Ships.

Many persons residing in the western parts of Canada desire that the power of receiving and sending their English letters for the Steamships through the United States should be restored to them. They urge that throughout the year much time would thus be saved for the country west of Toronto, and as far east as Montreal during the winter months. To this it may be replied that as regards the Cunard Steamers, any one may now avail himself of the United States route *via* Boston, who is content to submit to its charges and inconvenience. The postage must be paid both ways, as far as Boston, but cannot be paid through, either way. It varies in amount, but commonly averages twice or thrice as much as the postage by way of Halifax. The travel of the Mail through the United States to most parts of Upper Canada is indirect, and in winter neither certain nor expeditious. We question, in fact, whether it is now worth while, except in some peculiar cases, to mail English letters *via* Boston; but on the other hand, we think it quite possible so to improve the main route through the Provinces from Halifax (for which purpose we have already submitted some suggestions) as to remove whatever inducement may now exist for preferring the route through the United States. It might, indeed, be possible to make an arrangement with the American Government, through which a great saving of time could be effected, without either risk or difficulty, by a mode to which we shall presently advert in discussing the state of Post Office relations existing between the Provinces of British North America and the United States.

Unsatisfactory character of Post Office relations with United States.

The relations of the two Post Offices are, we regret to state, at once anomalous and unsatisfactory. The American Department enjoys in Canada facilities even greater than those which it possesses at home, and pays its Canadian Agents (our Post Masters) by a percentage regulated upon the scale of remuneration for their own officers. The amount of American postage received in this way for the last year of which we have a return, was £11,316 5s. 8d. currency, and the allowance for agency was £2,315 17s. 6½d. currency; of the latter sum the Deputy Post Master General's share was £603 10s. 9d. currency, and most of the remainder was divided amongst nine Post Masters: Mr. John Stayner received at Queenston, £493 7s. 2½d.; Mr. Deacon at Kingston, £304 3s. 10d.; and at Toronto, which has only recently been established as an exchange office, Mr. Berezy calculated upon deriving an increase to his income of £250 from the change.

Under these circumstances it is not surprising that every possible facility should have been afforded to the American Department; but it does not appear that the American authorities have ever been disposed to meet us in a spirit of reciprocal accommodation. Neither do we see much reason to believe that their unfairness in receiving from us services which they pertinaciously refuse to perform for us in return, has ever been pressed upon them in a tone of becoming remonstrance. We find, at any rate, that nothing has been done to redress the well founded complaints of our people, although there is no subject upon which complaint is more general, or the press more unanimous, than upon the injustice the Provinces are thus compelled to suffer.

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The American Post Master General will not allow any of the officers of his Department to keep accounts of British postage. No letter, consequently, posted in the United States to be delivered in Canada can be prepaid to its destination. The American Post Master *cannot* receive the Canadian postage, and the writer need not pay the American unless he chooses. But the person in Canada who answers the letter *must* pay the postage of his answer, to the lines, and may if he like, pay it the whole way; for our officers are paid by the Americans for keeping accounts of this postage, although they will not suffer their officers to keep accounts for us. This is very loudly, and, we think, not less justly complained of.

The evil is one for which there would not be much difficulty in providing a sufficient remedy. We see no reason why the Department in each country should not engage to collect the postage for the other at a fixed rate of per centage. If such an arrangement were effected, the exchanging Post Masters alone would be required to keep separate accounts for foreign and domestic postage. The other Post Masters would treat all postage as domestic, and the returns from the frontier offices would enable the two Departments to regulate their accounts with each other. So far as we can perceive, the only practical difficulty which has heretofore stood in the way of this arrangement on the part of the United States has been the necessity it would impose upon Post Masters, of calculating the foreign postage on prepaid letters. Under the present complex scale of rates in British North America, it has been urged with some reason by a late Post Master General at Washington, that it would be impossible for his Post Masters to make these calculations. But the scale which we have recommended is, at least, as simple as the American; and it should be remembered, that in Canada every Post Master has long been required to keep most vexatiously complicated accounts of United States postage.

Should be placed on a footing of reciprocal accommodation.

App. D. No. 40.

Were it possible to obtain from the American Government permission to send a light Mail Express from Boston, on the arrival of the Steamships, to Kingston and Montreal, a great saving of time might be effected by the arrangement. It would, in our opinion, be very desirable that an attempt should be made to induce the American Government to enter into a convention similar to that by virtue of which the overland Mail from India to England is carried through France. If the proper steps were taken, we cannot think there would be any serious difficulty in arranging with the United States the terms and conditions upon which such a permission should be accorded; so as to secure to the inhabitants of this part of the country all the advantages which it can possibly derive from the great establishment of Atlantic Steamers, without trenching upon the right of postage enjoyed by the United States. If such an arrangement should hereafter be contemplated, it will be found necessary, we think, that the messengers carrying this express should be in the employ of our Establishment. The rate should be uniform, but necessarily much higher than the charge upon letters sent by way of Halifax.

Desirableness of a light Express Mail from Boston to Canada for Steam Ship Letters.

The delays between Montreal and New York are much and justly complained of. With a little co-operation on the part of the United States Government, which could not fail to derive great advantages from the improvement of this line, the grievance might easily be removed. Some increase in the present number of exchanging offices is also required; but even in this matter, though apparently calculated to advance the interests of both establishments, great difficulty is found in inducing the Department at Washington to enter into the necessary arrangements.

Delays between Montreal and New York.

Increase of number of exchanging offices.

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The truth is, that to afford a reasonable prospect of success in negotiations of this kind, it is absolutely necessary that they should be undertaken as a national affair, and urged as such by the British Minister at Washington. In his hands we should be sanguine in anticipating a favourable result; but no head of a Provincial Department, under any circumstances, and least of all under such as exist at present, can have sufficient weight with the American Government to induce them to enter upon negotiations for placing the two Departments on a footing of reciprocal accommodation. The establishment and the great success of the Cunard line of Steamers, has placed it within our power to offer, as well as to ask for, facilities. Heretofore the asking has been all on our side; the Americans had already obtained all that they desired.

Post communication with Newfoundland, Bermuda, &c.

As regards the Post Office communications between the four Provinces of British North America and other countries, we have little or nothing to remark. With Newfoundland and Bermuda, the communication *via* Halifax is as regular and frequent as it need be; and the rates recently established are as low as they can safely be made. With the West India Islands the communication *via* England is somewhat indirect; but the correspondence is certainly not sufficient to warrant the establishment of a direct line of Packets on its account.

App. D., No. 14.

App. L., Nos. 19 and 20.

Governor Reid has strongly recommended, on national grounds, a line of Steam Vessels from Halifax to some of the West India Islands, to touch at Bermuda, — a suggestion which, for the reasons he assigns, we should be glad, if possible, to see carried into effect.

Internal arrangements in Newfoundland and Bermuda.

The internal arrangements of the Post Office in Newfoundland and Bermuda we have considered a subject foreign to our inquiry. But we cannot pass from it without referring to the very judicious recommendations of Governor Reid for the improvement of the establishment in the latter.

Emoluments of officers of Department.

It remains for us to notice the emoluments of the Officers of the Department.

Of Deputy Post Master General. App. D., No. 4.

Of late years those of the Deputy Post Master General have swelled to an amount quite disproportioned to the general range of incomes, private or official, enjoyed by persons of the highest station in British North America. Upon this subject there has been an expression of public sentiment so unequivocal as to convince us that much of the unfriendly feeling towards the Department existing in many quarters may be traced to this one fact alone. It will not, we believe, be disputed that the time has arrived when the office of the Deputy Post Master General must be placed upon a different footing as to income; regard being had, on the one hand, to the great importance of the office and to the station which the incumbent is supposed to hold in society, but, on the other, to the standard of official income enjoyed by other servants of the Crown in these Colonies.

As a general rule we would recommend the abolition of all perquisites and "privileges,"* and as far as possible, the payment of officers by fixed salaries, liberally proportioned to the amount of labor and qualification required in them.

Note.—* The only exception to this rule that occurs to us is in the case of services rendered by a Post Master solely at his own cost or responsibility, and not as a part of the accommodation the Department is called upon to render by his means; such as keeping accounts for postage, mailing late letters, giving receipts for money letters (should that system be adopted) and fitting up Post Office boxes, whenever the Department may not be prepared to make them.

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Looking to the suggestions we ventured to offer in a preceding part of this Report, as to the best mode of securing the efficiency and popularity of the Department, we are of opinion that it would be prudent to leave it to the Governor General to decide upon the amount of salary to be attached to the office of Deputy Post Master General. We feel that it would be difficult, if not presumptuous, for us to offer an opinion upon the amount of remuneration; a point which depends so much upon the nature and extent of the duties which the Deputy Post Master General will hereafter be required to perform.

In accordance also with the same recommendation, we think that the Provincial Executive should be charged with the responsibility of deciding whether any and what compensation should be awarded for the loss of those perquisites of which an improved system will deprive him.

In the event of our recommendation being acted upon, and the whole of British North America being placed under one Deputy Post Master General, the unquestionable claim of Mr. Howe to compensation ought, we think, to be considered, and the amount settled in like manner, by Executive authority within the Colonies.

We have already stated to what extent we are prepared to recommend an addition to the force of the Deputy Post Master General's, Surveyor's and Accountant's Branches of the Department. The Deputy Post Master General has laid before us suggestions for an increase of salary to several officers on the establishment. These estimates will be found in the Appendix, but we think that upon all details of this character the Provincial Government should be allowed to decide after due investigation of the facts. We are not in possession of sufficient information to warrant us in making any specific recommendation respecting them. Should the funds of the Department, however, admit of it, we venture to recommend that the salary of the Accountant should be increased; as at present it is hardly commensurate with the importance and responsibility of his situation; and as a general rule we think that the principle of allowing the salaries of Clerks in the Accountant's Office to increase, like those in the Deputy Post Master General's, with length of service, can scarcely be called in question.

Emoluments of officers on the General Establishment. App. L., No. 9.

App. D., No. 9.

App. D., No. 5.

A perusal of the Post Masters' correspondence in the Appendix, must shew the obvious insufficiency of the incomes derived from the business of the minor offices, and the objectionable character of the franking privilege, which operates, however, in many instances as the only inducement to undertake the duties of Post Master for a very inadequate money payment. Amongst the Post Masters a favourite remedy for the mischief of the present system is the introduction of the system of fixed salaries; but to this we fear there are serious objections. The frequent and rapid changes which belong to a new country, would render necessary a constant revision of those salaries; under which the system would be too likely to degenerate into one of mere caprice and favoritism. It will be observed that at many of the offices the receipts are so small that any assignable salary must necessarily exceed them. For these reasons, amongst others, we are not prepared to recommend a departure from the principle of a per centage on receipts; but the scale might be improved in several particulars, and we think it ought to be made more liberal to the Post Masters.

Emoluments of Post Masters at present generally too low, and franking privilege very objectionable.

App. D., Nos. 20, 21 and 22, et al.

In the first place, the per centage should be reckoned upon the whole receipts, and not, as at present,

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on the British and Provincial letter postage only. The effect of adopting our recommendations respecting Newspaper postage, would be to throw the collection of it almost entirely into the hands of the delivering Post Master, and if the United States postage is brought into the general account, the effect of reckoning the same per centage on these new sources of income, would materially improve the position of the Post Masters, and redress a grievance of which they have reason to complain.

Proposed
scale.
App.L., No. 9.

App.K., No. 2.

But the amount of the per centage might be raised also. Mr. Stayner has proposed to make it 25 per cent on the first £10 collected in every quarter, and 20 per cent, as at present, on the remainder. Mr. Griffin, taking this question in connection with that of abolishing the franking privilege, proposes 30 per cent on the first £10 in each quarter, and 20 per cent on the remainder, as a means of accomplishing both objects. He has shewn the effect it would have on the incomes of Post Masters, by selecting a number of cases which he thinks afford a tolerably fair criterion. We are of opinion that this suggestion might be advantageously adopted. It is impossible to think of compensating each individual Post Master for the loss of this privilege; but to those who use it in moderation Mr. Griffin's plan would afford full compensation. Those who are largely benefited by the privilege would probably regard the proposal in a different light, and some might resign their situations, but we do not doubt that competent persons could be found to take their places, and in all such cases the revenue would gain considerably.

App.L., No. 9.

In connection with this subject it should be remembered that the adoption of the "Forward" and "Sub-office" systems will greatly diminish the labor at most of the minor offices; an effect which ought not to be lost sight of when considering the necessity of raising the incomes of Post Masters at such places. At the Forward Offices themselves it would be necessary to establish a graduated scale of salary, over and above the per centage, in consideration of the additional labor which the new system would impose upon the Post Masters. And we would extend the principle of extra payment to all places where an unusual number of Mails are made up, or where much night work is required. On these points the Deputy Post Master General has offered suggestions. We are not prepared to express an opinion upon the details of his project; but we think the principle might be carried out unobjectionably, and at a moderate expense.

Establishment
at the larger
offices.

At the larger offices, where a permanent establishment of Clerks is required, the Post Master should be placed on a suitable salary, and the appointment and payment of the Clerks should belong to the Department. We cannot undertake to pronounce an opinion upon the number of Clerks, or the amount of salaries to be allowed to the several officers at present belonging to this class. The general changes we have recommended are of a nature to affect so materially the amount of labor to be performed, that no calculations made on the basis of the present system could be relied upon for any length of time afterwards. But with the check which the superintendence of the local Government would impose, we see nothing to prevent these arrangements being made in a satisfactory manner, as the condition of the Department shall from time to time appear to require them. It is not the least of the advantages to be expected from this superintendence, that the system will easily accommodate itself to new exigencies, in a country where new exigencies are of every day occurrence. At the smaller offices the Post Masters must continue to select and pay their own assistants.

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Offices ex-
changing with
United States.App.D., No.
40.

Amongst those who will require either a fixed establishment of clerks or an allowance for extra duty, will of course be the offices which shall have to exchange Mails with the United States. A question has been raised as to the right of the Post Masters who now enjoy the large emoluments derived from this service, to compensation from the British or Provincial Government under the system we have proposed. Having given to this matter our best consideration, we have formed a decided opinion against the claim. The system is one which ought not to have been suffered to grow up. A mere private arrangement entered into for their own benefit, by certain public servants of our Government with the authorities of a foreign country, if found to be incompatible with the interests of the Government they serve, cannot be said to furnish a just claim to compensation. These gentlemen should receive a fair remuneration for their labors as Frontier Post Masters. We do not consider them entitled to more.

It is not in our power to submit an estimate in figures of the effect of our various recommendations upon the financial condition of the establishment; but after maturely considering the whole subject, we have arrived at the conclusion that the proposed scale of rates will yield a revenue sufficient to enable the Department, in the exercise of a judicious economy and foresight, to adopt the principles we have suggested in the payment of all its officers, and at the same time to enter upon a liberal system of Mail extension. Taken in connection with the abolition of the Post Masters' franking privilege, we believe that our scale of remuneration will not be found more costly than the present. From the appropriation of the Newspaper postage to the general fund we anticipate a considerable increase of revenue; and the increase of correspondence which may be expected to arise from the establishment of a system of reciprocity with the United States will not add to the expense of that service. We do not regard the proposed addition to the cost of the Deputy Post Master General's, the Surveyor's or the Accountant's establishments, as by any means an unproductive outlay.

General re-
sults of re-
commenda-
tions in a
financial point
of view.

It cannot fail to effect great improvements in every branch of the service, and especially in the facilities it will afford for checking the Post Masters' accounts. Neither can we consider increased Mail accommodation, which has a natural tendency to promote the efficiency of the Department, in the light of a mere expense.

We have already stated that from the proposed reduction of rates we do not anticipate any formidable diminution of revenue, even for the present, in Canada. In the Lower Provinces we have no doubt that it will immediately produce a material improvement. But throughout the whole of the Provinces, the decided tendency of the revenue to keep pace with the increase of population and the expanding resources of the country, affords gratifying proof that in a few years the aggregate revenue of the Department cannot fail to exceed its present amount.

The rates we have suggested are lower, it is true, than those collected in the United States; but it should be remembered that the cost of Mail communication is also considerably less in these Provinces, and that Post Masters in the United States, in addition to a scale of remuneration somewhat higher than that we recommend, enjoy, to an unlimited extent, the franking privilege, which we propose to abolish. In the United States not only do all the Departments of the Federal Government, and all Members and Officers of Congress, enjoy the franking privilege, but the Department gives a special allowance to Post

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Masters for the trouble of delivering franked letters and parcels, although it receives nothing for them. We have not recommended that any correspondence except that of the Department itself should pass free. With so many points of difference between the two systems, we do not fear to propose a lower scale, and we do so with the more satisfaction because we think it likely to promote the contentment of the people of these Provinces; an object which we have ever kept in view in deliberating on the various matters which have formed the subject of our inquiry.

All which is most respectfully submitted.

[L. S.] (Signed) EDWARD DOWLING.
[L. S.] T. A. STAYNER.
[L. S.] JOHN DAVIDSON.

31st December, 1841.

I sign this Report because I believe it to be my duty to do so *under any circumstances*; but differing as I decidedly do from the other Commissioners in some statements of fact, and in many of the most material of the opinions and recommendations expressed in the Document; I am preparing a Protest or Statement containing my views on the points alluded to, which will be completed as soon as I am supplied with certain papers for which I have written to Kingston; and I shall then respectfully request that my statement may receive from His Excellency the Governor General, and Her Majesty's Government, the same consideration that they may be pleased to bestow upon the Report.

(Signed) T. A. STAYNER.

Quebec, 3rd February, 1842.

Letter from Chief Secretary, transmitting Mr. Stayner's Protest to Messrs. Dowling and Davidson.

SECRETARY'S OFFICE,
Kingston, 20th April, 1842.

GENTLEMEN,

I am commanded by the Governor General to transmit to you herewith the Representation of Mr. Stayner, in answer to certain statements and reasonings contained in the Report of the Post Office Commission. Before transmitting this Representation to the Secretary of State, His Excellency thinks it right to give you the opportunity of making any remarks on it which may appear to you necessary; but I am to request that you will favor His Excellency with such remarks at your earliest convenience, in order that no time may be lost in forwarding Mr. Stayner's Representation.

I have the honor to be,
Gentlemen,
Your most obedient humble servant,

T. W. C. MURDOCH,
Chief Secretary.

E. Dowling, Esquire.
D. Davidson, Esquire.

Letter from Mr. Dowling to Chief Secretary, returning Protest with Remarks.

MONTREAL, May 3rd, 1842.

SIR,

I beg to inform you that by this Post I shall forward to Mr. Davidson the Representation of Mr. Stayner, in answer to certain statements and reasonings contained in the Report of the Post Office Commission which, by

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command of His Excellency the Governor General, you transmitted to me, in order to give me the opportunity of making any remarks on it which might appear to me necessary. I request of you to express to His Excellency my grateful acknowledgments for the kindness which has thus enabled me to reply to statements reflecting in so personal a manner on myself.

At first I was at some loss to determine in what form I could with the greatest convenience and propriety offer my remarks on the statement of my colleague in the Commission, but was finally induced to adopt the method of marginal notes, by the following considerations:

Being precluded by separation from my other colleague, Mr. Davidson, from concurring with him in a joint notice of Mr. Stayner's Representation, and thus compelled to speak for myself alone, I was led to fear that if I were to put my remarks into the shape of a counter Representation to the Governor General, similar in form to Mr. Stayner's, an endless, and certainly not decorous, personal controversy between Members of a Public Commission might have been the result.

I was unwilling to let it be supposed that I conceived Mr. Stayner's Representation to be so greatly at variance with the Report which it examines, as to require a formal counter Representation from myself; when, in fact, as will be seen by my marginal remarks, the extent of the difference of opinion between Mr. Stayner and his colleagues is very inconsiderable, if compared with the length to which his Representation extends.

And lastly, I was desirous, when making the few observations on Mr. Stayner's Representation which appeared really necessary, to avoid the inconvenience of long quotations from, or tiresome reference to, that document, which would have been inevitable had I adopted the method of a formal counter Representation addressed to His Excellency. The mode of short notes upon such passages as required comment, appeared to meet the difficulties of the case better than any other, and therefore I have adopted it. In doing so, it behoves me to beg that you will submit to the Governor General an humble request from me, that His Excellency may have the goodness to direct that my Remarks on Mr. Stayner's Representation shall be submitted to the Authorities at home, in the form in which they will be placed in your hands for His Excellency's perusal.

Along with Mr. Stayner's Representation you will receive copies of certain correspondence, to which I have found it necessary for my defence to refer. I hope that His Excellency will be pleased to direct that these also shall be forwarded, together with the Representation and my Remarks to England.

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

(Signed) E. DOWLING.

T. W. C. Murdoch, Esquire,
&c. &c. &c.

Letter from Mr. Davidson to Chief Secretary, on Protest, &c.

12th May, 1842.

SIR,

After an attentive perusal of Mr. Dowling's notes, with reference to Mr. Stayner's Representation, I find that little remains to be noticed by me.

Mr. Dowling has very exactly stated the general principles which governed our deliberations; and as the recommendations of the Report are not to be tested by our personal motives or Mr. Stayner's personal feelings, it is to be regretted that the Deputy Post Master General

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should have dwelt so forcibly on the peculiar situation in which he was placed, I believe, at his own urgent request, for he might have foreseen that in a Commission which had to deal with a system, and not with Mr. Stayner's individual management, questions would naturally arise out of which suggestions might be adopted which would not always agree with his preconceived opinions.

I can safely add that Mr. Dowling and I studiously avoided to bring under discussion matters which concerned Mr. Stayner individually, unless absolutely necessary to do so to urge with the Government the necessity of a more direct communication between the Governor General and the Post Office Department, and with Mr. Dowling, I appeal to the general tone of the Report in proof of our readiness to do full justice to the general management of the Department, under a system which we considered defective in several leading particulars.

On the 14th and 15th pages of his Representation, Mr. Stayner alludes to an error (certainly of trifling importance,) in a statement relating to the United States Department; if, however, there is an error in our statement, it is to be traced to Mr. Stayner himself, from whose notes I find, on a comparison of the original manuscripts, that particular passage was taken.

Mr. Stayner, towards the close of his Representation, insists strongly on the necessity of some guarantee on the part of the Provincial Legislature to make good any deficiency which may arise in the Post Office revenue; and although the objections advanced by Mr. Dowling appear to me sufficient, I take leave to remark the facility with which the operations of the Department may be carried on without any such guarantee. Under the system we propose, if a deficiency should arise, it would be competent to the Lords of the Treasury (whose power over the Post Office Revenue will not be in any way affected,) to authorize any necessary advance, and to secure its repayment from the funds of the British North American Post Office.

If a deficiency should arise this would occasion a reduction of the Post Office accommodation; and if the Provinces are not willing to submit to it, they must then provide funds for the repayment; for it never entered into our calculation that the Provinces would allow a Department, so necessary for the public welfare, to become inefficient, but that once convinced of the necessity of a provision,—satisfied with the administration of the Post Office within the Provinces, they will provide for it willingly.

I have the honor to be,
Sir,

Your most obedient servant,

(Signed,) JOHN DAVIDSON.

T. W. C. Murdoch, Esquire,
&c., &c., &c.

Protest of Deputy Post Master General, with Remarks by Mr. Dowling.

To His Excellency the Right Honorable Sir Charles Bagot, Knight Grand Cross of the Most Honorable Order of the Bath, one of Her Majesty's Most Honorable Privy Council, Governor General of British North America, and Captain General and Governor in Chief in and over the Provinces of Canada, Nova Scotia, New Brunswick and the Island of Prince Edward; Vice Admiral of the same.

MAY IT PLEASE YOUR EXCELLENCY,

The fire which destroyed the General Post Office on the 29th November last, and with it every document belonging to the Department, has thrown such an increased amount of labor upon me, that it has not been in my power sooner to enter upon the duty which circum-

stances have created, of submitting for Your Excellency's observation, my views upon the Post Office question of these Provinces, in opposition as in some important particular they are, to those of the gentlemen with whom I was associated in the late Commission.

I can assure Your Excellency that I engage in this task with no common feelings of reluctance and diffidence, for there are reasons connected with it which make the effort more onerous than under ordinary circumstances such an undertaking would be. The most prominent of these is the disadvantage of my position in appearing in the light of an interested party in discussing subjects which ought to be decided upon general principles, and the difficulty even in the phraseology which I may employ, of maintaining a proper distinction between my two capacities of Deputy Post Master General and Commissioner; for, however it may be supposed that in the communication I am now preferring, I have no right to speak, but as a Commissioner, dissenting from the opinions of his colleagues, I find it will not be possible, consistently with the obligations I owe to myself and the Department over which I preside, to confine myself altogether to this latter character.

I have been placed upon my trial by my colleagues, and a judgment pronounced upon some of my acts as Chief Officer of the Department, which I will not submit to without remonstrance, and an appeal to higher and more competent authority; added to these (perhaps) inevitable causes for a very natural anxiety, others not necessarily arising from my position have occurred in the course of my connection with the Commission, of a nature extremely painful to me, and from the influence of which it may not be possible for me altogether to divest myself in making my statement. Should I therefore, not prove quite successful in maintaining a course free from objection (and which I would fain pursue) I must throw myself upon Your Excellency's indulgence, with this apology for entreating Your Excellency's favorable consideration of my humble attempt to vindicate my opinions, as well as my character, in relation to the very important matters under discussion.

I shall now proceed to remark, in the order in which they stand in the Report (so far as may be practicable), upon those points on which my observations appear to be necessary.

The first in the series seems to be that relating to the Accountant of the Department.

The Report states that the Accountant is bound (by his instructions) "generally to receive orders from and obey the directions of the Deputy Post Master General," and in page 177, it says, "he certainly ought not to be placed in any way under the orders or direct control of the Deputy Post Master General, whose accounts he is charged with auditing."

But one interpretation, either in theory or practice, was ever put upon this part of the instructions to the Accountant by any individual in the Post Office, and that is the obvious one: that he should obey the orders of the Deputy Post Master General, when those orders are not incompatible with his duty to the authority by which he was appointed.

The Post Master General from whom the instructions proceed, was perfectly aware when framing them, that with Officers whose duties are so intermixed as are those of the Deputy Post Master General and the Accountant, cases would be perpetually occurring in their relations together, in which the authority of the Deputy Post Master General must be exercised: either the Deputy Post Master General or the Accountant must be the superior Officer; and were it otherwise than it now is, I do not see how the business of the Department

It is not requisite that either should be "superior" to the other. On the contrary, the very principle or essence of an audit of Public Accounts is, that the Auditor should be neither superior nor inferior to, but perfectly independent of, the authority whose accounts he has to examine.

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could proceed; but the exercise of the Deputy Post Master General's discretion in the manner signified by the instructions, by no means impairs the independence of the Accountant, or weakens the salutary effects which his appointment was intended to produce.

The Accountant cannot be controlled in the free exercise of his duties by any act of the Deputy Post Master General; if the latter were to attempt any thing of the kind, an appeal to the common superior of both would at once secure the proper remedy.

The Accountant makes what reports he pleases to the Post Master General without reference to the Deputy Post Master General: he, moreover, has not the usual auditing of the Deputy Post Master General's accounts, which might be inferred from the Report; he examines the accounts and makes observations thereon, and calls for such authorities as may be required; finally he compiles them into abstract form, but they all undergo two more scrutinies, the first, by the Accountant General of the Post Office, London, and lastly, by the Auditor General (Treasury), and the Deputy Post Master General receives observations upon them from both these Officers.

The actual working of the system, however, to which I with confidence appeal, is at once the best proof of the right judgment of the Post Master General who formed it, and of the inexpediency of such a change as the Report recommends.

The condition is, should the funds of the Department admit of it.

E. D.

As I am not satisfied with the conditional manner in which the Accountant and his Clerks are recommended in the Report to the consideration of the Government, I avail myself of the opportunity to request Your Excellency's notice of my communication to the Commissioners, upon this branch of the Establishment, as it appears in the Appendix, part I, page 203. In submitting the above to the Commission, I was influenced by a mere sense of justice to Mr. King, the Accountant, (who is a most excellent officer,) to represent the insufficiency of his salary of £300 a year, and the fairness likewise of increasing the salaries of his Clerks, who have served nearly eight years in the Department, without any improvement in their pay.

The Report does not merely admit this, but states it in plain and positive terms.

E. D.

The Report admits that the salary of the Accountant is hardly commensurate, even at present, with the importance and responsibility of his situation.

I think, therefore, that with the increased labour preparing for him, there can exist no reasonable question as to his claim for an improved income; and the same argument, in a limited degree of course, (added to their length of service,) must apply to his Clerks.

Under other circumstances than the present, I should not, for obvious reasons, consider it proper for me to prefer opinions such as these, in regard to the Accountant's establishment; but seeing that the gentlemen composing it are unrepresented by any one acquainted with their claims, at a time when the demands and interests of the rest of the Department are undergoing revision, I hope the course I am adopting may not be deemed objectionable.

As regards office hours the Report states, in reference to Article 24 of their instructions, that at country offices "it is to be presumed Post Masters keep just such hours as they find most convenient to themselves." This conclusion is not quite correct, for although the circumstances of the country render it impossible, as indeed it is unnecessary, in the case of most of the smaller offices, to enforce the observance of regular office hours, Post Masters are not suffered to consult exclusively their own convenience, in the matter. The language employed in the Article quoted in the Report, conveys also, as I conceive, a reverse impression to that signified

in the Report: but apart from this, the Surveyors and myself, whenever a question on this subject comes before us, never fail to explain that every reasonable accommodation on this score shall be afforded to the public, and this, as I believe, is generally understood throughout the country, and acted upon.

This is all stated in the Report.

E. D.

Regular office hours in towns are necessary and indispensable; but in the rural districts, even if they could be enforced, they would not afford to the inhabitants the amount of accommodation which a Post Master who construes his instructions in a proper spirit, now extends to those who correspond through his office.

Farmers and others living at some distance from a Post Office, and whose labors occupy them during the day, go for, or with their letters at what cannot be considered office hours, (or frequently on Sundays,) and I believe it is rarely indeed that they are not attended to.

The Report states, with reference to the 25th and 26th Articles of my instructions to Post Masters, which direct that where it can be done, the office is to be kept in a separate room, and that no bar or public room in a tavern be so used; that "in a large proportion of cases the former of these regulations is inoperative," and "there is reason to believe the latter is frequently evaded."

No reproach implied.

E. D.

This may be perfectly true, and yet reflect no reproach upon me or any one.

I have been compelled, under circumstances which every respectable individual in the country conversant with the history of the Post Office will admit to have been replete with difficulties, to open up Mail routes and establish Post Offices in places where it would have been utterly impossible to insist upon the rigid observance of many of the rules which form part of my general scheme of management: in homely language, where I could not have things exactly as I could wish, I have taken them upon the best terms they could be obtained. The inhabitants have been benefitted, and have expressed thankfulness for the advantages thus rendered to them, imperfect though in some cases they must be; yet knowing how a Post Office should be kept to be perfectly effective, I never lose sight of the necessity for progressive improvement as the condition of the country advances.

I am frequently obliged in the newer settlements to accept for Post Masters, men whose business requirements are of a very low grade, and it may be more easily imagined than described what labor and vexation the blunders of such persons entail upon the offices of the Deputy Post Master General and the Accountant. Still a great measure of good is in the meantime rendered to the inhabitants, and as the character of the population is gradually improving, I avail myself of the first opportunities that arise to choose better qualified persons as my Deputies, when of course the business is better conducted.

This is the plan of management which I set out with when I took charge of the Department in 1828, and I have constantly adhered to it since, so far as the means at my disposal have permitted.

With more Surveyors, more could probably have been done, as well in this as in other objects requiring improvement; and one good which I look to as the result of the suggestions of the Commission, (notwithstanding that I dissent from so many of the notions expressed in the Report) is, that there will be such an increase to the force of this very important branch of the Department throughout British North America, as will enable the chief officer to give proper effect to a well considered system of management. Necessary as Post Office Surveyors are found to be in England, they are even more indispensable in this new country.

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The Report here states that the Post Master of Toronto has, since a period therein referred to, been appointed Post Office Surveyor to fill the vacancy occasioned by the removal of Mr. Porteous, and in a note it says, "this appointment has since been cancelled."

I respectfully beg Your Excellency to bear in mind the terms which are made use of in introducing these facts to your knowledge; they are preliminary to an accusation of a very grave character, circumstantially advanced against me in page 162, and which I shall not fail to meet when in due course I arrive at that part of the Report; for the moment, it is unnecessary I should say anything more upon the subject.

There is no point in the whole economy of the Department which calls for a change more than this, nor none perhaps so difficult to dispose of satisfactorily.

With very many of the Post Masters (I may say indeed, with by far the greatest proportion) the privilege is esteemed beyond its money value, and I should fear that the withdrawal of it would deprive the establishment of numbers of its best officers; still it is an evil of so great a magnitude that I think it should be done away with as soon as may be practicable.

The question appears to be very properly treated in the Report, in connection with the Commission (as Salary) now granted to Post Masters generally, and I am not prepared to offer any new suggestions on either

Here Mr. Stayner's difference of opinion is with Mr. Griffin, the gentleman whom he left to represent him at Kingston.

E. D.

first £10 collected in each quarter, and 25 per cent on the remainder.

I perceive that it is stated in the Report but not correctly.—
Vide Report, page 70.

T. A. STAYNER.

that all Post Masters in the United States are paid upon the following scale, which is much higher than that suggested by me:

On the first \$100 of letter postage collected in a quarter,.....	} 30 per cent.
Next \$300.....	
\$2000.....	25 per cent.
Remaining amount,...	8 per cent.
On newspaper and pamphlet postage,...	50 per cent.

As a general rule I consider it advantageous to the Government to call publicly for tenders for those services, and in the cases of large undertakings, I have for the most part pursued this plan; but the frequent changes found to be necessary with a view to the improvement of the Mail conveyance, (arising from various causes incidental to a new and rapidly improving country,) often induce me to modify the terms of original engagements to suit altered circumstances, and to keep a contract for two or three, or even more, years beyond the term first agreed upon, in the hands of an old contractor.

I have found indeed that a rigid adherence to the plan of depending upon open competition for the conveyance of the Mails was not in every instance so beneficial to the Post Office as a private engagement.

In the case of old established routes where the contractors have been known to the Department for a long time, I am persuaded that the course I have pursued of governing myself according to circumstances, has been productive of the best results.

When a contractor has reason to know that the chance of his contracts being renewed depends mainly upon the manner in which he discharges his duties, it is certain

that he will exert himself to give satisfaction; further

If so he is just the person the most likely to get the contract under the competition system.

E. D.

another individual who may have his appointments to purchase, for it must be observed that there are very rarely rival lines of transport in existence at the same time on any route; the Mail money, with some few exceptions, being the main consideration with persons engaged in public land conveyances, and the individual who secures that, is likely to keep the business in his own hands.

Whether or not there was competition could only be known by trying. If there were no competing tenders the Deputy Post Master General would of course make the best arrangements he could. The suggestion in the Report is, not that he should always let competition decide, but that he should always try whether or not there is competition, by advertizing for tenders. Mr. Stayner's objection therefore to that suggestion amounts to proposing that the best means to bring competition to light should not be employed; and that even in cases where there was competition, though latent, the D. P. M. G. should continue to make bargains at his own pleasure.

E. D.

to call for public tenders for the conveyance of the Mails every few years. That time, however, in my opinion, has not yet arrived, nor do I apprehend that it will be advisable when the period for a change does come, to make it general at once. It should be brought about gradually, and as may be warranted by the altering circumstances of the various sections of the country, the capabilities in some parts being much in advance of others.

In describing the communications between Quebec and the Lower Provinces, I think it may be proper to add after the words "£200 currency," the fact that during the season of navigation (which, as regards Mr. Cunard's contract, is understood to extend from 1st May to 31st October,) the English Mails are conveyed between Halifax and Pictou (Nova Scotia) 100 miles by land, and thence by steamer to Quebec. The whole time occupied between Halifax and Quebec at that season is generally about four days. On such occasions a Provincial Mail is always conveyed with the English.

It is an indirect compliment, of no little value, to the general accuracy of the Report, that such trifles, and so few of them, should be noted. The statement in the Report was perfectly true when written, and proceeded on Mr. Stayner's own returns.

E. D.

I humbly submit that Mr. Davidson and myself have just cause to complain of the pains taken to correct alleged errors which do not really exist in the Report. There is nothing in our statement to justify the assumption that we meant to attribute the franking privilege to the departments of the separate States. The United States is the proper designation of the Federal Union, and not of the separate States of which it is composed.

E. D.

The Report states, "that the postage rates in the United States are rather lower than in Canada."

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I beg it may be distinctly understood that I do not defend the practice I have been pursuing on any other ground than that it is the best suited to the existing condition of the country, and that by it more good has been effected than could have been obtained by constantly depending upon public competition. The circumstances of Canada, and of all British North America are rapidly changing, and the time is probably not far distant when it may be judicious even as an invariable rule,

The route between Port Daniel and Gaspé Basin has since last summer been made a weekly line. At this moment there is no route within my charge served less frequently than once a week.

The Report says, "in the United States, where the Public Departments enjoy the franking privilege." I beg to observe, and indeed the fact will be found stated in a subsequent part of the Report, that the Departments of the Federal Government only possess this privilege. The State Departments, and the State Legislatures, pay their postage pretty nearly upon the same plan that prevails in Canada.

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Again I must refer to the Report itself, and I shall be much disappointed, if it be not deemed a complete answer to the assertion that we spent fifteen months in searching for cases of mal-administration.

E. D.

months, with every facility at his command for the most scrutinizing inquisition into my administration of the Department for a period of fourteen years, and after having, as I believe, received more than one thousand communications expressive of their opinions, from all classes of people in the country, many of those persons, from causes which I could not control, imbued with no friendly feeling towards either me or the Department, has been able to find but two cases upon which he could pretend to build up what I believe to have been a preconceived opinion, namely, that the Deputy Post Master General possessed a power which *could* be abused, or at all events *perverted* to ends contrary to the intentions of the Government and the interests of the public. What these cases are, and the spirit in which they have been dealt with, I shall presently have occasion to shew; and having done this, I shall leave it to Your Excellency and Her Majesty's Government to decide, as well upon the justice rendered to me by my colleagues, as upon the value of the evidence which these two cases are stated to afford of the evil working of the present system of administration.

Before entering into the details of the two accusations against me which commence at page 161 and continue to page 166,—*viz* Report.—I must be permitted to repeat that I am fully alive to the impropriety, under ordinary circumstances of obtruding into public questions, personal feelings, motives or influences, and that I am compelled, notwithstanding this conviction, to speak of myself or others individually, I deliberately charge to the two gentlemen with whom I was connected in the Commission, though certainly not to them both in the same degree, for from one of them (so far as personal association extended) I have experienced unvarying courtesy; but I have been placed on my trial by those gentlemen jointly, upon accusations relating to matters really of a nature which left me no other course than that which I pursued, and a sentence thereupon has gravely been recorded against me in relation to one of the cases at least, which, if unremoved, would stamp me as a betrayer of the trust confided to me, and as unworthy of the future confidence of a Government which I have served faithfully for more than *thirty years*, without experiencing in that long period the mortification of a censure from one of my superiors. These considerations compel me, in adverting to this part of the Report, to view my colleagues together.

I shall now as briefly as the nature of the cases will permit, proceed to give a narrative of them, stating all the circumstances as I know them to exist in truth, and placing in juxtaposition the coloring given thereto by the other Commissioners, with the conclusions to which they have arrived; following these with a very few remarks I shall consider my duty discharged as regards this portion of the Report.

The first of the cases alluded to is the matter of a money letter belonging to Mr. Benjamin Brewster of Montreal, which was dropped from the Mail-sleigh with the bag, in the year 1835, and subsequently rifled.

I respectfully solicit Your Excellency's perusal in the Appendix, Vol. 2, page 76, of the correspondence connected with this loss, which shews the grounds upon which Mr. Brewster ultimately obtained payment of his claim, with the exception of the demand for interest, which was disallowed by the Post Master General. The Report winds up the case by saying, "we think it deserving of attention, as shewing in how dilatory and unsatisfactory a manner such proceedings, in the present condition of the Department must necessarily be con-

No, nor indirect either.

E. D.

The assumption that there is no real responsibility to the head of the Department in England, is as indefensible as the other.—

The author of the Report, after a research of fifteen

months, with every facility at his command for the most scrutinizing inquisition into my administration of the Department for a period of fourteen years, and after having, as I believe, received more than one thousand communications expressive of their opinions, from all classes of people in the country, many of those persons, from causes which I could not control, imbued with no friendly feeling towards either me or the Department, has been able to find but two cases upon which he could pretend to build up what I believe to have been a preconceived opinion, namely, that the Deputy Post Master General possessed a power which *could* be abused, or at all events *perverted* to ends contrary to the intentions of the Government and the interests of the public. What these cases are, and the spirit in which they have been dealt with, I shall presently have occasion to shew; and having done this, I shall leave it to Your Excellency and Her Majesty's Government to decide, as well upon the justice rendered to me by my colleagues, as upon the value of the evidence which these two cases are stated to afford of the evil working of the present system of administration.

"ducted." Here there is no direct blame, as I understand it imputed to me, but

the case is made use of to prove that the present administration of the Department is vicious, and that a different responsibility is requisite.

I shall have no difficulty in establishing that this case does not prove *all* that it undertakes to do, and that the greater part of the delay alluded to would have occurred had the subject in question been submitted for the judgment of the Executive of the Province instead of to the Post Master General.

The facts are as follows: It became necessary to institute legal proceedings against the Mail contractors for the penalty incurred under their contract, by the loss of the Mail. I placed the case in the hands of the late Mr. O'Sullivan, the Solicitor General; he was met in the first stage of the action by the difficulty of ascertaining the names of the several partners belonging to the Stage Coach Company by whom the Mail was carried.

I addressed repeated letters to the Solicitor General, and sent the Post Office Surveyor to him more than once to urge on the matter; but still the difficulty continued, and Mr. O'Sullivan alleged that unless all the names of the co-partnership could be procured, (and they were understood to be numerous,) the action would fail.

I cannot think it very judicious in Mr. Stayner to have entered into a contract without previously ascertaining all matters necessary to have enabled him to sustain an action upon it.

E. D.

After much time had been thus consumed, as greatly to my annoyance as it could have been to Mr. Brewster or any of the individuals who had suffered by the robbery, the managing party of the Mail Coach Company came down to Quebec to see me on the subject, and proposed as a compromise to the action to pay £250 to the Department.

I thought it prudent to accept this offer, and did so, immediately reporting the circumstance to the Post Master General, and recommending that I should be authorized to reimburse (out of the money so recovered) to the several persons who had suffered by the robbery, the respective sums which they had lost, carrying the residue to the credit of the revenue, to cover so far as it might, the heavy expenses in various ways to which the Department had been subjected in the pursuit of the robber, the prosecution, &c.

The Post Master General approved of this suggestion of mine at once, but it unfortunately happened that the Packet Ship by which His Lordship's authority was forwarded was lost, and several months passed before I suspected that the letter had miscarried, and had recalled the attention of the Secretary, Sir Francis Freeling, to the subject, when a duplicate of the authority was sent out, and the matter, so far as it rested with me, was at once disposed of.

E. D.

The loss of time sustained by the failure of the Packet would certainly have been avoided had the question been to be decided by the Governor General, but that was a small proportion of the time consumed, and under the improved system of Packet conveyance which now prevails, (enabling us to exchange letters in six weeks,) the delay of communicating with the General Post Office cannot be put forward with much effect as an argument for any object in connection with this Department.

It is only right I should state, as well in justice to my colleagues of the Commission as to myself, that I do not recollect having been questioned by them upon this subject. I knew that Mr. Brewster had addressed the Commission, claiming interest for a certain time for the money he had lost, but the subject not having been brought forward by the Chairman, (for I repeat that I think it was not,) and not having any suspicion that it was intended to make use of it in the manner that has

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been done, I gave it no consideration until I read it in the Report.

The other case is one of much greater importance in the estimation of the two Commissioners, and to the introductory part of it at least I should not have objected but for the unnecessary allusion to Mr. Edward Freer's being the "own nephew of the Deputy Post-Master General," omitting to notice a fact of quite as great importance, and known to them upon equally good authority, namely, that he was a *meritorious officer of the Department of several years standing*. This, however, I shall not dwell upon, (it is of no consequence except as a manifestation of feeling;) but it is with the overstrained inferences deduced from certain facts connected with this case, and the consequent incorrect general conclusions of the other Commissioners, that I have to do, and if in the prosecution of this disagreeable duty I should be more burthensome to Your Excellency than I ought to be, (an error however which I will endeavor to avoid,) I must again beg of Your Excellency indulgently to bear in mind the painful position in which I have been placed by the Report, and the obligations imposed upon me now, whilst the opportunity is open, of repelling what I conceive to be a most unwarrantable imputation levelled against me.

I request Your Excellency will be pleased to read in the first instance, that portion of the Report on this subject which commences at page 162 and his continued to the close of 164.

I shall observe here that there is a mis-statement of fact in the page last mentioned, which is doubtless the consequence of an error of memory on the part of the Chairman of the Commission, but which, nevertheless, it is a duty to myself to correct

In referring to this statement and others of a like character, I should, on personal grounds merely, have wished to describe very fully what did take place, according to my recollection of this matter. But I am so convinced of the impropriety of introducing assertions respecting conversations among the Members of a Commission of Inquiry, into a representation to the Governor General on the public subject of the inquiry, that I confine myself to stating that my recollection of this conversation is essentially at variance with that of Mr. Stayner. Without, however, relying upon my recollection of conversations, I may observe that on the present occasion the points in issue between Mr. Stayner and myself do not depend altogether on the memory of either party. I herewith forward the copy of a letter written by direction of the Commissioners, in which the Secretary, in requesting Mr. Stayner to furnish us with copies of correspondence and other information connected with the Freer case, uses the following words: "If there be any portion of the correspondence which has taken place with Mr. Bercezy, on any of these subjects, which you do not consider private, the Commissioners are desirous to have copies of it." The answer of Mr. Stayner, with all its enclosures, is printed at length, (Appendix, part 1, page 204). And it will be seen that the portion of his correspondence with Mr. Bercezy, of which we received copies, consists of only two letters, the first dated June 2nd, 1841, &c. after the conversation of which Mr. Stayner complains. It is obvious, that Mr. Stayner omitted to send us the previous correspondence, because he thought himself entitled to treat it as private.

E. D.

* Enclosure No. 1.

This, however, is of little consequence, compared to what follows.

The Report in page 165 proceeds to sum up my delinquencies in this matter, thus: "it has been thought right to conceal from the Post-Master General all knowledge of the facts that occurred since his Lordship's approval, on

"the 19th October, 1840, of Mr. Freer's appointment. His Lordship has been suffered to remain under the erroneous impression that Mr. Freer is discharging the duties of his office in Upper Canada, whilst in reality he is employed as Clerk in the Post Office at Quebec, and in utter ignorance of the arrangements by which, for nearly a year, the important duties of Surveyor have been irregularly and imperfectly discharged."

These are serious charges, and if I did not possess the power of divesting them of the guilty complexion which the terms employed in the Report are calculated to convey, they might well form an argument not merely for a change of system, but for shewing that I have criminally abused my trust, and rendered myself undeserving of future confidence; but it is now for me to state the circumstances of a transaction from which Mr. Dowling and Mr. Davidson have attempted to draw such grave deductions, preliminary to the recommendation of certain views, and to shew that the whole of it from beginning to end, was not only justifiable, but actually the only course left for me to take under the peculiar difficulties of a position into which I was thrown by causes which I neither created nor was accessory to.

That I did not report to the Post-Master General the facts which had occurred since his approval, on the 19th October, 1840, of Mr. Freer's appointment, until a recent period, the 5th December, 1841, is perfectly true. I will add that even

then I mentioned them only incidentally; but when I have stated the reason of my silence (not concealment as alleged in the Report), I think Your Excellency will be disposed to admit that I had full and imperative cause for it.

My statement is as follows: I recommended Mr. Freer, who was the First Clerk in my office, for the situation of Surveyor about to become vacant, upon the grounds of his having stronger claims for the promotion than any other person in the Department. The Post-Master General was pleased to approve of the appointment, on the 19th October, 1840.

On the 26th of that month the Post Office Commission was organized, and I was compelled to take up my abode in Montreal.

At this time, when consulted by the Governor General and the Chief Secretary, Mr. Murdoch, as to the probable duration of the proceedings of the Commission, I stated that I considered two or three months would be sufficient to do every thing that was required; and so fully was I impressed with the belief that more time could not be needed, that when I left Quebec by one of the last steamers for the season, I gave the people in my office to understand that I should return and resume my duties by mid-winter.

As I could not however remain away from my office even for those probable two or three months without leaving a competent force there to conduct the duties, I had no alternative but to arrange that Mr. Freer should remain in charge of my correspondence; and I explained to Mr. James Porteous, then conducting the Surveyor's duties in Upper Canada, that he must continue where he was, and his uncle the Post-Master of Montreal where he was, until I could carry out a permanent arrangement. All parties cheerfully acquiesced, and it was my intention so soon as I should be relieved from my attendance upon the Commission, to report to the Post-Master General what steps it had been necessary for me to take to meet the exigency which had arisen, and at the same

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time as a measure of justice to Mr. Freer, (whose labours were greatly increased, and who was deprived of the advantages pertaining to the Surveyorship,) to submit to His Lordship that he should be allowed some extra compensation.

Such were my first arrangements, and I know that they were the best that could have been made, and I felt perfectly assured also that they could not be otherwise than satisfactory to the Post Master General, who, in approving of the alterations consequent upon Mr. Andrew Porteous' resignation, must, as a matter of course, have intended to leave it to me to carry them into operation at my convenience.

Early in December, the elder Mr. Porteous became importunate to be relieved from the duties of Post Master of Montreal, alleging that his health was failing, and entreating that I would let his nephew come down from Toronto and take his place. This was a great annoyance and disappointment to me, because I still hoped that in a short time I might be suffered to return to Quebec, and carry out the original design by sending Mr. Freer to Toronto. However, as I could not insist upon Mr. Porteous' continuing in charge of the Montreal Office longer than was agreeable to him, I told him he should be relieved at the end of the quarter, and as the occasion pressed, I immediately wrote off a hurried letter to Mr. Berezy, the Post Master of Toronto, who had formerly been the Surveyor for Upper Canada, (and who was the most likely to aid me in the exigency,) to ask him if he thought he could oblige me by conducting the Surveyors' resident duties for a short time after the fifth of January, explaining in a few words how awkwardly I was situated, and the necessity I was under of adopting some provisional plan.

We have spoken of the phrase "resident duties," when applied to a Post Office Surveyor, as almost a contradiction in terms. Our opinion was based upon Mr. Stayner's description of the duties of that office as given in his "general instructions to Post Office Surveyors."

The resident duties of the Surveyor in Upper Canada I beg Your Excellency to understand, are laborious and important; in this capacity he maintains an extensive correspondence, and pays nearly the whole of the contract services, besides attending to other objects with the detail of which I shall not swell this paper. I stated to Mr. Berezy in my communication, that if he could undertake this portion of the duty I thought I could easily provide by other means for such travelling services as were likely to be called for in the probable brief period that the arrangement would last, as I should see that Mr. Porteous got his ordinary travelling work well up before he came to Montreal. I of course told Mr. Berezy that he should be properly compensated for this extra duty.

Mr. Berezy promptly acceded to my request, stating, so far as my memory serves me (for his letter was destroyed by the late fire,) that by providing an extra Clerk to assist in some of his office duties (which he did at his own expense) he could meet my wishes.

On the 6th January, Mr. Berezy took the duty in question and discharged it, as he has done every duty I have ever entrusted to him, to my entire satisfaction.

Whilst Mr. Berezy had this task in hand, two occasions only (I think) occurred in which it was found absolutely necessary to employ a travelling agent, and Mr. Richardson, the Post Master at Brantford, who had frequently before been engaged for similar objects (*they related to missing money letters*) was then despatched, and he executed the services perfectly well.

This arrangement continued from January until early in June,* when finding that instead of closing its pro-

* Note.—I conceive it proper to state here that the whole amount of Mr. Berezy's claim for the services rendered to the Department whilst conducting the resident duties of Surveyor between January and June was..... £66 15 0
Out of which he paid from his own funds for the assistance of an extra Clerk taken into the Post Office during the same time..... 33 10 0
£33 5 0

Leaving Mr. Berezy the sum of £33 5s. as his entire compensation for an amount of labour which would not have been adequately paid for by less than thrice that sum.

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ceedings, the Post Office Commission seemed destined to an unlimited duration, and that I should be obliged to continue with it at Kingston, still leaving my duties at Quebec to be got through with as best they might, I found it necessary to make another change, and I proposed to Mr. Richardson, the Post Master of Brantford, (the person before alluded to) to give up his Post Office and devote the whole of his time to the Surveyor's duties so long as I might find it necessary to employ him, he receiving all the advantages appertaining to the appointment of Surveyor.

This arrangement still continues in force, in consequence of my being compelled to retain Mr. Freer at Quebec to assist me in meeting the difficulties arising from the late unfortunate fire.

So far I have been under the necessity of troubling Your Excellency with what may be termed a narrative of my proceedings as they relate to the arrangements themselves connected with the matter in question.

I must now enter upon the more painful task (painful because I must speak of the injustice rendered to me by a party to whose authority circumstances for a time subjected me) of explaining why I for so long a period abstained from reporting to His Lordship, the Post Master General, the provisional arrangements I had made in relation to the Surveyor's duties in Upper Canada, and to which the Report attaches so much importance.

I have already observed that in the first instance I expected my absence from Quebec in attendance upon the Commission would have been but for a few months, two or three, and that when I could return thither and send Mr. Freer to Toronto, I would report my temporary arrangements to the Post Master General.

I should observe likewise that I took one of my Clerks with me to Montreal to assist me with my correspondence, which I conducted under the disadvantage of a separation from nearly all my office records, involving the necessity of perpetual reference to Quebec, and keeping me engaged with but little intermission from early in the morning until midnight.

I was compelled also for a great part of the winter to have with me Mr. Griffin, the Surveyor for Canada East, to aid in preparing the numerous statements and calculations required for the Commission, the whole of which work does not appear in the Appendix.

I mention these facts to afford Your Excellency some idea of the difficulties under which I have conducted my office duties whilst in attendance upon the Commission, and the consequent necessity I was under of keeping Mr. Freer at Quebec. It might have been thought that a knowledge of these difficulties during this lengthened period (for they could scarcely be ignorant of them) would have induced the gentlemen with whom I was connected in the Commission to have made some allowance in my behalf, and to have given me the benefit thereof in the Report, for failing, in their opinion, *in one instance*, in a point of duty. Not so, however; the occasion, poor as it

was, was eagerly caught at to support a position not sustainable, as I conceive, by sound argument; and in the pursuit of this object, they have exerted themselves to the utmost, to present circumstances in a light unfavorable to me.

E. D.

That Your Excellency may the better estimate the value of the imputation that I could have intended from any unworthy motive to conceal from the Post Master General my proceedings in the matter in question, (for nothing short of this is meant,) I beg to say that I could not bring one shilling of the expense incurred in these temporary arrangements into my accounts, without first submitting the vouchers for the special approval of His Lordship.

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I have paid all these expenses out of my own funds, nor can I be reimbursed until the Post Master General is satisfied to approve of what I have done; but to shew even more strongly, if possible, how little ground there existed for charging me with "concealment" and for "suffering the Post Master General to remain under the impression that Mr. Freer was in Upper Canada whilst he was actually at Quebec," I beg to state that, during the many months I was kept away from Quebec, Mr. Freer, under his own signature, in my behalf, was by every Packet in the practice of making Reports to the Secretary of the General Post Office.

I felt that the Post Master General was aware that the circumstances in which I was placed would compel me to make various arrangements for a time upon my own discretion, and that he had sufficient confidence in me to trust for a satisfactory explanation (when the time for it should arrive) of any delay which might occur in reporting to him, and I have consequently been free from anxiety upon this part of the subject.

Having already explained why I did not think it necessary to report to the Post Master General my provisional arrangements for conducting the Surveyor's duties in Upper Canada, and of my own at Quebec, during the first few months of my absence from Quebec, I shall now crave Your Excellency's further attention whilst I state my reasons for abstaining to report one word upon the subject after it was taken up by the Commission.

I think it was in April last, after Mr. Berczy had been managing the duties of acting Surveyor for about three months, that application was made to the local Government* by some gentlemen of political influence in Upper Canada, for the situation of Post Office Surveyor, (presumed by them to be vacant) for Mr. Howard formerly Post Master of Toronto, who was dismissed from his office by Sir Francis Bond Head in 1837, in consequence of his suspected connection with the rebellion.

Upon a question on the subject of this supposed vacancy being put to me by Mr. Dowling at a sitting of the Commission, I informed him that the appointment was not vacant, and proceeded to state exactly how the matter stood, and what I had done in consequence of being unable to spare Mr. Freer from Quebec. Being conscious that throughout the whole of my proceedings in the case in question, I had consulted the best interests of the public, I supposed my explanation would have been satisfactory; not so, however, for I was questioned and cross-questioned about it by Mr. Dowling in so offensive a manner that I desired permission to lay before the Commission, in writing, a statement of the transaction as it occurred, which I immediately did. I do not perceive that this statement is published in the Appendix.

The answer to the charge of malicious suspicion conveyed by this note is easy: Mr. Stayner's second explanation, which comprises every thing stated in the first, is printed in full. It would have been absurd to print both.

E. D.

Copy of this "Statement" is appended. (Enclosure 2.)

Notwithstanding the undisguised and full explanation then afforded, and which I am quite sure would have exonerated me with the Post Master General from the slightest blame, Mr. Dowling, the Chairman of the Commission, with a precipitancy and want of decorum, hardly excusable, as I conceive, under any circumstances, still less in our relative positions, thought proper to say the transaction was "a job," or looked like "a job," with phrases of a similar character, equally ill-judged and out of place. My first impulse naturally was, under so gross a provocation, to abandon the Commission as a member; but I was dissuaded from this by the advice of judicious friends, who represented to me, and I am sure justly, that if I took any course which should have the effect of breaking

Note.—It is proper that I should state that I do not know officially, nor indeed certainly, that this application was made to the Head of the Government, but I have reason to believe that it was, and I am quite prepared, if called upon, to state the grounds for this belief.

(Signed)

T. A. STAYNER.

up the Commission, it would be believed that I had done so because the inquisition into my conduct was more searching than I could endure, and that I had resorted to stratagem to get rid of it. I therefore, under a protracted state of vexation which I would not submit to again for the value of my Commission, continued to sit at the Board, and to lend my assistance to the business in every manner in my power for several months longer, until my health actually gave way under the annoyance which I was enduring, and I returned to Quebec early in August, leaving behind me at Kingston (with the consent of Lord Sydenham) Mr. Griffin, the Surveyor for Lower Canada, who was perfectly equal to supply my place for all that required to be done. He was detained there for some three months or more, before he was permitted to take his departure.

Your Excellency will, I trust, give me credit for being actuated by a right feeling, when I resolved, after the language alluded to had been used by the Chairman of the Commission, to make no communication whatever to the Post Master General on the subject in question, whilst the Commission should be in action. Had I done otherwise I should naturally have expected that the same tendency to put the worst construction on my proceedings which had been previously manifested by the Chairman, would have led him to say that, finding myself in a dilemma, I had sought to escape from the consequences, by entrapping the Post Master General into an approval, which His Lordship would not have afforded had he known all the circumstances of the case, as they would appear in the Report.

The Commission was still in action when, on the 5th December, 1841, Mr. Stayner did communicate the circumstances of the case to the Post Master General. His explanatory letter to Mr. Dunkin was written a few days before that date. (See *supra*.)

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I beg leave here to draw Your Excellency's attention to the fact that, though this case is ostensibly brought forward as a powerful illustration of a great inherent defect in the existing constitution of the Department, it does not, even as set forth by my colleagues, tend to such a conclusion, but rather resolves itself exclusively into an impeachment of the Deputy Post Master General for having overstepped the discretionary power vested in him, and in fact, for having deliberately violated the instructions which form a material part of the above constitution.

To have led to the desired inference, it should have been demonstrated that the existing system was so defective as to enable me to escape or evade the consequences of my proceedings in this case. It cannot be shewn that I could entertain any such expectation, nor other reliance than my trust in the impartial consideration of My Lord the Post Master General, of the circumstances of peculiar difficulty in which I had been placed. If I am right in my view of the case, I think it will be admitted that the main argument of Messrs. Dowling and Davidson drawn from it, falls to the ground.

I shall now, may it please Your Excellency, bring to a close all that it appears necessary for me to say with regard to mere personal defence in the matter of the Report. My statement under this head has extended to a length much beyond what I anticipated when I commenced, and it may not be free from objections on other grounds. I must, however, repeat my hope, that in consideration of the peculiar circumstances of my position, which has indeed been one of singular difficulty, Your Excellency will be disposed to make such allowance for the course I have pursued as I may be entitled to. Had Lord Sydenham (by whom the Post Office Commission was constituted) survived, it was my determination, before he left the country, to have represented to His Lordship every thing which I am now laying before Your Excellency, with many other particulars, indeed, with which it would have been right he should have been made acquainted, but with which it is unnecessary to trouble Your Excellency.

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There is an assumption here that the Post Master General is not satisfied with the nature of the responsibility of his Deputy, which I conceive His Lordship, when the remarks meet his observation, will not fail to disprove.

The Report says, "there is evidence that in this respect the condition of the Department has not been considered satisfactory,"—and again, "since the appointment of this Commission, the Post Master General has seen fit, on more than one occasion, to refer to us for our Report on recommendations sent to His Lordship by the Deputy Post Master General."

It is quite true that pending their sittings, His Lordship the Post Master General deferred to the judgment of the Commissioners two or three cases involving expense: the establishment of the Montreal Office was one of those cases. This, I conceive, was quite natural under the circumstances: it was proper, indeed, that every question of the kind that could be subjected to the judgment of the Commissioners, should have the benefit of their consideration; but I think I may safely say that the fact does not bear out the inference drawn from it by my colleagues.

I shall now, with permission, take up that part of the Report, page 166, which undertakes, after having endeavoured to shew that I have abused the trust reposed in me, to draw a general deduction from the premises: it says, "Power, however, purely exercised, if subjected to no popular control, and to but little check of any kind, will always be liable to suspicion. Concealment creates jealousy and distrust; but if to this we add the fact that from some of the Colonies, the Canadas especially, a large surplus revenue has been annually remitted to England, the public dissatisfaction will appear natural enough, even though the expediency of the changes we are about to recommend should not be admitted."

No one, I fancy, will be disposed to dissent from the abstract truth of the above propositions; but I believe the Report to be wrong so far as Canada is concerned; at all events, in supposing that the "power" alluded to in its general application to the business of the Post Office, has had much to do with the dissatisfaction described.

I think that three causes have operated to prevent the attainment of that degree of popularity to which the Department might fairly have laid claim (had there existed no counteracting cause), from the great improvements that have been introduced within the last few years, and which are generally admitted; and they are, firstly, the charge against Printers for the transmission of their papers, or rather the enforced prepayment of that charge and its appropriation to the Deputy Post Master General as a privilege of office.

This exaction is supposed to bear injuriously upon Printers: by it they are constantly brought into irritating collision with the Department, and it can scarcely be necessary to do more than state this fact to account for the dissatisfaction expressed, and the little disposition that there has been to speak favorably of the Post Office. With the whole public press actuated by a direct personal feeling against any establishment, popularity, in the ordinary acceptance of that word, is not to be expected.

If we could have met with any evidence of Mr. Stayner's having for many years advocated a change which we deemed so important, we should surely have adduced such testimony in support of our own earnest recommendation.

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I have long been convinced, therefore, that both the mode of paying for newspapers and the application of the proceeds required alteration, and it is well known that I have for many years advocated the necessary change.

The second ground of dissatisfaction is the remittances of the surplus revenue of the Department. This surplus revenue has undoubtedly resulted from Military postage,

paid by the several Army Departments; and there have not been wanting arguments to shew that under the circumstances, the British Exchequer was well entitled to a return into it, of money expended in the postages of an Army stationed in the Colony for its defence.

The public generally has been ignorant of the fact which I have stated above: the great amount of Military postage has not been known or suspected, and the common belief is, that some £12 or £15,000 a year, remitted to England as Post Office revenue, comes from the pockets of the inhabitants of the Provinces, although it can be demonstrated that this is an error.

The third cause for dissatisfaction has been the high rates of postage, more especially the rates for great distances, and this dissatisfaction has gained strength rapidly since the introduction of the general penny rate in England, and the reduction of the postage on our correspondence with Europe; for, as a correspondent of the Commission very justly observes, "charges for postage will always be referred for comparison to the lowest rate with which the people are acquainted."

The three causes to which Mr. Stayner attributes the unpopularity of the Department are amply noticed in the Report, with strong recommendations that they should no longer be permitted to exist.

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If the three causes for dissatisfaction above described were removed, and the same attention to the general improvement of the Department which has obtained for the last several years,

continued, I entertain not the slightest doubt that the Post Office would become as popular as could be desired.

And yet a little further on we shall find Mr. Stayner recommending a perseverance of that very course which was the principal error of 1834.

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I agree with the other Commissioners in their reasoning (commenced in page 167) upon the Bill sent out in 1834. The course adopted on that occasion was radically wrong, and not suited

to accomplish the desired end. I think also that the whole or nearly the whole of a satisfactory plan might be arranged by the Lords of Her Majesty's Treasury, and carried out by their authority alone; but I do not see any good reason for the Post Master General's transferring to the Executive Authorities in the Provinces any portion of his administrative control over the Department, if by this is meant, as I believe it is, to take from the Post Master General or his Deputy the right of appointing to office people for whose conduct the latter individual is accountable. The intention itself is only named in words, and as it were incidentally nearly at the close of the general argument in page 174. Nevertheless, it is the great question upon which I am at issue with the other Commissioners: it is the question whether the Post Master General shall be deprived of all substantial power in the Department, that of appointing his own officers, or whether those officers shall be appointed by the respective Governors of the Provinces, and the Department made (to the destruction of its usefulness) an arena for political partizanship; for that I have no doubt it would become.

I can conscientiously say that when reflecting upon this most important branch of the question, I have endeavoured to divest myself of every consideration arising from my present position in the Department, and my firm impression is, that to take from the Post Master General or his representative the right of appointing to office will not only weaken its efficiency in its working operations, but effectually prevent the establishment acquiring, what after all is the principal object to be looked to, the confidence and favour of the public.

I consider that the proper policy to be pursued with regard to the Post Office in these Provinces, is, to make it a common link of union between the Government and the People, and that neither its own action, nor the choice of its officers should be made subservient to political party objects. I can easily conceive that it might be a convenience to the Executive for a time, and that some

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apparent immediate advantage might be derived, were the several Governors to appoint their political adherents to the situations of Surveyors, Post Masters, and to the superior Clerkships; but the character of the Department would thereby sink in public estimation, what it is in the United States, where of late we have witnessed the extraordinary fact of the highest functionary in the Government (the President) brought to conviction of the pernicious consequences springing from a Post Office influenced by political considerations, and repudiating in a public document what

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and become in a short time,

The Post Office in the United States is not unpopular. At page 116 of his representation, we shall find Mr. Stayner using these words: "for many years it has been the study of the Government (of the United States) to gratify the taste of the public in this particular; meaning the taste for Post Office extension and improvement.

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has notoriously been the guiding principle of that Establishment.

Any and every other Department in a country peopled as these Provinces are, may with more safety than the Post Office be made accessory to the advancement of any course of policy which the Government may be pleased to advocate; but the Post

What security have we that under the present system the Department may not be suspected of party bias? At this moment the Post Office in Canada is not by any means "sacred" from such suspicion.

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upon its unquestionable integrity in the minds of all classes, that the Post Office must mainly rely for its character and prosperity.

It may be supposed, notwithstanding my protestation to the contrary, that I am biassed in my views by the situation I happen to hold in the Department, and that I wish to perpetuate a system which has been advantageous or convenient to myself. I do not think, however, that I am obnoxious to such a charge, nor do I think that the continuance of the "patronage" of the Department as it is called, where it has hitherto been, can necessarily expose the Government to injury, for there can be no doubt that the Executive of the country has at all times the power of suspending from his functions, any Deputy Post Master General who may be found abusing the authority entrusted to him. No other idea can for a moment be seriously entertained, and with such a power the responsibility of the Post Office to the local Government of the country, is as positive and actual as it can be for any useful object.

The Report goes on to say at page 170: "It appears to us that the mere introduction of a few sentences in the Commission and Instructions of the Deputy Post Master General, requiring him to obey in all things lawful the orders of the Governor General as well as those of the Lords of the Treasury and the Post Master General, might be made the means of providing all needful subordination to Provincial authority: the effect of this alteration would be to confer upon the Governor General a sort of concurrent jurisdiction which could never by any possibility clash with that of the Authorities at home, or impede the uniform working of the system, but would subject that officer to a real because no longer a distant responsibility, and introduce some measure of popular control, by making the local Administration answerable politically for abuses in the direction of the Post Office."

The Report continues: "The introduction into the Deputy Post Master General's Commission of a clause of this sort, though a novelty as regards the Post Office, is not without precedent in other Departments subordinate as the Post Office is to the Lords of the Treasury or to the Secretary of State; and a Commission of the Surveyor General of Woods and Forests in Lower Ca-

nada, and the Commission of the Commissioners of Crown Lands are cited as instances. The relations existing between the Commissariat and the Military authorities, at their respective stations, are also supposed to constitute a precedent for the application of a concurrent jurisdiction in the case of the Post Office.

I have no obligation whatever to urge against the introduction of the "few sentences" suggested in the

Commission of the Deputy Post Master General, for I do not see that these words would in any degree affect the accountability which the

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Deputy Post Master General owes to the Provincial Executive; but I would respectfully protest against these sentences being construed to deprive the Post Master General of any portion of his prerogative as now exercised; (and this should be clearly explained.) The change recommended is not necessary, and would in its effects be bad, nor can I see that the original arrangement for it, is in any degree strengthened by the references to the Wood and Land Departments.

The Post Office is necessarily an Imperial establishment (not a Provincial one) because its government and operations must pervade the several Provinces.

The Wood and Land Departments are strictly local, confined in their accountability to one Province, and the orders of the Governor are sufficient for every relation coming within the sphere of their operations. It is unnecessary to enlarge upon the different character of the Post Office in this respect. Further, I conceive it to be quite an erroneous assumption that the Provincial jurisdiction "could not by any possibility clash with that at home," if the former is to be exercised in the manner and to the extent evidently aimed at by the authors of the suggestion.*

The Commissariat is a better illustration of the kind of concurrent jurisdiction which ought to prevail in the Post Office, so far as the different nature of its character and service would permit. My opinion indeed is, as already stated, that it does exist at present; but if it would conduce to the public satisfaction (and I think it might), I should be glad it were finally proclaimed; but I must again enter my solemn protest against the introduction of any change that would identify the Post Office in its action with the political movements of the country, or that would have the effect of making the Deputy Post Master General a political character.

The next proposition advanced by the other Commissioners is, that the "establishments of the Deputy Post Master General and the Accountant should be permanently fixed at the seat of Government in Canada."

My opinion is that the proper position for the central establishment is at Quebec. The Report has given the outline of my arguments, but adds "these considerations do not appear to us at all decisive of the question; the constant presence of a very active and intelligent Post Master (at Quebec) is all that is required for these objects."

The more I consider this matter, the more am I convinced that Quebec is the natural and proper station for the managing Officer of the Department. If a central government is required, it is of the first moment that it should as nearly as possible be geographically central. Should the Government of Canada continue at Kingston, and the Deputy Post Master General of British North America be stationed there, he would be 1300 miles away from one extremity of his charge, and only 450 from the other; and it is certain that the organization of the lower extremity, meaning the country east of Quebec will

* Vide my note in reference to the views expressed by Mr. Neilson and Mr. Stewart, in relation to the accountability of the Provincial Post Office—page 88 of this statement.

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require three times as much of his direct superintendence as the upper part; the disadvantages which must result from conducting his operations at such a distance, I humbly conceive from a consideration which should outweigh every other in deciding this question.

I admit the advantages of an easy communication with the Governor General; but it is not in my opinion a vital consideration that he (the Deputy Post Master General) should always reside in the same town with His Excellency. I think he should be so situated as to be within easy call of the Governor General and the Legislative Assemblies of Canada; and further, I consider it highly advisable that his office business should be so arranged as to permit him without injury to it, to visit occasionally the several Provinces and see that the Surveyors are doing their duty, and to consult with the several Lieutenant Governors upon the improvement of the Post Office establishments within their respective Provinces. This perhaps, more than anything that could be devised, would have the effect of increasing the efficiency of the Department generally, and of rendering it extensively popular.

The five Surveyors, as recommended in page 176, would probably suffice for some time to come, but if possible, I should wish to avoid keeping a Surveyor at Quebec for any great length of time; he ought to be differently occupied, more especially if Quebec should remain the station of the Deputy Post Master General.

Hitherto, Mr. Griffin, the Lower Canada Surveyor, has been obliged to remain too much at Quebec, in order to assist the Deputy Post Master General in his duties, which otherwise he could not have got through with. This, I repeat, ought not to be necessary; and one serious objection to it is, that it is an injustice to the Surveyor himself, who receives pay only at the rate of £150 a

This is only an argument against the mode of paying Surveyors now practised, by a profit on their travelling expenses and allowances.

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The Report says with reference to there being one Central Office for British North America, that perhaps "one additional Clerk might suffice for the Deputy Post Master General's Office," and adds that, "if some further increase in the establishment be found necessary hereafter, it is among the advantages of the plan. We propose, that such necessity would be easily decided upon by competent and impartial authority."

In one of my communications to the Commission I observed that in the event of annexing the Lower Provinces to the Canada charge, I should require another Clerk in my own office. I stated this without pledging myself that it was all that would be necessary. I should require that addition at once, but the task of assimilating the duties of the Lower Provinces to those of Canada, and of subjecting the whole to a system that would work well, will be a very heavy one, and until it is fairly entered upon, I cannot venture to say what additional force will be necessary as a permanent Establishment.

I should think, however, that the Post Master General would be as competent and as disinterested an authority to decide upon a question of this kind as could be found, and I consequently cannot see the collateral advantage claimed in the Report as likely to be realized in this instance from the adoption of the change of management. In any event, the opinion of the Deputy Post Master General, except all confidence is to be withdrawn from him, must have weight in a question relating to the duties of his own office. The great fear of the Commissioners, however, seems to be, that the Deputy Post Master General should be trusted to for anything, and their chief object to place him in a position, where, although his responsibility is to remain, he is permitted no free action; but surely some confidence ought to be reposed in the judgment and good intentions of an Offi-

We have no such fear. We never contemplated that all confidence should be withdrawn from the Deputy Post Master General. The question was, which is the fitter to examine and decide upon his recommendations, a Governor General on the spot, or a Post Master General in England, who has nothing to trust to but the Deputy's own Report.

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cer who has attained to his rank, and standing too in the particular position in which he does; nor is it possible to work a Department of this kind effectually, unless a large share of discretionary power is vested in him, or in some Officer by whatever other name he may be called, entrusted with his duties.

I hold it to be perfectly right that the Deputy Post Master General should be rigidly watched by the Governor General, and by the Legislature also; and that he should be obliged to render ample explanations of his conduct and proceedings whenever these high authorities may deem it necessary, and that it should be a part of the system, that full periodical Reports in such form as may be satisfactory should be furnished by him; and further, that it should be distinctly made known to the public that to this extent he is responsible, and that for abuse of his power, or neglect, or incompetency, he may be suspended by the Governor General; but to trammel him in the practical discharge of his duty by any checks beyond these and what exist in the surveillance of the Post Master General, and the Audit Office, and more immediately in the Account Branch, would only tend to defeat the reasonable expectations of the Government and the public.

I think it may be advantageous at this stage of the question to solicit Your Excellency's notice of part of a letter from the Honorable John Macaulay, Inspector General of Accounts in Upper Canada, which appears in the Appendix, and which goes immediately to the point now under discussion.

Mr. Macaulay was for several years Post Master at Kingston, and during that time he devoted his attention, not merely to the operations of his own office, but to a study of the Post Office system generally, the working of which, as well in the United States as in the British Provinces, he thoroughly understands; added to this recommendation, the opinions of this gentleman upon all matters of departmental business are acknowledged to be of the highest order. I consider, therefore, I am justified in now referring to what he says in regard to the management of the Post Office.

The language is, "In order, however, to insure the speedy progress of improvement in all branches of the Department, I am under an impression that its Chief Officer in this country should be endowed with larger responsibilities and higher powers than I apprehend it has hitherto been the policy of the superior metropolitan authorities to concede to him.

"He should, I think, be permitted to act in reasonable conformity to his own views of the general advantage, and to the desire of the head of the local Government upon any special matter, without a previous and perhaps a very dilatory reference to London.

"The Colonial Executive should be allowed a control over the Department to a certain extent, which, however, should be so defined as not to go the length of sanctioning any sort of Executive interference with appointments to office in the Department. The patronage should exclusively appertain to the Deputy Post Master General, who it is clear would be careful in the unfettered exercise of his own discretion to select his Deputies according to the opinion he might be led to form of their integrity and ability, and with little reference to any other consideration. Were the Executive Government in any manner to exert an influence over the appointments, they would become political, which is the last thing to be desired in such a Department of the public service."

Note.—* Whilst considering the management of the Post Office, its responsibility and revenue, I would respectfully solicit Your Excellency's notice of the view of those parts of the subject taken by the Hon. John Stewart and the Hon. John Neilson, of Quebec, in their letters. (Appendix M., Nos. 100 and 147.)

Proceeding as those letters do, from men of high standing and of much practical experience, and (the latter more especially) of great political influence throughout British North America, I cannot but class them as amongst the most valuable communications that have been addressed to the Commission.

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I do not differ so materially from the other Commissioners in their statements on this head as to render it necessary for me to record my impressions at any length in opposition to theirs.

In this Mr. Stayner is mistaken. In Canada the charges for long distances are exceedingly objectionable; but in forming his comparison with the United States' rates, Mr. Stayner threw the longer distances out of the account omitting to notice the effect of the maximum rate which he now praises. We have asserted that upon the whole the rates are "somewhat lower" in the United States; and so they are.

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in favor of the United States tariff, and that which impresses the public most strongly when contrasting the rates of the two countries, is, that in the United States they have a maximum rate, and it is comparatively a low one; the charge does not increase after 400 miles.* I have always considered this principle a good one, and that it might be advantageously applied to these Provinces.

Having myself devised the four scales of postage described in the Report, and upon a comparison of the merits of them all, given the preference to No. 4, I write in the recommendation that it should be adopted (and the weight system also), but I cannot consistently with my own credit and the obligations I owe to the public, concur in that recommendation in the unqualified manner that is done in the Report, nor without earnestly entreating Your Excellency, before giving to so very material a question the weight of your voice, in sending it to Her Majesty's Government, to consider the disastrous consequences that will ensue if upon the application of these fundamental changes, *without any previous provision being made for a want of funds to carry on the business of the Department, a deficiency should arise*; for that an actual deficiency will be the early consequence of those changes. I am well persuaded, nor can I see upon what grounds the other Commissioners have ventured to estimate (as they have done in page 206) "the utmost loss in Canada from the adoption of the two changes at £9,000."

Mr. Stayner is quite mistaken: he did not stipulate for a provision, "previous provision;" the following are his words: "If such a scale of rates be adopted the Province may reasonably expect to make good any temporary deficiency in the revenue of the Department, such as may occur should the increase of correspondence by Post prove to be less material than I have hoped it will be."

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I have already remarked with reference to what is said in pages 106 and 193 with regard to the United States' rates, that my opinion is, that for those distances upon which the greatest amount of correspondence is conducted in both countries, the rates in the United States are higher than those in Canada. A very natural difference, however,

I beg to lay before Your Excellency the Scale No. 4, with my remarks thereon, as originally prepared for the Commission, wherein you will perceive, Sir, that I stipulated (if I may be permitted to use the term) for a provision against the probable deficiency that may be expected to follow the alteration for some time.

* (See Enclosure 3.)

When draughting the scale just mentioned, (No. 4.) I was not called upon to take into account the operation of the weight system, as alluded to in the Report, page 205; but without having in view the loss which I consider as inevitable therefrom, I see enough in other causes, more especially in the rapidly increasing expenditure for Steamboat service, &c. to teach me that if such a scale as No. 4 is adopted, an extraordinary fund should be provided to enable the Deputy Post Master General to fulfil his engagements.

The year's statement of the Canada Post Office revenue up to July, 1840, as laid before the Post Office Com-

Note.—* The charge is 25 cents, equal to 1s. 3d. Halifax Currency.

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Note.—† Scale No. 4 being included in the same sheets with the other Scales 1, 2 and 3; I think it advisable to send the whole series. (Enclosure 3.)

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mission, was in its appearance very encouraging, and calculated, when compared with the previous years, to warrant the feasibility of a considerable reduction in the postage rates; but the expense of Steamboat Mails and several other heavy items of charge for improved Mail service upon land routes, did not then exist.

Had it not been for the fire which destroyed the General Post Office in November last, I should have it in my power, as I fully believe, to show that the surplus revenue of the Canada charge for the year ending January, 1842, was only about half, or more probably less than half what it was for the year before cited. I very much doubt indeed if the British postage were subtracted from it for the last year,

(and this postage must of course be subtracted if the new system is adopted,) whether the actual surplus revenue for the year ending in January last, will exceed £7,000, whilst the possible

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loss arising to the year's revenue from the adoption of Scale No. 4 is computed at £13,320 17s. 2d. currency, and this it must be borne in mind, is independent of any loss that may occur from the adoption of the weight system. It will be seen by a statement prepared by Mr. Griffin, the Surveyor, and published in Appendix, (K. No. 1,) that supposing the whole of Scale No. 4 to be adopted, he computes the annual loss to the Post Office revenue from the weight system on Military postage alone in Canada, at £3,109 1s. 9d. currency.

I am persuaded, however, that this estimate, considerable though the sum is, is by far too low; and it should not be forgotten, that a great loss would accrue from the same cause upon the correspondence of the Civil Departments and Provincial Legislatures, owing to the usual great weight of the packets sent to or by them.

I should not think I had discharged my duty whilst upon this branch of the subject if I did not refer to the condition of the United States Post Office, in illustration of my argument that the Department in British North America would be unable to sustain itself under the proposed changes, and that it would consequently require extensive aid.

The elements for the self sustainment of a Post Office in the United States are unquestionably far greater than they are in those Provinces. I should think upon an average nearly as two to one; and yet it is certain that for some years past the expenditure there has considerably exceeded the income, so that

When extensive improvements shall be generally demanded, it is not to be presumed that the Legislatures would refuse to furnish the means. But we have recommended the reduction of rates as a substantive measure, necessary in itself, and calculated to advance the interests of the Department; and quite independently of any projected improvements.

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Except, then, I am altogether wrong in my calculations and arguments, I think Your Excellency will admit that it would be criminal in me not to protest against an unconditional adoption of the two changes recommended in the Report, &c. the weight plan and the new tariff of rates. I should be happy, under a proper provision against failure in the revenue, to see both changes introduced; but that provision, wherever it is to come from, ought to be ready whenever the necessity for its use shall arise; for even supposing that the several Provincial Legislatures would be willing, as I trust they would, to supply the deficiency upon an exposition of the accounts, the Establishment might be bankrupt before relief could be obtained. I am persuaded indeed that in three months or less such a conclusion would arrive.

The rates to be charged on letters or packets deposited in a Post Office for persons within its delivery; and on general Post letters delivered by letter carriers.

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The plan suggested by the Deputy Post Master General is not approved of by my colleagues.

As I do not know of any better mode of providing for the conveyance of the public in the matter in question than that suggested by me, I respectfully solicit Your Excellency's notice of the paper in which my views are contained, part 1, page 197 of the Appendix.

The argument used in the Report against fees is quite right when large and regularly constituted Post Offices are in question; but the argument cannot be extended to the numerous petty offices which constitute by far the greater portion of the Establishment in British North

The Report says as much.

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the postage of the letters alluded to you allow a commission or grant the whole as a fee or perquisite, there can be in neither case a check.

I agree in the opinion that it is advisable to make the postage on newspapers a halfpenny each, currency, payable either by the sender or receiver; and I would apply this tax as well to the papers printed in this country as to British, United States, or other papers passing by the Post, otherwise than by the regular Packet Mails.

As regards newspapers for or from England by our Packet Mails, which now pass free of charge from one extremity of the Provinces to the other, I am strongly inclined to think, bearing in mind the heavy and rapidly increasing cost of the communication between Quebec and Halifax (through an unproductive route of 700 miles), that some tax should be imposed upon those papers, if only as a salutary restraint upon the unreasonable use that is now made of the accommodation by numerous individuals, who recklessly send huge fyles of such papers, evidently without any regard to the great difficulty and expense which attends their transport at that season when the steam conveyance is suspended, which is for about half the year. It is no uncommon occurrence for a private individual in Canada to receive from 40 to 50 British newspapers by one Packet. These newspaper Mails are large and heavy; they already constitute a weight of from 3 quarters of a ton to a ton, and there is no saying to what extent this will go on augmenting; even at present it requires three or four trips of the carriers to bring one of those mails; and when I state that through great part of New Brunswick and Nova Scotia, the Post Office pays from 2s. 9d. to 4s. 9d. a mile for the conveyance of this Mail, (limited as the weight by each trip necessarily is,) Your Excellency may form some idea of the burthensome expense attending the service and what it is likely to become. But as above mentioned, the whole of the newspaper Mail is not brought by "one despatch," neither does it come with sufficient expedition to satisfy the public; and if the demands for improvement in those respects (which are reasonable enough in one point of view,) are to be fully complied with, the charge of the Halifax communication will become enormous, exceeding beyond all proportion the revenue resulting from it.

The intention of the Government, in affording this great facility for the free transmission of newspapers, was no doubt founded on enlarged and liberal views; and I am most loath to do any thing to injure the full effect of the beneficent intention; but if the Department is to be thrown entirely upon its own resources, it appears to be but reasonable that these papers should contribute something towards the revenue.

This idea is very judiciously treated by one of the correspondents of the Commission, Mr. Freer, of Quebec, to whose communication I would respectfully refer Your Excellency.

* The Mail is brought from Halifax in from 6 to 8 days, according to the state of the roads and weather. Fourteen years ago it generally occupied 18 days.

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Whilst upon this subject, I think it may be useful to affix to my statement a notice * which I have recently cut from a newspaper, describing the intentions of the United States Post Master General, with regard to the size of newspapers passing through the Post in that country; a corresponding check should be in force in the Provinces.

In speaking of the creation of new Offices the Report says, "it does not appear that many applications (in Canada) are refused, but that there is often delay in making preliminary inquiries through the Surveyor, which combined with the general vice of the system, its want of popular control and hence of public confidence, does much to discourage applications."

I protest against this averment, for I do not believe that there has been for years any backwardness on the grounds alluded to, in applying for Post Offices, and other Post accommodation. It is well known that every application is received courteously by the Department in Canada, and I think its present, compared with its former position, (going some 10 or 12 years back) will shew that an amount of improvement has been introduced at least equal to the advance of the country in other respects; this is even admitted in the Report itself. The only cause that a single complaint exists of a real want of Post Office accommodation is, that the Deputy Post Master General has not had a sufficient force in Surveyors to attend to every case immediately. I think besides that, as a general rule, it is better to wait for an expression of public opinion with regard to increasing Post Office accommodation, rather than to anticipate it; such accommodation is always asked for sufficiently early in the Districts within my control.

The prevalent desire in Canada now is, not so much for more Post Offices as for more frequent Mails upon the established routes and greater expedition.

A practice of violating the secrecy of letters is said to prevail in certain Post Offices.

I cannot pass over this portion of the Report without comment.

Amongst so many Offices, the services of which are frequently left to Clerks in the absence of their principals, it would be a cause of surprise rather than otherwise if such delinquencies never occurred; but I believe the instances of crime of this sort are as rare in the Canada Establishment as they are in any other, and in proof of this I have only to point to the numerous Reports of Enquiry into the Post Office Establishment instituted by the Assemblies in Upper and Lower Canada. Those enquiries were oftener than otherwise under the conduct of such persons as Mackenzie, Duncombe, and O'Callaghan, (men who have all been driven from the country,)

But in the next page, Mr. Stayner volunteers to assign a cause which may have lowered the "moral character" of the Department in public estimation; a cause of which he says, (page 102), *I have painfully felt* (and this long before the Post Office Commission was appointed,) "the unmerited odium it had incurred upon the Department."

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prosecuted in a spirit of rancour against the Establishment, and every fault that could be got at was prominently thrust forward; yet no imputation of the kind alluded to has ever been advanced, and I cannot believe that the Department, since the time when those enquiries were pursued has sunk in its moral character.

United States.

Boston, March 21st.—The Post Master General has submitted, for the consideration of the Committee on Post Offices, &c. two Bills. The one proposes to change the rates of postage so as to make them conform to the federal coin. The rates now charged are 6 cents, 10 cents, 12½ cents, 18½ cents, and 25 cents for single letters. It is proposed to charge 5 and 10 cents, 20 and 25 cents. This is in fact an important reduction upon all rates of postages below 18½ cents. It is proposed to charge letters, now paying 18½ cents, 20 cents, and reduce the rate of 12½ cents to 10, and 6 to 5. This is as great a reduction as it would be safe to make at this time. The other Bill is designed to reach the evil and relieve the Department from the burthen, or in other words, to indemnify it for the expenses of transporting these immense mammoth sheets

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The true cause from which the suspicion of the violation of letters sprung is very simply explained. During the political troubles of 1837 and 1838, when the Post was notoriously made use of by the disaffected for the advancement of their revolutionary projects, it became necessary at all the Principal Offices and some of the minor ones, to open suspected correspondence. Persons formally qualified to perform this onerous but imperative duty were appointed by the Governor General in Lower Canada, and by the Lieutenant Governor in the Upper Province; and all suspected letters were opened and examined: this was continued in some parts of the country so late as 1839. It is not surprising that people whose correspondence was subjected to so offensive an inquisition should feel sore, and that some of them in ignorance should direct their resentment against the Post Office, and without making allowance for the original cause, should have arrived at the conclusion that it was a systematic practice for which that Establishment was answerable. That this reasoning has prevailed to a considerable extent, I had cause to know long before the Post Office Commission was appointed, and I painfully felt the unmerited odium it had entailed upon the Department.

I stated all this to the Chairman of the Commission, who having recently come to the country, I supposed might not have known the facts; and I cannot but think that when placing the *imputation* upon record, and recommending in such very emphatic terms the necessity of vigilance on the part of the head of the Department, to detect and punish the disgraceful crime, it was his duty to have adverted to my testimony as Deputy Post Master General upon a question of so much moment.

From the beginning to the end of Mr. Stayner's representation nothing has surprised me so much as this passage. Mr. Stayner must be perfectly conscious that in noticing, as it was our duty to do, this painful and delicate subject we have treated it in a spirit of signal forbearance.

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Other circumstances in connection with the discussion of this subject transpired before the Commission, which at the time they occurred I had resolved in justice to myself to bring under the notice of the Government. My great dislike, however, to encumber the proceedings with any matter of a nature personal to myself that can possibly be avoided, has induced me to waive that resolution, and I shall content myself with saying, that as the head of the Department in Canada no one can view with greater "horror" than I do the crime of violating the correspondence entrusted to the Post; nor is any argument beyond what belongs to my own conviction necessary to teach me the paramount importance of vigilance in the detection of offenders in a matter of this nature, and of signally punishing any individual of the Department found guilty of so vile an abuse of his trust.

I had hoped not to have found it necessary to make any observations upon this portion of the Report, but when I see it proposed as a debatable point whether the Deputy Post Master General is to receive "any" compensation for the deprivation of his privileges of office, I cannot abstain from saying a few words upon the subject.

It is said that the emoluments of the Deputy Post Master General have swelled to an amount disproportionate to the general range of incomes in the country. Admitting this proposition to its utmost extent, and that persons could be found willing to relieve that officer from his charge for one half or one quarter the income he receives (and there are no doubt abundance of such persons,) I am not inclined to think that Her Majesty's Government will place me for the time to come exactly upon the footing that might be very equitable and satisfactory in the case of a new appointment to office.

assuming the name and appearance of newspapers, but which, in fact, are in most cases a reprint of books. Mr. Wickliffe says, "I have adopted the principle of charging newspapers by the square inch. I would suggest the largest size newspaper printed in the United States, as the size which is to pay the rate of postage now charged upon newspapers by the law of 1825; all sizes above are required to pay one cent for every five square inches over that size."

My emoluments as Deputy Post Master General have grown with the general business of the Department and the gradual improvement of the country. I have never drawn anything my right to which has not been repeatedly recognized by competent authority; and I have by the same authority been promised that when the period for

Mr. Stayner endeavours to sustain his own views of the principle upon which compensation should be awarded to him, by quoting, in his own favor, some expressions of the deceased Governor General delivered in conversation with himself. If it were fair and decorous to enforce one's view of a subject by such means, I should not hesitate to shew him completely, according to my knowledge of Lord Sydenham's opinion on this matter. Mr. Stayner has fallen into a misapprehension respecting it.

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relinquishing these privileges should arrive, I would be allowed compensation according to the scale which in similar cases prevails in the General Post Office at home; further than this, the late Lord Sydenham distinctly assured me that when such an alteration in the system should take place as would deprive me of my privileges or perquisites, I might rest easy as to a satisfactory compensation for the same.

The principle was admitted and recommended to the Government for adoption in a joint Address to His late Majesty by the Legislative Council and House of Assembly of the Province of Upper Canada, in March, 1837.

In discussing the claim for compensation to Post Masters (including as I have a right to suppose the Deputy Post Master General) for the loss of the income at present derived by them from the collection of United States postage, the Commissioners have pronounced that they have no claim; adding "the system is one which 'ought not to have been suffered to grow up' and

The omission at the end of this quotation of the words with which this passage in the Report concludes, is calculated to produce a wrong impression of the character of our observations. We added, "these gentlemen 'should receive a fair remuneration for their labours as 'Frontier Post Masters;' we do 'not consider them entitled to 'more.'"

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again "a mere private arrangement entered into 'for their own benefit by 'certain public servants 'of the Government with 'the authorities of a foreign 'country, if found to be incompatible with the interests of the Government 'they serve, cannot be said 'to furnish a just claim to 'compensation."

There is scarcely a point among the many in which I differ from the other Commissioners in which their mode of treating a subject has surprised me more than this. It might really be supposed from the language employed that the Department in British North America had been guilty of criminal misconduct in its arrangements for conducting the correspondence with and through the United States, than which no idea can be more unfounded. Whatever the decision of Her Majesty's Government may be upon this or any other question affecting me, I am prepared respectfully to bow to it; but I cannot suffer the views upon our intercourse with the United States, as given in the Report, to go forth without an attempt to correct them.

The arrangement yields a pecuniary advantage to the United States Department, and to some of the Officers of ours, none to the Department itself. But it is certain, nevertheless, that our Post Office bears all the expense of the machinery upon which this arrangement is based.

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It is altogether wrong to suppose, as must be inferred from the language of the Report, that the chief advantage of the intercourse in question has been gained by the United States; on the contrary, the chief advantage has been derived by us, in the Provinces. We had a boon to ask, and nothing to offer as an equivalent; but owing to the great liberality of the United States Government in trusting to the individual responsibility of the Deputy Post Master General, we obtained what we required; (previous to the establishment of the Cunard line,) namely, the means of a regular and convenient correspondence with the British Isles through the American Merchant Packets.

The Provinces are now independent of the United States in this respect, and so far a different character

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applies to the existing arrangement which it is now reasonable to expect should be modified in such a way as to confer reciprocal benefits, and impose corresponding obligations upon the Post Offices of the two Governments.

I must take leave further to say, that the intercourse in question has grown from what some fifteen years since was a very insignificant item in the Post Office business to its present importance. The system, such as it is now, was by the very nature of our position at the period it commenced, forced upon us. It was a necessary first step towards a more perfect treaty or arrangement, such as I trust will ere long be brought about; and I

It is not insinuated; it is merely asserted.

E. D. I contend that the Commissioners were not justified in asserting or insinuating, that the existing plan was

entered into for their own benefit by Post Masters. This allegation, if correct, might indeed form a strong support to the dictum that *the Post Masters have no claim to compensation*; but I do not believe that in any instance those communications were formed for the convenience or profit of Post Masters. I opened several of them myself at the desire of the inhabitants, and for their accommodation; and my own emoluments from United States postage being confined to what is collected at Quebec and Montreal, it is clear that I derive no personal benefit from thus multiplying the channels of intercourse with the American territory, but on the contrary I subjected myself to increased responsibility and labour.

With this statement of facts in relation to our Post communication with the United States, the truth of which I can substantiate, I cannot but think it extremely improper that such imputations as appear in the Report should have been made; nor can I see justice in the proposition that I or others should be deprived of a source of income such as this, without compensation therefor, in some shape or degree.

It is right I should state (otherwise it will not be suspected) that under the present arrangement, I have been exposed to, and have sustained heavy losses. Besides minor sums, the large amount of £1,300, due to me by a deceased Post Master for American postage is now in extreme jeopardy, and may be lost to me altogether. This money, under my agreement, I was bound to pay over to the American Post Office, though never received by me, and although I never derived any portion of the commission accruing to the Post Master whose debt I was thus compelled to assume.

As to the *measure* of remuneration due to the Deputy Post Master General and others for the loss of commission on United States postage, I never have considered that it should be equal to the advantage that it has afforded; but *something* I conceive will be due to those persons if the deprivation takes place, and I have little doubt that it will be so determined by Your Excellency and Her Majesty's Government. So far as this question applies to the several Post Masters concerned, I had proposed what I deemed an equitable consideration in the plan of establishments for the principal offices prepared by me, which the Commissioners have not judged it necessary to publish in the Appendix; for my individual claim I am quite willing to leave it to the decision of the Government.

I have just alluded to the fact that the Commissioners have not judged it necessary to publish in the Appendix

"We have taken cognizance" of the matter, and assigned sufficient reasons, so at least they appeared to us, why along with other matters of a similar character, it should be reserved for consideration hereafter by the Provincial Executive.

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ment, and to pronounce a positive opinion thereon; and

I learn this now for the first time.

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the estimates for the principal offices as prepared by me. I have felt considerable disappointment at this omission, because I have believed that it was an especial point of their duty to take cognizance of so material an item in the general economy of the Establishment; and I know besides, it was the expectation of His Lordship the Post Master General that they would do so.

Impressed as I am with those convictions I cannot hesitate to submit for Your Excellency's observation, copies of the estimates alluded to, * which were drawn up by me after the best consideration I could bestow upon the subject. It is the more necessary I should do this, because the existing arrangements are not satisfactory either to the Post Masters or to myself; and there can be no doubt they require early consideration.

We did not consider the observations of any value; nor do I now, upon a further examination, think that we ought to have printed them.* Mr. Staynor was well aware of our intention to make a selection of matter for the Appendix and not to print indiscriminately every thing that was sent to us. Had he remained with the Commission he would have had abundant opportunity for urging his opinions upon any rejected matter.

Before closing my remarks upon this representation, I humbly solicit attention to a correspondence between † Mr. Staynor and myself, which I now forward, as evidence of the spirit in which that gentleman has addressed himself to his task of reproving the alleged misstatements of the Report. It will be remembered that Mr. Staynor thought proper to append to his signature on the last page of the Report, a short protest in which he denounces the Report as containing misstatements of fact. Feeling greatly surprised at this assertion, but convinced at the same time that, if the Report did really contain any such errors, it was the duty of Mr. Staynor to aid in correcting them. I addressed to him the first letter of the series, offering to delay the presentation of the Report so as to allow time sufficient for the correction of the alleged errors. I venture to refer to that correspondence, in order that His Excellency the Governor General may form his own conclusions, from the tone of my offer and that in which it is responded to by Mr. Staynor, whether that gentleman or myself is the most obnoxious to the charge of acerbity of manner, of which he has accused me more than once. It will be plainly seen, moreover, from that correspondence that what Mr. Staynor terms in his protest "statements of fact," he upon reflection, acknowledges to be nothing more than "impressions" on the minds of his colleagues, from which he differs.

E. D.

[* A copy of the paragraph in question is transmitted herewith, Enclosure 5.]
[† Enclosure 6.]

equal to my colleagues; but I will never put my hand to a recommendation with the conviction strong upon me, as it is in the present case, that its adoption would involve consequences of the most mischievous nature.

The Commissioners have not, I am persuaded, attached sufficient importance to the consideration that the expenses of the establishment are in a rapid course of increase from the improved means of conveyance required to satisfy the demands on all hands for a more speedy and more perfect conveyance of the Mails. The increased cost, indeed, attending the acceleration of the pace of a Mail conveyance is seldom properly estimated except by those who have had actual experience in the business. The communication between Quebec and Halifax alone, in the conveyance of our English Mails (already referred to in page 96) is of itself a very heavy charge on the revenue.

Note.—* Vide remark thereon, B. C. D. E. F. G. (Enclosure 4.)

Certain remarks of mine in my capacity as Deputy Post Master General, which will be found in part I, page 197 and 198 of the Appendix, originally included observations on the estimates in question; but the Commissioners have not published this portion of my observations, nor have I now the means of supplying the deficiency.

Under this head I cannot repeat too decidedly an opinion which will be found in different words in other parts of this statement, namely: that I do not concur in the belief that the adoption of the new system of rates proposed by the Commissioners will furnish means for a self sustinment of the Department in Canada alone or throughout British North America; on the contrary, the more I consider the matter the more convinced am I that it would be a suicidal act to adopt the recommendation of the Report on this subject in *extenso*, without a previous provision for meeting a *probable*, I may say indeed a *certain*, deficiency of revenue. It is of course impossible to demonstrate the truth of my views by figures; but with the experience I have had in the working of the Post Office in British North America for so many years, I do not think it is presumptuous in me to say that I know, as it were intuitively, what the general result of the experiment would be.

I am a friend to many points of the reforms suggested in a degree quite equal to my colleagues; but I will never put my hand to a recommendation with the conviction strong upon me, as it is in the present case, that its adoption would involve consequences of the most mischievous nature.

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and its constantly augmenting, as well from the increasing weight of the newspaper part of the Mail, (although unproductive as a source of revenue,) as from the increased calls of the public for greater expedition. I beg to observe that the route last alluded to is the most important we have, inasmuch as it is the principal channel of our intercourse with the Mother Country during six months of the year; and until it is improved to the utmost extent of its capabilities, the public will not be satisfied. I may add too, that there is a strong disposition in the inhabitants of Canada, especially in the mercantile classes (and I think it a commendable one if not carried too far) to require a very large and perfect Post accommodation generally. Our close proximity to the United States,

I consider this a very important admission, though somewhat at variance with other parts of Mr. Stayner's representation.

E. D.

and assuredly it is a point not to be lost sight of when contemplating the possible effect of a very important alteration in the tariff of rates.

It may be naturally expected that having expressed such strong objections to the unqualified adoption of several of the most material of those suggestions of my colleagues which are likely to affect the revenue, I should be prepared to place my own views thereon in a more precise shape than I have done. This I shall now attempt to do.

This also, however gratifying in itself, is inconsistent with those parts of Mr. Stayner's representation in which he speaks of a large increase of expenditure as necessary, means or no means.

E. D.

on the one hand the creation of a surplus would be objectionable, the existence of a deficit should be avoided. In this I fully concur, and it is from my firm conviction of the wide departure from this governing principle, in which the unconditional adoption of these recommendations would involve the Establishment, that I am led to dissent from them in the shape in which they appear in the Report.

I have already stated that I should be well pleased to see both the weight system and the scale (No. 4,) of rates, as described in the Report, pages 201, 212 and 215, in operation; but that I am convinced that the unassisted resources of the Department would be found totally inadequate to the immediate accomplishment of these objects in their full extent.

I will now proceed to shew what I conceive may be prudently attempted in these branches of reform with the revenue of the Department, keeping in view the large expenditure which will inevitably follow the proposed change of system in the Eastern Provinces, and which I am persuaded cannot immediately draw forth a reimbursing income.

This proposal leaves the two great commercial rates, if I may so speak, meaning the great commercial cities,—absolutely untouched.

E. D.

For distances over 300 miles be put in operation as soon as convenient, say from the 6th January, 1843. That from the 6th January, 1844, the reduction of the intermediate rates be adopted, and from the 6th January, 1845, the weight system. Time would thus be afforded to the revenue

Note.—The scale of rates would then stand thus—

For distances up to 30 miles inclusive	2d. 6y.
From 31 to 60	4d.
61 to 100	7d.
101 to 200	9d.
201 to 300	11d.
over 300	1s.

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between each change to recover its elasticity, and derive the advantage which the impulse given to correspondence by these several reductions of charge to the public may reasonably be expected to produce; and though a deficit might, and very probably would follow upon the final accomplishment of the scheme, it would not, I trust, be considerable; more especially as I should propose that any surplus accruing in the two years of transition should be applied as a fund to meet the impoverishing effect of the adoption of the weight system in the third year. But under this or any other plan, I must be permitted to repeat my earnest recommendation that even a possible deficiency in the revenue should be provided for; and I think that the only safe mode, as I view the subject, by which these important improvements could safely be put

And thus re-introduce that very principle of action which was the great blot in the project of 1834, so emphatically condemned by Mr. Stayner. (Supra.)

E. D.

to the forms contemplated, explaining amongst other things, that the Department in British North America should have the full benefit of the receipts of Provincial postage. That the general management as being essential to the interests of all the Provinces, and to an impartial distribution of Post Office accommodation throughout their whole extent, should continue with the Post Master General of the Empire, subject to such a surveillance of the respective Provincial Governments as shall be found consistent with His Lordship's control, and conducive to the well working of the Establishment. That an account of the English postage collected in the Provinces shall be kept and the amount remitted to the General Post Office, London; and that as regards the introduction of the weight system, and the reduction in the postage scale, that it should be stated that these measures, however cautiously approached, would entail a material risk of a deficiency in the Post Office revenue; that in the event of such an exigency the Post Master General's Deputy, upon application through the Governor General, shall obtain upon His Excellency's warrant, from time to time, imprests from the Commissariat Chest of such sums as he may require to carry on the service; and that at the end of the year when the Post Office annual accounts are made up, each Province shall be required to make good the loans from the Commissariat Chest in proportion to its population.

That it would depend on the expression of the opinion of the Legislatures in this regard whether these important improvements should be introduced gradually

And just as it was in 1834, the refusal of any one Legislature would defeat the whole project.

E. D.

as the financial means of the Department warrant-ed, or whether they shall be immediately adopted in their full extent, upon the understanding that the provision for the material deficiency which might then be certainly looked for, would be made in the manner thus described.

These conditions are plain and simple, and withal I think so equitable that they can hardly fail to be satisfactory to the several Legislatures; and should an unreserved guarantee for possible deficiencies in the resources of the Department be obtained, then every obstacle to continued and enlarged improvement throughout the extent of the country will have been removed.

Further I beg to say, that I do not consider it at all necessary to wait the result of an appeal to the Provincial Legislature before adopting the changes recommended with regard to newspapers and pamphlets; and with regard likewise to a change in our mode of dealing with American Postage.

I am quite willing so far as I am concerned, to surrender the privileges I enjoy under both these heads, trusting to the Post Master General and Her Majesty's Government for such compensation as I may be considered entitled to therefor, as well as for such increase

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to my fixed salary as it may be deemed just to allow me under a new arrangement.

The American Postage to be merged in our revenue upon the principle suggested in my Report to the Post Master General, dated 25th September, 1837, 2nd, 3rd and fourth articles. See Appendix, part 1, page 131.

A National treaty, such as suggested in the Report, page 265, to be the subject of attention afterwards.

I submit also that immediate steps should be taken to improve the Surveyor's and Accountant's Departments, and the force in the Deputy Post Master General's Office.

The establishment of all the larger Offices should be speedily looked to and placed on a proper footing; and the Forward system with an attendant scale of compensation to the Post Masters in charge of Forward Offices, be adopted as soon as practicable. In like manner the night work should be provided for.

The change in the scale of compensation to the Deputies generally calls likewise for early attention; but perhaps it may be found expedient to postpone the final consideration of this part of the subject until the Government shall be prepared to pronounce upon the adoption of the new tariff of rates and the weight system recommended in the Report, at which time also the question of abolishing the franking privilege of Post Masters, noticed in page 16 of this communication will I trust be decided upon.

Humbly submitted.

(L. S.) (Signed) T. A. STAYNER.

Quebec, 2nd April, 1842.

[Enclosure 1.]

Letter from the Secretary to Post Office Commission to Mr. Stayner, relative to Freer correspondence.

OFFICE OF THE POST OFFICE COMMISSION,
KINGSTON, 16th November, 1841.

SIR,

I am directed by the Post Office Commissioners to request that you will be pleased to furnish them by return of Post, if possible, with copies of your correspondence with the General Post Office, London, on the subjects of the late vacancy in the Surveyorship of Upper Canada,—your appointment to it of Mr. Freer, and the subsequent appointment of Messrs. Berezy and Richardson.

They are desirous to be informed at the same time, who is at present the Surveyor for Western Canada; if Mr. Richardson, whether his appointment is temporary or permanent; and who is acting or was appointed to act as Post Master in his place; and on what conditions, as regards the tenure and emoluments of his Office, he was so appointed.

If there be any portion of the correspondence which has taken place with Mr. Berezy on any of these subjects, which you do not consider private, the Commissioners are desirous to have copies of it, as also of the correspondence with Mr. Richardson and the Post Master at Brantford; together with such further information as you may see fit to supply.

I have the honor to be, Sir,

Your most obedient humble servant,

(Signed) CHRIST. DUNKIN.

T. A. Stayner, Esq.
D. P. M. Genl.
&c., &c.

[Enclosure 2.]

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Statement of Mr. Stayner, the Deputy Post Master General, in reference to the appointment of Mr. Berezy, the Post Master at Toronto to act as Post Office Surveyor to the Upper District.

Mr. James Porteous, who was Post Office Surveyor for the Upper District, was in September, 1840, appointed by me to succeed his uncle the Post Master at Montreal. The Post Master General, by the Secretary's letter of the 19th October, approved of this; as he did also of my nomination at the same time of Mr. Edward Freer, First Clerk in my Office, as Surveyor in the place of Mr. J. Porteous. The approval of the Post Master General was received by me the 5th of November, a few days after the formation of the Post Office Commission. I beg to submit a copy of my correspondence with the General Post Office, London, on this subject. [Enclosures 1 and 2 in Appendix L. No. 10.]

Being under the necessity of removing to Montreal where the Commission was sitting, and of taking one of my Clerks to assist me with my correspondence, &c., I found it impossible to spare Mr. Freer from Quebec whilst I was away from that City; and therefore, after signifying to the Messrs. Porteous' that the Post Master General had approved of the exchange, I informed them that I would carry it into effect so soon as I was at liberty to send a successor to Mr. James Porteous, to Toronto. A few weeks after this the elder Mr. Porteous importuned me to relieve him from the duties of the office, alleging that his health was becoming daily more infirm, and that he found himself unequal to the charge. Mr. Porteous renewed his demand so frequently that I was compelled at length to endeavour to meet his wishes; but I was at a loss as to the means of accomplishing it. Mr. Freer I could not spare, for (as already stated) his presence at Quebec whilst I was absent, was indispensable; and I knew not how or where to select a person who could discharge the duty properly, and who would be willing to undertake it for the probable short period that would be required. I, however, thought of Mr. Berezy (who had formerly been Surveyor and in whose fitness for the duty I had every confidence, provided he could only find time for it) and I wrote early in the month of December, asking him if he could for a short period until I should be able to part with Mr. Freer, to undertake the Surveyor's duty. I proposed the 6th of January as the period for relieving old Mr. Porteous, and consequently wished the Surveyor to leave Toronto about that time. My letter to Mr. Berezy on this subject was a private one; and I have no copy of it; but so far as my memory serves me I represented to him as follows: that I should only require his services for this extra duty until the Post Office Commission had closed its proceedings, which I thought would be in the course of the winter, when I would return to Quebec and send off Mr. Freer to relieve him: that I would request Mr. James Porteous to get his work well up, to preclude as far as was possible the necessity for travelling duty during the short time he (Mr. Berezy) would be employed as acting Surveyor; and that if he thought he could under those circumstances accept the charge, I should be pleased. I promised at the same time that he should receive the Surveyor's salary at the rate of £150 per annum whilst thus employed.

Mr. Berezy replied to me on the 11th December, saying that he was willing to undertake the duties from the 6th January, and to conduct them until the regular successor to Mr. Porteous could go up. The arrangement thus took effect, and although, owing to my continued detention at Montreal, I have not as yet been able to send Mr. Freer to his post, I can conscientiously declare it is my belief that the public service has not suffered by my provisional measure; but on the contrary I am satisfied that Mr. Berezy, through his laborious exertions by working (which I know he has done) *night and day*, has kept the Surveyor's duties in good order. I was naturally aware when the arrangement was made, that Mr. Berezy could not with propriety leave his office for any considerable

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length of time, and that consequently he could not undertake much, *if any*, travelling duty,—and I had as far as possible provided against any inconvenience arising from this cause during the few weeks that I supposed Mr. Bercezy might hold the charge. There were no claims for new offices calling for immediate attention except what Mr. Porteous had reported upon; or would report upon, before quitting Toronto; and I considered that travelling for other objects, should a necessity for it arise, might be managed by other means; and this has been done in the case of a missing money letter posted at Dunnville and addressed to Erieus. As soon as the circumstance was reported to me, I directed Mr. Bercezy to send on Mr. Richardson, the Post Master of Brantford (who had more than once performed similar duty) to inquire into the matter. This is the only case involving the necessity for a journey which has occurred since the arrangement went into effect; but I took advantage of Mr. Richardson's engagement to desire him to look into other matters which required investigation. I have not paid Mr. Richardson, nor have I received a Report of his proceedings; but I think he should be paid about 15s. a day, besides his actual travelling expenses.

I am quite free to admit that it would have been wrong in me to have made the arrangement in question with a view of continuing it for any considerable length of time; but when I made it I fully hoped to have had it in my power to relieve Mr. Bercezy from his temporary charge in the month of February. I thought that the arrangement would not have continued for more than six, or at the most eight weeks; and with this in prospect, I did not see what better course was left for me.

With regard to having addressed a private letter to Mr. Bercezy when desirous of knowing if he could take the Surveyor's duty, I beg to say, that I did so because I wished for the moment to keep my plans (as they might effect the individuals in my own office) to myself.

Respectfully submitted.

(Signed,) T. A. STAYNER.

7th May, 1841.

Correspondence appended to Enclosure 2.

(Copy.)

ERIEUS, POST OFFICE,
8th March, 1841.

SIR,

I beg to report to you, for the information of the Post Office Department, that a money letter containing Two hundred pounds currency, viz: 70 \$10 Bills and 2 \$50 of the Gore Bank, mailed at Dunnville on the 9th January last for this office, and addressed to Mr. Thomas Pardo, has never reached here or been received at this office.

Mr. Pardo received a letter from his correspondent on the 22nd ultimo, informing him of the remittance, and on his stating the circumstance to me, I immediately wrote by return of Mail to the Post Master at Dunnville, and in his answer to my communication received by this morning's Mail, states that a money letter was mailed as above, and forwarded by the Port Dover route.

I have, therefore, every reason to believe that the letter alluded to has been abstracted from the Mail in its transit to this Office.

I am, Sir,
Your very obedient servant,

(Signed,) J. M. LITTLE.

To the Post Office Surveyor,
City of Toronto.Appendix
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P. S.—I beg to enclose to you herein Mr. Gesner's letter on this subject, shewing a probability that the Post Master at Dunnville might have addressed the packet to a wrong office.

(Signed,) J. M. LITTLE,
P. M.

CLEARVILLE P. O., 25th February, 1841.

DEAR SIR,

In reply to your communication of the 24th instant, I have to say, that I have made it a part of my duty to examine the direction and seal of the sealed bag. It is possible that I might have omitted to inspect the seal as closely as I might have done every time; but my intention has been for some time past to examine every time I receive the Mail, *both the lock and sealed bag*.

As to the sealed bag to which your inquiry is confined, I have no recollection of the seal being broken, or anything wrong relating to it.

I hope the money may be safe, and trust it is.

I am, dear Sir,

Your most obedient humble servant,

(Signed,) D. H. GESNER,
P. O. Clearville.Mr. W. H. White,
Assistant P. M.
Erieus.

P. S. Mr. Sheldon has received several money letters from Dunnville directed to this place. One was mis-sent to Oxford, and another to Port Talbot. I mention this to shew the possibility of the same thing occurring with letters for your office.

(Signed,) D. H. G.

(Copy.)

TORONTO, 15th March, 1841.

SIR,

I beg to enclose a copy of a letter from the Post Master of Erieus, by which you will observe that a money letter containing £200, to the address of Mr. Thomas Pardo, which was mailed at Dunnville on the 9th January last, had not on the 8th instant reached its destination. I also enclose a letter from the Post Master of Clearville to Mr. Little who states that, although he has made it a point to examine the seals on the canvas bag, that he has not observed anything wrong, and at the same time stating that the letter may perhaps have been mis-sent to either Port Talbot or Oxford.

I have by this day's mail written to the following Post Masters, at Dunnville and Erieus, for further information on the subject, and the Post Masters of Port Talbot and Oxford, to know if they have a letter to the address of Mr. Thomas Pardo in their office; and I shall await answers to those letters before proceeding any further in the matter, and on receiving the same, should I consider it necessary to do so, I will proceed on the route; but with the little information I am now possessed of, I do not consider it advisable to leave my other duties standing for that purpose.

I am Sir,
Your obedient servant,

(Signed,) CHAS. BERCEZY.

T. A. Stayner, Esquire,
D. P. M. General,
&c., &c., &c.

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MONTREAL, 20th March, 1841.

Sir,

I have to acknowledge the receipt of your letter of the 15th instant, and its enclosure on the subject of a missing money letter containing £200 posted at Dunnville on the 9th January last, and addressed to Mr. Thomas Pardo of Erius.

You appear to have taken the necessary preliminary steps for investigating the case; but as a personal inquiry holds out the probability of a more satisfactory issue to every question of this kind, some intelligent and trusty officer of the Department must immediately be despatched with the necessary instructions.

I am well aware you have many pressing matters to attend to just now which require your continued presence at Toronto. This being the case, I request of you to call upon Mr. Richardson of Brantford to undertake the task, giving him the necessary instructions therefor. Whilst Mr. Richardson is upon this mission he must institute an inquiry in reference to the complaints contained in the accompanying letter from Mrs. Anna R. Dickson, of St. Martin's, near Paris, U. C. Mr. Richardson should endeavour to learn from Mrs. Dickson, to what office her suspicions are directed; the lady's representation is not sufficiently circumstantial to be of much use in the prosecution of the investigation which she desires should be made.

Adverting to your letter of the 15th March, enclosing Mr. Robert Wood's letter on the subject of the Howard Office, I wish you to direct Mr. Richardson to visit the said office, and to institute a searching inquiry into the mode in which the duties are performed. There have been many complaints against that office; but Mr. Porteous, the late Surveyor, informs me that he could never make anything of them. He had, however, never visited the office, and I think it is full time that it should be scrutinized, so that if abuses do exist they may be suppressed. If Mr. Richardson should find a necessity for it he should immediately remove Mrs. Wheatley from the charge. If she is to remain Post Mistress she must find a new Bondsman to replace Mr. Wood, who is desirous of being relieved from his obligation on her behalf.

I am, &c.

(Signed,) T. A. STAYNER.

Charles Berczy, Esquire,
&c. &c. &c.

[Enclosure 3.]

NOTES UPON SCALES OF POSTAGE.

The accompanying "Scales" shew what would be the effect upon the revenue of reducing the rates, supposing that no increase took place in the number of letters sent by the Post.

We have had no experience in Canada of the effect upon the revenue of a change in the postage rates; and I cannot, therefore, express an opinion upon the subject with much confidence. I, however, entertain no doubt that a reduction in the postage would encourage the transmission of letters by the Post, and in any scheme of reduction which is likely to be adopted, I should hope with the improved prospects of the country, that although the revenue would at first fall off, it would within a year or two return to its present mark, and eventually go beyond it.

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In submitting to the Commission as I now beg to do, four schemes of new rates, I will take them in the order they are numbered, and make some brief remarks on each.

No. 1 it will be observed suggests a rate for distances under 30 miles of 3d. being less by one third than that hitherto charged; it make 1s. 3d. the maximum charge after 400 miles, and reduces the rates on some of the intermediate distances,—the loss upon the number of letters posted last year would be £4,098 7st 1d. I believe that a considerable increase of correspondence upon the short and the extreme long distances would follow the adoption of this plan; but the most important of the rates, that of 9d. is not touched here.

No. 2 differs from the above in a reduction of the 9d. rate to 7½d. and the 11d. rate to 10d. and it shews a loss upon a year's business of £7529 12s. 1d. I am, however, of opinion that this scheme would not be found to produce more advantages, altogether, than the first. I mean by this, that unless a greater reduction were made upon the present 9d. and 11d. rates than that suggested in scheme No. 2, the increase of correspondence would not be considerable: the public would not be satisfied with the measure of reduction.

No. 3. The difference between this scale and No. 2 is, that in it I have reduced the 9d. charge to 6d., the 7d. charge to 5d., and the 11d. charge to 9d. The probable loss upon the year's business is stated at £11,448 7s. 1d. The striking off of 33½ per cent upon the 9d. rate shews (by the plan of computation adopted,) a loss upon that rate alone of £6,375; but as this rate includes the correspondence between the four principal Towns in the Province, I should hope that the alteration would secure to the Department a great number of letters that are now sent otherwise than by the Post.

No. 4. In this scheme I have departed from the last so far as to make the 30 miles rate 2d.; I have also made the 3d. rate extend to 80 miles, and have made from 80 to 200 miles 6d.; and the maximum rate over 300 miles 1s. This plan shews only five rates of postage; the other plans have seven.

I think the two penny rate would please the public, and that a material increase of business in the short routes would result from it.

The plans shew a reduction in the revenue (computed from the number of letters sent last year) of about 25 per cent, say £13,320 17s. 2d. Upon the whole I prefer this scheme (No. 4) to either of the others, thinking that it would give more general satisfaction to the public, and that ultimately the revenue would be improved by it.

It is scarcely necessary to remark that this recommendations is made on the supposition that if such a scale of rates be adopted, the Province may reasonably be expected to make good any temporary deficiency in the revenue of the Department, such as may occur should the increase of correspondence by Post prove to be less material than I have hoped it will be.

(Signed,) T. A. STAYNER.

Existing Scale of Rates, B. N. A.

For a distance not exceeding 60 miles.....	4½d
Do. do. 100 "	.....7d.
Do. do. 200 "	.....9d.
Do. do. 300 "	.....11d.
Do. do. 400 "	.....1s. 2d.
Do. do. 500 "	.....1s. 4d.
Do. do. 600 "	.....1s. 6d.
Do. do. 700 "	.....1s. 8d.
Do. do. 800 "1s. 10½d.
Do. do. 900 "2s. 1d.
Do. do. 1000 "2s. 3d.

And ascending 2d. every 100 miles.

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Present American Rates.	Rates suggested in the U. S.
Not exceeding	Under 50 miles.....5 cents
30 miles.....6 cents	150 "10 "
80 "10 "	400 "15 "
150 "12½ "	500 "20 "
400 "18½ "	Over 500 "25 "
Over 400 "25 "	

No. 1. Scale of Rates.

For a distance not exceeding		Miles.	Cy.	Letters.	£	s.	d.
($\frac{2}{3}$ of 416,000)	30	3d.	say	277,334	3,466	13	6
($\frac{1}{3}$ of 416,000)	60	4d.	"	138,666	2,311	2	0
	100	6d.	"	130,000	3,250	0	0
	200	9d.	"	510,000	19,125	0	0
	300	11d.	"	150,000	6,875	0	0
	400	1s.	"	120,000	6,000	0	0
	Over 400	1s. 3d.	"	74,000	4,655	0	0
					1,400,000	£45,652	15 6

Amount of Postage collected on above, at present rates..... £50,206 10 0
45,652 15 6
£4,553 14 6

One half of the probable reduction will, it is estimated, be taken from the collections at the Country offices, which are paid by a commission; deduct for this 10 per cent on the whole amount of deficiency..... 455 7 5

Probable loss should there be no increase in the correspondence..... £4,098 7 1

No. 2. Scale of Rates.

For a distance not exceeding		Miles.	Cy.	Letters.	£	s.	d.
	30	3d.		277,334	3,466	13	6
	60	4d.		138,666	2,311	2	0
	100	6d.		130,000	3,250	0	0
	200	7½d.		510,000	15,937	10	0
	300	10d.		150,000	6,250	0	0
	400	1s.		120,000	6,000	0	0
	Over 400	1s. 3d.		74,000	4,625	0	0
					1,400,000	£41,840	5 6

Amount of Postage collected on above at present rates..... £50,206 10 0
41,840 5 6

Carried Forward, ... £8366 4 6

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Brought forward, £8,366 4 6

Less corresponding reduction on Commission charge on collections at Country offices, say equal to 10 per cent on the whole..... 836 12 5

Probable loss, £7,529 12 1

No. 3. Scale of Rates.

For a distance not exceeding		Miles.	Cy.	Letters.	£	s.	d.
	30	3d.		277,334	3,466	13	6
	60	4d.		138,666	2,311	2	0
	100	5d.		130,000	2,708	6	8
	200	6d.		510,000	12,750	0	0
	300	9d.		150,000	5,625	0	0
	400	1s.		120,000	6,000	0	0
	Over 400	1s. 3d.		74,000	4,625	0	0
					1,400,000	£37,486	2 2

Amount of Postage collected on above at present rates..... £50,206 10 0
37,486 2 2

£12,720 7 10

Less corresponding reduction on Commission charge on collections at Country offices, say equal to 10 per cent on the whole amount..... 1,272 0 9

Probable loss, £11,448 7 1

No. 4. Scale of Rates.

For a distance not exceeding		Miles.	Cy.	Letters.	£	s.	d.
	30	2d.		277,334	2,311	2	4
	80	4d.		203,666	3,394	8	8
	200	6d.		575,000	14,375	0	0
	300	9d.		150,000	5,625	0	0
	Over 300	1s. 0d.		194,000	9,700	0	0
					1,400,000	£35,405	11 0

Amount of Postage collected on above at present..... £50,206 10 0
35,405 11 0

£14,800 19 0

Off 10 per cent for the reason assigned in the other Scales..... 1,480 1 10

Probable loss, £13,320 17 2

Assuming that no increase will take place in the number of letters.

Appendix
(F.)
26th March.

[Enclosure 4.]

Appendix
(F.)
26th March.

B.—PROPOSED ESTABLISHMENT, SORTING OFFICE, QUEBEC.

NAMES, OFFICES, &c.	Present fixed Salary.		Present gratuities from Boxes, Commissions, &c.		Total present clear income.		Proposed Salary.		Estimated for Gratuities, Boxes, and Commission for keeping accounts.		Total estimated income under the proposed establishment.	
	Sterling.		Sterling.		Sterling.		Sterling.		Sterling.		Sterling.	
	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.
John Sewell, Post Master, called First Clerk, appointed in 1834,	300	0 0	140	2 0	440	2 0	300	0 0	140	2 0	440	2 0
D. Logie, Second Clerk.....	120	0 0	1	1 0	121	1 0	130	0 0	1	1 0	131	1 0
A. Henderson, Third Clerk.....	90	0 0	1	1 0	91	1 0	125	0 0	1	1 0	126	1 0
D. M. Wright, Fourth Clerk.....	84	0 0	..	..	84	0 0	90	0 0	..	..	90	0 0
Proposed Clerk as Accountant.....	..	..	..	..	..	..	150	0 0	..	..	150	0 0
Proposed Clerk as Fifth Clerk.....	..	..	..	..	..	..	90	0 0	..	..	90	0 0
Proposed Clerk as Sixth Clerk.....	..	..	..	..	..	..	90	0 0	..	..	90	0 0
John Watts, First Letter Carrier.....	60	0 0	63	2 0	123	2 0	120	0 0	..	..	120	0 0
R. Patton, Second do.....	52	0 0	31	11 0	83	11 0	84	0 0	..	..	84	0 0
Proposed Third do.....	..	..	..	..	..	..	84	0 0	..	..	84	0 0

Two Mail Conductors or Guards with the Steamers between Montreal and Quebec, at £50 currency each, during the season of navigation. The Accountant to increase in 5 years to £180, and the 4th 5th and 6th Clerks in the same period to £125.

The duties of Mr. Sewell are those of a Post Master, although he is styled at the General Post Office, London. "First Clerk" in the Sorting Office. Whilst the Deputy Post Master General and his immediate establishment are at Quebec, the responsibility and labor of the First Clerk in the Sorting Office are in some degree lessened. In the event of the removal of the Deputy Post Master General from Quebec, the subject of this establishment may deserve further consideration. The great increase of business in the Sorting Office, growing out of the new Steam Packet communication with England, and which is increasing with every successive Mail, calls for an augmentation in the force of this Office considerably beyond what would be required for the ordinary business. I beg to explain that this arises from the necessity of despatching a great amount of work in the least possible time, without which the progress of the English Mails in their passage through Quebec, where the letters and papers for or from the interior are remailed, will be checked to the injury and annoyance of the public, and in short, to the defeating of the liberal object of Her Majesty's Government in forming the new system. Up to this time the increased labor has been got through by the assistance of the Clerks in my own, that is to say the Deputy Post Master General's Office, whenever an English Mail has been to make up, or despatch: but this cannot be continued, for the duties of my office suffer, and my Clerks are overworked. Some months since I represented to the General Post Office, the necessity of an increased force for the Quebec Sorting Office, and I was authorized by the Post Master General to employ the required hands. I have under that authority, as yet, engaged but one person (D. M. Wright.) and in the mean time have managed as well as I could, by affording assistance (as before stated) from my own office.

So much of the Post Master's time is occupied with the Mail service, that he has not for many months been able to attend properly to the making up of the accounts, and they are frequently in arrear. It would be an important improvement, therefore, in the organization of this Office, to have a Clerk especially entrusted with the accounts, and who would occasionally, as business pressed, lend his services for other duties. With a view, therefore, to the placing of this office upon an efficient footing, I propose that a First Clerk as Accountant, and a fifth and sixth Clerks as Sorters, should be added to the force of the Sorting Office. It has occurred to me that should the Account Branch continue at Quebec, the two additional Clerks asked for, for that Office, might be made available in the Sorting Office when the English Mails are received or despatched, and thus the necessity be obviated for having a fifth and sixth Clerk in the permanent establishment of the Sorting Office. At all events, this plan might be tried for a while until it could be ascertained whether it would answer or not.

D. Logie and A. Henderson have been from 10 to 12 years in the Department: their salaries were fixed by an establishment of the Post Master General's in 1834, respectively, at £110 and £80 Sterling, to increase in 5 years from that time to £120 and £90. I am, however,

of opinion that these persons should be better paid, and I have consequently recommended such an improvement in their salaries as I think they are fairly entitled to.

D. M. Wright was appointed in October last, at a salary of £84 Sterling, that is, about £100 currency. The Post Master General was pleased to leave the amount of salary to my judgment, and I think I erred in placing it so low. I am of opinion that no Clerk in a principal office, such as Quebec, where the labor is sometimes very severe, should receive less than that amount; and would also recommend that the fifth and sixth Clerks (if they are appointed) should enter at the same rate.

Letter Carriers. There are only two employed at Quebec, though certainly to deliver the letters with sufficient promptitude, more especially the Packet Letters which are constantly increasing in number, a third is required. If it is intended to do away with the gratuity of one penny, now generally paid to Letter Carriers, and which constitutes in some cases one half of their income or more, it will be necessary, in order to ensure the services of respectable men, to allow them higher salaries than are at present granted by the Department. Watts, the Senior Letter Carrier has been a number of years in the Department, I think five or six, and is a very useful man; for this reason I have recommended that his salary should be made £120 a year Sterling, which is about equal to what he receives under the present arrangement.

I have recently engaged two young men at £50 currency, each, for the summer, as Conductors of the Steamboat Mails between Quebec and Montreal.

I consider it incumbent upon me to represent to the Commission that the Sorting Office at Quebec is found to be quite too small for a proper despatch of the business which has arisen since the establishment of the Cunard Steamers: and the delay and inconvenience in assorting the English Mails (which are rapidly increasing in size) from want of space to work in, are becoming a serious evil. We require a room at least double the size of the present sorting room. The lease of the building now rented for the Post Office has two years to run; but long before that time has expired I am convinced that a larger sorting room cannot be dispensed with.

Should the Head Quarters of the Establishment be fixed at Quebec, I would recommend the erection of a suitable building out of the surplus revenue of the Department, which (having a view to the future growth of the Establishment) should include ample accommodation for its several branches; or in the event of the central Office being located elsewhere than at Quebec, I would recommend a similar course to be adopted,—that of providing in the central town, at the cost of Government, a suitable building for a General Post Office.

After bestowing very deliberate consideration to the subject of the Quebec Sorting Office, I do not see that the duties arising out of the improved Packet Service, and the inland Steam conveyance to and from Montreal can be properly carried on with a less force than I have estimated for.

(Signed,) T. A. STAYNER.

Appendix (F.)

C.—ESTABLISHMENT, MONTREAL.

Appendix (F.)

26th March.

NOTE.	NAMES, OFFICES, &c.	Present fixed Salary.	Present emoluments from boxes, commissions, &c.	Total present clear income.	Proposed Salary.	Estimated (for the future) for boxes, commissions, &c.	Total estimated income under the proposed establishment.
		Sterling.	Sterling.	Sterling.	Sterling.	Sterling.	Sterling.
		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1	James Porteous, appointed recently.....	300 0 0	289 1 10	589 1 10	350 0 0	203 0 0	553 0 0
2	First Clerk, H. A. Wicksteed, recently appointed, at present receiving £200 currency, one half of which is paid by the Deputy Post Master General. I have now proposed that the salary shall be £150 sterling, to increase in five years to £180 sterling.....	165 13 4	...	166 13 4	150 0 0	...	150 0 0
3	Second Clerk, W. Gillespie, 16 years service, present salary £140 currency or £116 13s. 4d. sterling.....	116 13 4	...	116 13 4	125 0 0	...	125 0 0
	Third Clerk, P. W. Cooper, 2 years service, present salary £140 currency or £116 13s. 4d. sterling.....	116 13 4	...	116 13 4	116 13 4	...	116 13 4
	Fourth Clerk, ——— O'Neill, 1 year's service, present salary £80 currency or £66 13s. 4d. sterling.....	66 13 4	...	66 13 4	90 0 0	...	90 0 0
	Fifth Clerk, (proposed).....	...	...	...	90 0 0	...	90 0 0
	First Letter Carrier, Huddell, £60 currency, salary, and £65 currency, gratuities.....	...	...	104 3 8	90 0 0	...	90 0 0
	Second do. Lyons, do. ....	...	...	104 3 8	90 0 0	...	90 0 0
	Third do. (proposed).....	...	...	...	75 0 0	...	75 0 0
	Porter and Messenger, with Lodgings.....	...	...	...	52 0 0	...	52 0 0
4	Office Rent, (see Note.)	...	...	...	...	...	...

26th March.

Note 1.—Mr. Porteous! Referring to the Returns of the late and present Post Master, I think the income I have assigned equitable.
 Note 2.—The first Clerk at present receives half of his salary from the General Post Office, and half from the Deputy Post Master General. This arrangement when made was considered provisional, and was sanctioned by the Post Master General, subject like other arrangements to revision by the Government upon receiving the Report of the Post Office Commission. I have now recommended for this first Clerk £150 sterling per annum, to correspond with that sum proposed for the first Clerk at the Sorting Office, Quebec. The new estimate is of course based upon a change (as regards the collection of American postage) which shall deprive the Deputy Post Master General of the emolument now derived by him there-

from. Until a change takes place it is but right that the Deputy Post Master General should continue to pay half the income of £200 currency.
 Note 3.—I have recommended a small addition to the salary of the second Clerk on account of length of service.
 Note 4.—The rent of the Montreal Office is paid by the Department. I recommend that stationery, fuel, lights, &c. should also, as the most equitable plan, be provided at the expense of the General Post Office, detailed statements of which to be furnished periodically by the Post Master, and declared or sworn to.
 (Signed,) T. A. STAYNER,
 D. P. M. G.
 March, 1841.

D.—ESTABLISHMENT, TORONTO CITY.

NOTE.	NAMES, &c.	Present fixed Salary.	Present emoluments from boxes, commissions, &c. Short items marked B.	Present emoluments from commission on United States Postage.	Present emoluments from per centage on Newspaper Postage.	Total of present emoluments deducting expenses.	Proposed fixed Salary per annum.	Estimated for the future for boxes, commissions, and other sources which are likely to continue.	Total estimated income under the proposed Establishment.
		Stg. 4s. 2d.	Stg. 4s. 2d.	Stg. 4s. 2d.	Stg. 4s. 2d.	Stg. 4s. 2d.	Stg. 4s. 2d.	Stg. 4s. 2d.	Stg. 4s. 2d.
		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1	Charles Berezy, Post Master, 3 years and upwards in office.....	200 0 0	525 16 1	127 2 0	60 1 4	623 1 3	300 0 0	136 8 4	516 8 4
	Do. Compensation for loss of commission on American postage, &c. (See note).....	...	...	...	...	...	80 0 0	...	
	First Clerk, £75 currency.....	62 10 0	...	...	...	...	100 0 0	...	100 0 0
	Second do. £40 currency.....	33 6 8	...	...	...	...	90 0 0	...	90 0 0
	Third do. (Proposed).....	...	...	...	...	...	80 0 0	...	80 0 0
	First Letter Carrier, relinquishing the gratuity of 1d. a letter.....	25 0 0	...	...	...	...	80 0 0	...	80 0 0
	Second do. do. do. (Proposed),	...	...	...	...	...	70 0 0	...	70 0 0

Note.—The rent of the Office, Stationery, Fuel, Light and Portorage, to be provided at the expense of Government, as recommended for the Montreal Office.

Note 1.—It will be seen by the Emolument Return furnished by Mr. Berezy, that during the last year ending 5th July, 1840, he derived an income from various sources of £747 13s. 6d. currency, or £623 1s. 6d. sterling. Owing to the transfer of the Government from Toronto, some of these items will fall off very materially. I have estimated that the Post Master may retain as follows:—
 Say boxes,..... £50 0 0 Currency.
 After hour letters,..... 13 14 1
 Commission on keeping accounts, 100 0 0

£63 14 1cy. or £136 8s. 4d. stg. but if they should exceed this estimate £30 or £40, the whole in addition to the salary I have proposed of £300, would not in my opinion be too large an income for an office of so much labor and responsibility as that of Toronto. In this project I have omitted the per centage (£72 1s. 7d.) derived from the collection of newspaper postage, and £152 10s. 4d. commission on United States postage, supposing that these advantages are to cease. Neither have I taken into account the sum of £46 12s. 7d. for the delivery of Town letters, as I shall consider that when the office is provided with letter carriers, all such postage should go to the general revenue. In addition, however, to the proposed salary of £300 per annum, I would recommend, in order to make his income for the future more nearly equivalent to what it now is, than it would be by the above scheme, that £80 per annum be allowed to the present Post Master

under the head of compensation for loss of Commission on American postage. It is true that Mr. Berezy appears to relinquish advantages much exceeding this amount, but altogether the arrangement which I propose will leave him as well off as he would be (under the continuance of the present system) when Toronto ceases to be the Seat of Government. It is necessary further to inform the Commission, that since the 5th July, 1840, (the date up to which Mr. Berezy completed his Emolument Return) his office has been placed in direct communication with the United States, by which his income has been increased at the rate of nearly £200 a year, derived from the American Post Office: it is true he has enjoyed this advantage but for a short period, and that he could therefore have a strong claim for compensation if he is deprived of it; and I would further observe that this source of income must now be sensibly diminished by the operation of the National Packets via Quebec and Halifax; still the fact may weigh with the Commission in deciding upon my suggestion that he should receive a certain compensation for the loss he may sustain by the proposed improved arrangement. In the event of a war with the United States it may be proper to revise the compensation allowance.

(Signed,) T. A. STAYNER.
 March, 1841.

Appendix (F.)

26th March

E.—ESTABLISHMENT, KINGSTON.

Appendix (F.)

26th March.

NOTE.	NAMES, &c.	Total present emoluments deducting expenses.	Present fixed Salary.	Present emoluments from boxes, commission for keeping accounts.	Present emoluments from per centage on newspaper postage.	Present emoluments from keeping U. States postage account.	Proposed fixed salary per annum.	Estimated for the future for boxes, commission for keeping accounts. £10 10s. cy. for boxes.	Total estimated income under the proposed establishment.
		Sterling.	Sterling.	Sterling	Sterling.	Sterling	Sterling.	Sterling.	Sterling.
		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1	R. Deacon. Post Master, 3½ years in office,.....	379 1 6	130 0 0	29 6 5	8 6 2	252 12 7	200 0 0	100 0 0	300 0 0
	Do. Compensation for loss of American Commission and Newspaper, (see Note.).....	.....	.....	.....	.....	.....	80 0 0	.....	80 0 0
	First Clerk, present allowance, £60 currency.....	.....	50 0 0	.....	.....	.....	90 0 0	.....	90 0 0
	2nd Clerk. (Proposed,).....	.....	.....	.....	.....	.....	80 0 0	.....	80 0 0
	First Letter Carrier, no fees to be allowed,.....	25 0 0	.....	.....	.....	.....	80 0 0	.....	80 0 0
	2nd do. (Proposed,).....	.....	.....	.....	.....	.....	70 0 0	.....	70 0 0

Note.—Rent of office, fuel and light, and stationery to be provided at the expense of Government, as recommended for the Montreal Office.

Note 1.—It will be seen by the Emolument Returns rendered by Mr. Deacon, that his chief income has been derived through the American Post Office. He states that this source of income is now considerably reduced by the establishment of the British Line of Steam Packets. On the other hand it is probable that the establishment of the Government at Kingston will materially improve the Post Master's profits from keeping the public accounts. I have estimated this improvement at about £90 a year; and as there can be no doubt that the general business of this office will immediately increase, I have proposed that the salary of the Post Master should be £200, and that two clerks and two letter carriers should be placed upon the Establishment.

The salary now suggested of £200, (being an increase of £70

on the present salary,) and compensation allowance of £80, are of course based upon the supposition that this Post Master, like others, will be deprived of his American Commission and Newspaper money. The compensation, it is true, is not equal to the sums now received by Mr. Deacon from the two sources just named: but considering the advance in the salary, and that I propose Government should furnish office, fuel, light and stationery, it appears to me that he will be fairly compensated by the above arrangement. In the event of war with the United States, it might be proper to revise the compensation allowance.

(Signed) T. A. STAYNER.

March, 1841.

F.—THREE RIVERS ESTABLISHMENT.

NOTE.	NAMES, &c.	Proposed fixed salary.	Present allowance for stationery. £S cy.	Total present income, omitting stationery allowance.	Proposed salary.	Allowance for stationery and office, fuel, &c.	Total estimated income for proposed establishment.
		Sterling.	Sterling.	Sterling.	Sterling.	Sterling.	Sterling.
		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1	John Robertson. 5 years service, £90 per annum,.....	75 0 0	6 13 4	75 0 0	80 0 0	20 0 0	100 0 0
	Assistant proposed,.....	.....	.....	.....	30 0 0	.....	30 0 0

Note 1.—It being desirable in my opinion that Three Rivers should be made a Forwarding Town for the Eastern Townships, I have proposed an increase in the emoluments of the Post Master, and I have likewise recommended an Assistant. The duties of this office have become more troublesome and laborious than they have heretofore been, in consequence of the establishment of the Steamboat Line of Mails, which obliges the Post Master, during the summer, to rise twice a night, (six nights in the week,) to change the Mails.

(Signed) T. A. STAYNER.

G.—RETURN OF OFFICES in communication with the United States, (not provided for in the Special Establishments laid before the Commission,) the income of which will be affected should American Postage become merged in British Postage, as I have recommended. My idea on the subject is, that the Commission allowed by the United States Post Office should go to the funds of the General Post Office in the country, and that the Post Masters should be paid a fixed allowance each, for performing the duty. The offices are as follows:—

		£	s.	d.
1	Queenston, Jno. Stayner, P. M., } Annual income from all sources stated at £443 2s. 7½d. currency,.....	Sterling,	369	5 6
2	Sandwich, Edward Holland, P. M., } Annual income from all sources computed at £93 6s. 8. currency,.....	"	77	15 7
3	Prescott, A. Jones, P. M., } Annual income from United States Postage, £56 5s. 9d. currency,.....	"	46	16 6
4	Stanstead, P. Hubbard, P. M. } Annual income from United States Postage, £65 currency,.....	"	54	3 4
5	Woodstock, N. Bk., R. English, P. M., } Return not received, but I have reason to think the annual income from United States Postage would be about £65 currency,—say £65 currency; and it is rapidly increasing, say.....	"	55	0 0

Proposed.

1. Queenston.—Post Master's salary, Sterling, £200	
Office rent, fuel and stationery,....	40
Clerk,.....	80
	£320 0 0

I have placed this establishment at a lower charge than the apparent income at present, for two reasons; one is that the freight money has ceased, and that I consider a Post Master not entitled to any compensation on that score,—and the other is, that there will be less labor at this Office under the proposed new system than the present one. In the event of a war with the United States, the chief business of the Queenston Office would cease, and the establishment would then require revision.

2. Sandwich.—This Office from its situation, opposite to Detroit, and being in communication with the United States, is of growing importance. I would recommend a salary not exceeding £60 sterling per annum, and an allowance for office rent, fuel and stationery, of £20 sterling. In the event of a war with the United States, the income of the Post Master would require a revision. Total sterling,..... £80 0 0

3. Prescott.—I would recommend for this Office a commuted allowance of £25 sterling a year, for the United States business to cease in the event of a war with the United States..... £25 0 0

4. Stanstead.—I recommend for this Office a commuted allowance of £40 sterling, for the United States business, to cease in the event of a war with the United States. It may be objected that the proportion differs materially from that assigned to Prescott.

Appendix (F.)
26th March.

[Enclosure 5.]

Paragraphs omitted from Mr. Stayner's Remarks in Appendix L, No. 9.

I have next considered it necessary to recommend a reform of the present Establishments of the principal Offices, these are :

- B. Quebec,
- C. Montreal,
- D. Toronto,
- E. Kingston,

to which, although it is not a first class office, I have added Three Rivers, because there are some peculiar circumstances connected with that office which make it advisable, in my opinion, to deal with it separately rather than to include it with other offices. These reasons are given in the paper marked F.

Besides the above I recommend a different mode of compensating the following offices which are directly in communication with the United States, viz :—

- Queenston,
- Sandwich,
- Prescott,
- Stanstead,
- Woodstock,

} Included in one return marked G.

I trust I shall succeed in making it apparent to the Commission, if it is not already so, that all the offices above referred to, require to be placed upon a new footing. I have stated certain reasons in support of this view under the head of "Notes" in each several return or estimate, and upon these I am prepared to afford such further explanation as may be required.

Since preparing the above I have considered it my duty to submit to the Commission the insufficiency of the accommodation in the Quebec Sorting Office, together with a suggestion for the erection of a General Post Office building, whenever the Head Quarters of the establishment shall be permanently fixed.—See Paper B.

T. A. S.

[Enclosure 6.]

Correspondence between Messrs. Stayner and Dowling, relative to the dissent of the former from certain statements in the Report.

GENERAL POST OFFICE,
Quebec, 3rd February, 1842.

Sir,

I forward by this day's Post in a box to your address, the Post Office Commission Report, which was received by me on the 17th ultimo, accompanied by a letter from the Secretary of the Commission, dated the 31st of the preceding month, informing me that the Commissioners (meaning doubtless you and Mr. Davidson) had agreed thereto, and requesting me to forward it to you at my earliest convenience.

At Prescott, however, a large share of the American correspondence is with the people of that town; and should the American be blended with the British postage, the Post Master will retain his commission thereon,—whereas at Stanstead the chief part of the correspondence is for distribution. Say sterling..... £40 0 0

5. Woodstock; N. Bk.—For this Office I should think it fair to recommend a commuted allowance for American postage, (to cease in the event of a war with the United States) of sterling..... £50 0 0

(Signed) T. A. STAYNER.

March, 1844.

I have detained the Report no longer than was absolutely requisite to enable me to read it over once, and to have it copied, the latter measure being imposed upon me by the necessity for protesting against much that appears in the Report, and which I shall do so soon as papers for which I have sent to Kingston are supplied to me.

The Secretary's letter does not request me, in so many words, to affix my signature to the document, and I think besides that it would have been more in order had you signed it first. Nevertheless, believing it was sent to me to be signed, and being anxious by every means in my power to aid in bringing the proceedings to a conclusion, I have attached my name, placing the same over the pencil initials marked by the Secretary, and qualifying my acquiescence by a note, to which I have also appended my signature.

I have the honor to be,

Sir,

Your most obedient servant,

(Signed) T. A. STAYNER.

Edward Dowling, Esquire,
&c. &c. &c.

P. S. You will observe that I have made a few marginal notes in pencil where I have discovered errors which are evidently clerical.

T. A. S.

Montreal, February 8th, 1842.

DEAR SIR,

On Saturday afternoon I received your letter accompanying a copy of the Report of the Post Office Commission.

The manner in which on former occasions you viewed some of the principal topics discussed in that document had prepared me to receive without surprise, though not certainly without much regret, your present dissent from many of the recommendations which we have thought it our duty to make.

But there is a passage in your Protest, to which I must take leave to call your attention. I allude to that in which you observe that there are some "statements of fact" in which you differ decidedly from the other Commissioners. As a Member of the Commission (in which capacity alone you have signed the Report) you would not, I presume, desire that erroneous statements of fact, which is in your power to correct, should be submitted to the Executive authorities and promulgated, perhaps, to Parliament, and the public. But I am anxious that you should know how gladly I would co-operate with you in correcting any errors of fact which may be proved to exist in the Report as it now stands. It is not yet too late for such corrections. I may regret that you allowed a lapse of seventeen days, during which a copy was in your possession before you affixed your signature, without communicating to me on the subject of the alleged errors; but, nevertheless, I should not hesitate to request Mr. Dunkin to delay the presentation of the Report for a time sufficient to allow of my receiving your answer to this letter, and giving due consideration to such suggestions as that answer may contain.

In the postscript to your letter of the 3rd inst., you inform me that you have made some marginal corrections of errors which were "evidently clerical." I cannot doubt that, upon further consideration, you will deem it to be not less your duty to suggest the correction of those errors, if any such there be, to which your Protest seems to allude as bearing a graver and more important character.

I have the honor to be,

Dear Sir,

Your most obedient servant,

(Signed) EDWARD DOWLING.

T. A. Stayner, Esquire,
&c. &c. &c.

Appendix
(F.)

26th March. Sir,

I had the honor this morning to receive your letter of the 8th instant, post marked the 9th, and I lose no time in replying to it.

You refer to a passage in my Protest upon the Report wherein I observed that there are some *statements of fact* in which I differ decidedly from the other Commissioners, and you go on to say, that as you presume I do not desire that erroneous statements of fact which it is in my power to correct, should be submitted to the Executive authorities and promulgated, perhaps, to Parliament and the public, you do not doubt that upon further consideration I will deem it my duty to suggest the correction of those errors.

In answer to your communication I desire to state, that the facts to which I allude in my Protest, are facts that were under discussion when I and you were in our places as Members of the Commission; that I then as well in my capacity of Commissioner, as in that of Deputy Post Master General, spared no exertion to prevent your adopting what I conceive to be erroneous impressions in regard to any and every matter that came before us, and that as I could only now repeat the same observations and the same averments that I made at the proper time without avail, I cannot flatter myself with the expectation that I should now effect a different result; nor indeed, will I consent to expose myself to a repetition of the mortification on that score which I then endured.

I was informed officially that you and Mr. Davidson had agreed to the Report as it was sent to me; and I therefore beg to decline entering into any further discussion with you of the points to which you have called my attention.

You are pleased to observe and regret that I allowed seventeen days to elapse whilst the copy was in my possession without communicating with you on the subject of those alleged errors. It is certain that I kept the Report in my office about the number of days you mention, which was only sufficient time to enable a rapid writer to make a copy of it. My first hurried reading of the document taught me that a copy of it was essentially necessary for me.

As to my referring to you on the subjects upon which we differed, you will perceive by what I have said above that I could have entertained no intention of doing so.

GENERAL POST OFFICE,
Quebec, 11th February, 1842.

The day following that on which I was put in possession of the Report, I wrote to the Secretary, Mr. Dun-kin, for certain papers which I had laid before the Commission, without which I could not prepare my views. Owing to a demur about parting with them, they have only reached me this day.

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

(Signed,) T. A. STAYNER.

Edward Dowling, Esquire,
&c. &c. &c.

Montreal, February 15th, 1842.

Sir,

I should not, probably, have thought it necessary to trouble you with my letter of the 8th instant, could I have supposed that the passage in your Protest which alleges that facts are misstated in the Report of the Post Office Commission referred merely to certain impressions now embodied in the Report, but which you formerly used great exertion to remove from the minds of Mr. Davidson and myself. I was not unprepared for the expression of your dissent from some of our views; but I was surprised, I confess, at seeing it asserted that we had misrepresented facts, for such was the sense in which by a very natural error, I then understood the phrase in your Protest.

It is not, however, a source of unmixed regret to me that I have imposed upon you the trouble, unnecessary though it may have been, of reading and answering my letter. I cannot quite regret the opportunity I have thus had of assuring you with how much alacrity I should have applied myself, even at the eleventh hour, to the task of correcting any really erroneous statements. It was with that view that I wrote my letter, and not, as you seem to imagine, with the least intention of renewing *discussion* upon any question treated in the Report.

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

(Signed,) EDWARD DOWLING.

T. A. Stayner, Esquire,
&c. &c. &c.

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FOR
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- 3.—W. McCrae, Esq., Collector of Customs at St. Johns, L. C.
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- 8.—W. Dunlop Esq., Goderich, Huron District.
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- 178.—Farquhar M'Rae, Esq., Grand Voyer; Hope.
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- 179.—Victor Mignault, Esq.; Percé.
Franking Privilege of Post Masters—Mail Roads—Establishment of a Weekly Mail.
- 180.—Rev. Ed. Cusack, A. B.; Gaspé Basin.
Rates—Correspondence not by Mail—Reduction of Rates—Management of Post Office at Gaspé Basin.
- 181.—Jno. D. McConnell, Esq., Sub-Collector of Customs at Gaspé Basin; Quebec.
Mail communication between Gaspé Basin and Quebec—Remuneration of Post Masters—Rates—Communication by Mail Steamboat Unicorn.
- 182.—H. O'Hara, Esq.; Gaspé Basin.
Regulations of Department—Remuneration of Post Masters—Mode of Contract—Proposed Weekly Mail to Quebec.
- 183.—Geo. Solier, Esq., Merchant; Gaspé Basin.
Roads—Delay of Mail—Proposed Weekly Mail—Competition for Office of Mail Carrier—Offer of services as Post Master—Delivery of Gaspé Mail by Unicorn.

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- 1.—Edward Holland, Esq., Post Master; Sandwich.
Duties of Post Office at Sandwich—Remuneration—Arrangements for the carriage of Mails—Rates of Postage—Effect of reduction—Weight System—Franking Privilege—Payment of Civil and Military Department Postage—Inequality of Remuneration.
- 2.—Wm. Taylor, Esq., Post Master at Dawn Mills; Western District.
Franking Privilege—Losses sustained from trusting persons for Postage.
- 3.—R. Thompson, Esq., Post Master at Mosa; London District.
Emoluments—Duties of Office.
- 4.—J. McKirdy, Esq., Post Master at Amiens; London District.
His Emoluments and Franking Privilege.
- 5.—G. J. Goodhue, Esq., Post Master at London; London District.
Post Communication—Mode of Mailing—Intercourse with United States—Correspondence not by Mail—Rates—Newspapers.
- 6.—E. Ermatinger, Esq., Post Master at St. Thomas; London District.
Proposed Scale of Salaries to Officers—Duties of Office—Emoluments—Rates—Effect of reduction—Weight System—Newspapers—Franking Privilege.
- 7.—M. Burwell, Esq., late M. P. P., Post Master at Port Talbot; London District.
Administration of Post Office—Newspaper Postage—Emoluments of Deputy Post Master General—Post Office Accounts—Surplus Revenue—Remuneration of Post Masters.
- 8.—Jas. Bowes, Esq., Post Master at Bayham; London District.
His emoluments—Duties of his Office.
- 9.—Duncan Campbell, Esq., Post Master at Simeoc; London District.
Proposed line of Mails—Roads—Correspondence sent otherwise than by Mail—Reduction of Postage—Weight System—Newspapers.
- 10.—S. McCall, Esq., Post Master at Vittoria; London District.
Franking Privilege.
- 11.—Absalom Shade, Esq., Post Master at Galt; Gore District.
Franking Privilege.
- 12.—Jas. B. Ewart, Esq., Post Master at Dundas; Gore District.
Franking Privilege.
- 13.—Edm. Ritchie, Esq., Post Master at Hamilton; Gore District.
Remuneration to Officers—Franking Privilege—Internal Post communication—Correspondence not sent by Mail—Rates—Appropriation of Surplus Revenue—Proposed Scale—Effect of reduction of Postage—Weight System—Newspapers—Franking Privilege.
- 14.—W. H. Merritt, Esq., M. P. P., Post Master at St. Catherines; Niagara District.
Rates—Effect of reduction—Weight System—Newspapers—United States Postage—Subject of Post Office generally—His Emoluments—Expenses of the Office—Franking Privilege—Receipts on United States Postage—Per centage on Newspapers.
- 15.—A. Davidson, Esq., Post Master at Niagara.
Remuneration of Officers—Newspaper Postage—Proposed mode of transmitting the Mails—Correspondence not by Mail—Reduction of Postage—Franking Privilege.
- 16.—John Stayner, Esq., Post Master at Queenston; Niagara District.
Correspondence not by Mail—Rates—Effect of reduction—Weight System.
- 17.—Wm. Hepburn, Esq., Post Master at Chippewa; Niagara District.
Mail communication with the United States—Correspondence not by Mail—Rates—Proposed Scale—Effect of its adoption—Weight System.
- 18.—John Jas. Kirby, Esq., Post Master at Fort Erie.
His Emoluments—Franking Privilege.
- 19.—Chas. Bercezy, Esq., Post Master at Toronto.
Post communications—Proposed arrangements in Administration of Post Office—Remuneration to Officers—Conveyance of Mails—Penny Post System—Post communication with United States—System of Prepayment—Correspondence not by Mail—Rates—Proposed Scale—Weight System—Newspapers.
- 20.—Jas. Ashdown, Esq., Assistant Post Master at Vaughan; Home District.
Duties of his Office—Proposed improvements in the arrangements of the Post Office generally—Sub-Office System.
- 21.—R. Woodhill, Esq., Post Master at Stanley's Mills; Home District.
Franking Privilege.
- 22.—Geo. Bell, Esq., Post Master at Caledon.
Franking Privilege.
- 23.—Alex. Lewis, Esq., Post Master at Mono Mills.
Franking Privilege.
- 24.—J. F. Robinson, Esq., Post Master at Bond Head.
Franking Privilege.
- 25.—S. M. Sandford, Esq., Post Master at Barrie.
Franking Privilege.
- 26.—J. M. Hamilton, Esq., Post Master at Penetanguishene.
Mail Carriers—Correspondence not by Mail—Effect of reduction of Rates.
- 27.—Jas. Ellis, Esq., Post Master at Beaverton.
His Emoluments and Expenses of his Office—Franking Privilege.

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- 28.—David Smart, Esq., Post Master at Port Hope.
Franking Privilege.
- 29.—E. Sandford, Esq., Post Master at Peterboro'.
State of Mail Routes—Want of a Daily Mail to Port Hope and Cobourg—Duties and emoluments of his Office—Correspondence not by Mail—Uniform Rate—Effect of Reduction—Newspapers.
- 30.—J. Lockwood, Esq., Post Master at Brighton.
Effect of reduction of Rates—Proposed Scale—Surplus Revenue—Remuneration of Post Masters—Fees and Perquisites on Packages and Letters—Post Office System.
- 31.—C. Biggar, Esq., Post Master at Murray.
Remuneration of Officers—Rates—Losses of Money by Post—Surplus Revenue.
- 32.—A. M'Faul, Esq., Post Master at Wellington.
His Emoluments—Duties and Expenses of his Office—Franking Privilege.
- 33.—Wm. Rorke, Esq., Post Master at Picton.
Remuneration and duties of Post Masters—Proposed scale of pay and allowances—Proposed Rates of Postage on Letters and Newspapers—Correspondence not by Mail—Loss of Money by Post—Franking Privilege.
- 34.—W. Bowen, Esq., Post Master at Frankfort; Midland District.
Franking Privilege.
- 35.—D. Cameron, Esq., Post Master at Belleville.
Rates—Weight System—Remuneration and duties of his Office.
- 36.—J. M'Kenzie, Esq., Post Master at Madoc.
Franking Privilege.
- 37.—Jas. Fiddler, Esq., Post Master at Marmora.
His Emoluments and Office Expenses—Franking Privilege.
- 38.—Allan Macpherson, Esq., Post Master at Napanee.
His allowances and duties—Protection of Mails—Want of Guards—Newspapers—Letters from England by Halifax.
- 39.—Hon. J. M'Donald, Post Master at Gananoque.
Improvement of Mail roads—Conveyance of Mails—Emoluments and duties of his Office—Franking Privilege.
- 40.—Benj. Tett, Esq., Post Master at Newboro'.
Remuneration and duties of Post Masters—Internal Post communications—Correspondence not by Mail—Reduction—Weight System—Newspapers.
- 41.—Henry Jones, Esq., Post Master at Brockville.
Franking Privilege—His duties and remuneration.
- 42.—A. Jones, Esq., Post Master at Prescott.
Correspondence not by Mail—Rates—Effect of reduction—Weight System—Newspapers—Franking Privilege.
- 43.—G. C. Wood, Esq., Post Master at Cornwall; Eastern District.
Inconvenience of carrying passengers with Mail—Conveyance of Mail—Correspondence not by Mail—Rates—Effect of reduction—Weight System—Newspapers.
- 44.—Fras. Allen, Esq., Post Master at Perth; Bathurst District.
Franking Privilege.
- 45.—G. W. Baker, Esq., Post Master at Bytown.
Mail Routes—Correspondence not by Mail—Rates—Effect of reduction—Weight System—Newspapers—Proposed Scale of Rates—Franking Privilege.
- 46.—Thos. Johnson, Esq., Post Master at L'Orignal; Ottawa District.
Correspondence not by Mail—Effect of reduction—Newspaper Postage—Abuse of Franking Privilege—Remuneration of Post Masters—Franking Privilege.
- 47.—J. Kearnes, Esq., Post Master at Plantagenet.
Control of Department and Improvement of Post Roads—Correspondence not by Mail—Reduction of Rates—Weight System—Newspaper and Periodical Postage.
- 48.—E. Fridham, Esq., Post Master at Grenville; District of Two Mountains.
Emoluments of Post Master—Franking Privilege.
- 49.—John Robertson, Esq., Post Master at Three Rivers.
Mail roads—Want of Guards and additional horses in carrying the Mail.
- 50.—Benj. Holmes, Esq., Post Master at St. Luc; District of St. Johns.
Correspondence not by Mail—Effect of reduction of Rates—Weight System—Newspapers.
- 51.—C. Pattee, Esq., Post Master at St. Johns.
Correspondence not by Mail—Rates—Effect of reduction—Newspapers—Franking Privilege.
- 52.—W. H. Dixon, Esq., Post Master at Chambly; District of St. Johns.
Post Office Directory—Remuneration of Officers—Rates—Effect of Reduction.
- 53.—Anthony Delisle, Esq., Post Master at Boucherville; District of Richelieu.
His Emoluments—Franking Privilege.
- 54.—Joseph Marceau, Esq., Post Master at Varennes.
Franking Privilege.
- 55.—Hon. J. B. R. H. De Rouville, late a Member of the Legislative Council of Lower Canada, and Post Master at St. Hilaire de Rouville.
His Emoluments, &c.—Increased frequency of Mail—Communications with United States—State of Country Offices—Selection of Post Masters—Want of Secrecy at Offices, &c.
- 56.—W. U. Chaffers, Esq., Warden of the District of St. Hyacinthe and Post Master at St. Césaire; District of St. Hyacinthe.
Correspondence not by Mail—Rates—Effect of Reduction—Surplus Revenue—Weight System—Newspapers.

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- 57.—Edw. Baker, Esq., Post Master at Dunham; District of Missisquoi.
Franking Privilege.
- 58.—Gilbert Frary, Esq., Post Master at Sutton.
Franking Privilege.
- 59.—P. Hubbard, Esq., Junior, Post Master at Stanstead; District of Sherbrooke.
Correspondence not by Mail—Reduction of Letter Postage—Proposed Scale—Weight System—Newspapers.
- 60.—Alex. Rea, Esq., Post Master at Hereford.
Establishment of a new Office and proposed alterations in other Offices and Mail Routes—Correspondence not by Mail—Rates—Proposed Scales—Effect of reduction—Weight System—Newspapers.
- 61.—Joshua Foss, Esq., Post Master at Eaton.
Extension of Mail route to Lennoxville—Correspondence not by Mail—Rates—Effect of reduction—Newspapers.
- 62.—S. C. Allis, Esq., Post Master at Danville.
Rates—Newspaper Postage.
- 63.—Smith Leith, Esq., Post Master at Port St. Francis; District of Nicolet.
Correspondence not by Mail—Rates—Reduction—Weight System—Newspapers—His emoluments—Franking Privilege.
- 64.—Thos. Mackie, Esq., Post Master at St. Sylvestre; District of Chaudière.
Franking Privilege—Remuneration and Expenses of Office.
- 65.—E. Tremblay, Esq., Post Master at Murray Bay; District of Saguenay.
Franking Privilege.
- 66.—Felix Têtu, Esq., Post Master at Trois Pistoles; District of Rimouski.
Increased frequency of Mail—Remuneration of Post Masters—Effect of reduction of Rates—His Emoluments, &c.—and Franking Privilege.
- 67.—James Meagher, Esq., Post Master at Carleton; Bonaventure.
Delay of Letters from Europe—Correspondence not by Mail—Rates—Reduction—Weight System.

APPENDIX (O.)

Extracts from Letters of Editors and Proprietors of Newspapers or other Periodicals on the subject of Newspaper and Pamphlet Postage.—Canada.

- 1.—H. G. Grant, Esq., Editor of the Sandwich Observer; Sandwich.
- 2.—Messrs. Thomas Lemmon and Son, Proprietors of the Brantford Courier; Brantford.
- 3.—Benjamin Birkholder, Esq., Editor of the Waterloo Morning Star; Waterloo.
- 4.—E. W. Peterson, Esq., Editor of the Berlin Canada Museum; Berlin.
- 5.—W. M. Wilson, Esq., Clerk of the Peace and Editor of the Simcoe Observer; Simcoe.
- 6.—G. P. Bull, Esq., Editor of the Hamilton Gazette; Hamilton.
- 7.—E. Cartwright Thomas, Esq., M. D., Government Agent, late Editor of the Hamilton Journal.
[See Appendix (M.) No. 15.]
- 8.—Rev. A. N. Bethune, Editor of the Toronto Church; Cobourg.
- 9.—John Waudby, Esq., late Editor of the Canada Monthly Review.
- 10.—Mrs. T. Dalton, Proprietress of the Toronto Patriot; Toronto.
- 11.—John Carey, Esq., Editor of the Toronto Globe; Toronto.
- 12.—R. D. Chatterton, Esq., Editor of the Cobourg Star; Cobourg.
- 13.—Wm. Furby, Esq., late Editor of the Port Hope Gazette; Port Hope.
- 14.—J. Benjamin, Esq., Editor of the Belleville Intelligencer; Belleville.
- 15.—E. G. Barker, Esq., M. D., Editor of the Kingston British Whig; Kingston.
- 16.—S. Rowlands, Esq., Editor of the Kingston News; Kingston.
- 17.—Major J. Richardson, Editor of the Brockville New Era; Brockville.
- 18.—Messrs. Harris & Co., Proprietors of the Brockville Statesman; Brockville.
- 19.—James Thompson, Esq., Editor of the Perth Courier; Perth.
- 20.—Dr. H. J. Christie, Editor of the Bytown Gazette;—Bytown.
- 21.—John G. Bridges, Esq., Editor of the Caledonia Springs Mercury; Caledonia Springs.
- 22.—F. Cinq Mars, Esq., Editor of L'Aurore des Canadas; Montreal.
- 23.—R. D. Wadsworth, Esq., Secretary to the Committee of the Montreal Canada Temperance Advocate; Montreal.
- 24.—Rev. Benjamin Davis, Editor of the Montreal Baptist Magazine; Montreal.
- 25.—J. S. Walton, Esq., Editor of the Sherbrooke Journal and Gazette; Sherbrooke.
- 26.—John Neilson, Esq., Editor of the Quebec Gazette; Quebec.
- 27.—William Kemble, Esq., Editor of the Quebec Official Gazette; Quebec.
- 28.—Thomas Cary & Co., Proprietors of the Quebec Mercury; Quebec.
- 29.—Messrs. Frechette & Co., Proprietors of the Quebec Canadien; Quebec.

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APPENDIX (P.)

Extracts from Letters of Departmental Officers on the subject of Official Franking and Postage.—Canada.

- 1.—Honorable S. B. Harrison, Secretary for the Province of Canada, late Civil Secretary for Upper Canada; Toronto.
- 2.—Honorable R. A. Tucker, Registrar for the Province of Canada, late Provincial Secretary for Upper Canada; Toronto.
- 3.—Honorable John Macaulay, Inspector General of Public Accounts for the late Province of Upper Canada.
- 4.—H. Cameron, Esq., late Acting Surveyor General of Upper Canada; Toronto.
- 5.—Wm. H. Lee, Esq., Acting Clerk of the Executive Council; Toronto.
- 6.—James Fitzgibbon, Esq., Clerk of the House of Assembly; Toronto.
- 7.—S. P. Jarvis, Esq., Chief Superintendent of Indian Department; Toronto.
- 8.—C. L. Colville, Esq., late Assistant Military Secretary for Upper Canada; Toronto.
- 9.—Colonel E. L. L. Foster, Assistant Adjutant General to the Forces in Canada; Toronto.
- 10.—F. E. Knowles, Esq., Deputy Commissary General; Toronto.
- 11.—Jas. A. Harvey, Esq., Deputy Ordnance Storekeeper; Toronto.
- 12.—John Shortt, Esq., M. D., Assistant Inspector General of Hospitals; Toronto.
- 13.—Captain Bouchier, H. P., Town Major; Kingston.
- 14.—James Windsor, Esq., Ordnance Storekeeper; Kingston.
- 15.—F. Raynes, Esq., Barrack Master; Kingston.
- 16.—T. W. C. Murdoch, Esq., Chief Secretary; Montreal.
- 17.—Honorable D. Daly, Secretary for the Province of Canada, late Provincial Secretary for Lower Canada; Montreal.
- 18.—Honorable R. B. Sullivan, President of the Executive Council; Montreal.
- 19.—Joseph Cary, Esq., Inspector General of Public Accounts for Lower Canada; Montreal.
- 20.—T. Boutillier, Esq., Assistant Commissioner of Crown Lands for the Province of Canada.
- 21.—Colonel Joseph Bouchette, late Surveyor General for Lower Canada.
- 22.—Jeffery Hale, Esq., Receiver General for the late Province of Lower Canada.
- 23.—Hon. F. W. Primrose, Inspector General of the Queen's Domain (Lower Canada); Quebec.
- 24.—W. B. Lindsay, Esq., Clerk of the House of Assembly, late Clerk to the Special Council for the Affairs of Lower Canada; Montreal.
- 25.—Lieut. Col. P. Young, late Deputy Adjutant General of Militia for Lower Canada; Montreal.
- 26.—D. C. Napier, Esq., Secretary for Indian Department (Lower Canada); Montreal.
- 27.—H. Jessopp, Esq., Collector of Customs; Quebec.
- 28.—Lieut. Colonel Sir C. R. O'Donnell, late Military Secretary to the Commander of the Forces; Montreal.
- 29.—Lieut. Colonel John Eden, C. B., Deputy Adjutant General to the Forces; Montreal.
- 30.—Sir R. J. Routh, Commissary General; Montreal.
- 31.—Lieut. Colonel T. Oldfield, Commanding Royal Engineers; Montreal.
- 32.—Colonel F. Campbell, Commanding Royal Artillery; Montreal.
- 33.—F. Sisson, Esq., Ordnance Storekeeper at Head Quarters; Montreal.
- 34.—R. Penn, Esq., Ordnance Storekeeper at Quebec.
- 35.—Thomas Trigge, Esq., Barrack Master at Quebec.

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APPENDIX (Q.)

Extracts from General Correspondence.—New Brunswick.

- 1.—J. A. MacLachlan, Esq., Warden of the Disputed Territory.—Madawaska.
Improvement of road from Fredericton to Quebec; Acceleration of Mail between Quebec and Halifax; Correspondence not by Mail; Proposed reduction of Rates; Its effect; Weight System; Newspaper Postage.
- 2.—J. M. Connell, Esq., M. P. P. for the County of Carleton.—Woodstock.
Want of more Post Offices; Remuneration of Post Masters; Proposed reduction of Rates; Its effect; Mail route *via* St. John between Halifax and Quebec; Arrangements for U. S. correspondence; Correspondence not by Mail; Proposed reduction of Rates; Its effect; Weight System; Newspaper Postage; Mode of Mail conveyance between Woodstock and Fredericton.
- 3.—Charles Connell, Esq.—Woodstock.
Want of more Post Offices; Proposed reduction of Rates; Its effect on Revenue; Route, mode of conveyance, and speed of Mails from Fredericton towards Quebec.
- 4.—G. F. Williams, Esq.—Woodstock.
Roads; Route *via* St. John between Halifax and Quebec; Conveyance of Mails; Daily Mail to Fredericton; Establishment of new Post Offices; Remuneration of Post Masters; Correspondence not by Mail; Proposed Rates; Weight System; Newspaper Postage.

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- 5.—Hon. W. F. Odell, Provincial Secretary.—Fredericton.
Conveyance of Mails; Correspondence not by Mail; Rates; Effect of reduction; Weight System; Newspaper Postage.
[See also Appendix (L.) No. 14.]
- 6.—Edmund Ward, Esq., Government Emigrant Agent and Editor of the Fredericton Sentinel.
General Administration of Department; Slow travel of Mail; Suggestion as to organization of General Post Office for British North America; Remuneration of Officers of Department; Enforcement of Post Office monopoly; Reduction of Rates; Uniform Postage; Want of Mail extension; Provincial votes in aid of Department.
[See also Appendix (W.) No. 3.]
- 7.—Charles Fisher, Esq., M. P. P. for the County of York.—Fredericton.
Limited use of Department in New Brunswick; Importance of Post Office extension; General views as to constitution of Department; Uniformity of System; Provincial Establishments; Surplus Revenue; Grants from Legislature; Roads; Number of Offices; Conveyance of Mails; Grants for Passenger Stages, &c.; Remuneration of Officers of Department; Their subordination to Provincial Authorities; Correspondence not by Mail; Proposed reduction of Rates; Postage of Newspapers, &c.; State of several leading Roads.
- 8.—L. A. Wilmot, Esq., M. P. P. for the County of York.—Fredericton.
Extent to which the Province has been kept in ignorance on Post Office Affairs; Want of Post Offices; Couriers supported by Legislature; Proposed number of Offices and frequency of Mail; Correspondence not by Mail; Irregularity of present Rates; Proposed Uniform Rate; Its effect; Weight System; Newspaper Postage.
- 9.—Hon. George F. Street, Member of the Legislative Council, and Solicitor General.—Fredericton.
Surplus Revenue of Department; Provincial Grants; General want of System; Irregularity of Mails; Correspondence not by Mail; Rates; Proposed reduction, and its probable effect; Delay of English Mail at Halifax, &c.; Weight System; Newspaper Postage.
- 10.—W. H. Robinson, Esq., Assistant Commissary General in charge at Fredericton.
Conveyance of Mails; Correspondence not by Mail; Rates; Proposed reduction; Weight System; Effect on Revenue.
[See also Appendix (X.) No. 2.]
- 11.—Asa Coy, Esq., Merchant.—Fredericton.
Correspondence not by Mail; Rates; Proposed reduction; Its effect on Revenue; Prepayment; Weight System; Newspaper Postage; Number of Offices; Regular conveyance of Mails.
- 12.—John T. Smith, Esq., a Director of the Central Bank of New Brunswick.—Fredericton.
Proposed reduction of Rates; Its effect on Revenue; Correspondence not by Mail; Charge for Letter Carrier delivery of Letters; Hours of delivery; Want of Offices; Number required; Great evils of depending for delivery of letters, &c., on Couriers.
- 13.—Archibald Scott, Esq., Cashier of the Commercial Branch Bank at Fredericton.
Sub-letting of Contracts; Term of Contracts; Want of Offices; Post Intercourse with United States; Correspondence not by Mail; Prohibitory Law; Proposed reduction of Rates; Effect on Revenue; Weight System; Newspaper Postage.
- 14.—John M. Wilmot, Esq., M. P. P. for the County of St. John.—Belmont, County of Sunbury.
Reduction of Rates; Contracts open to competition; State of Roads.
- 15.—Thomas Gilbert, Esq., M. P. P. for Queen's County.—Gagetown.
Correspondence not by Mail; Effect of reduction of Rates on Revenue; Weight System; Newspaper Postage.
- 16.—Reverend Benjamin Coy.—Canning, Queen's County.
Want of Offices; Correspondence not by Mail.
- 17.—Reverend J. C. Skinner.—Wickham, Queen's County.
Want of Offices.
- 18.—Isaac Haviland, Esq., J. P., one of the Coroners for King's County.—Greenwich.
Want of Offices, &c.
- 19.—Edward B. Smith, Esq., Surrogate and Clerk of the Peace for King's County.—Kingston.
Conveyance of Mails for Kingston; Appointment of a Deputy Post Master General for New Brunswick; Correspondence not by Mail; Reduction of Rates; Weight System; Newspaper Postage.
- 20.—Asa Davidson, Esq., Sheriff of King's County.—Kingston.
Remuneration of Ferrymen; Want of more Offices and Couriers; Rates.
- 21.—David B. Wetmore, Esq., J. P., a Coroner and Justice of the Inferior Court for King's County.—Norton.
Want of Offices; Advertisement of Letters.
- 22.—George N. Arnold, Esq., a Coroner for King's County.—Sussex Vale.
Effect of reduction of Rates on Revenue; Correspondence not by Mail; Remuneration of Postmasters; Selection of Couriers.
- 23.—L. Donaldson, Esq., President of the Chamber of Commerce, St. John, and Chairman of a Commission of Inquiry as to the practicability of a Daily Mail between St. John and Halifax.—St. John.
Remuneration of Post Masters; Direct Daily Mail to Halifax; Reduction of Rates; Increase of Post Office Expenditure; Special Tax to make good temporary deficiency of Revenue; Want of a Post Office Director in each Province under Deputy Post Master General in Canada; His remuneration; Petition of Chamber of Commerce in April, 1840, to Lord Lichfield, for reduction of Rates; Character of Country Offices, and of Mail conveyance generally; Arrangements with United States Post Office; Correspondence not by Mail; Rates; Weight System; Newspaper Postage.
- 24.—Isaac Woodward, Esq., M. P. P. for the City of St. John, and a Commissioner of Inquiry as to the practicability of a Daily Mail between St. John and Halifax.—St. John.
Selection of Mail routes; Direct Daily Mail to Halifax; Route between Halifax and Canada; Arrangements with United States Department; Correspondence not by Mail; Proposed uniform Rate; Weight System; Effect of reduction; Newspaper Postage; Report of Commissioners on Daily Mail between St. John and Halifax, with 8 enclosures.

- 25.—W. Mackay, Esq., a Member of the Chamber of Commerce of St. John and of the Commission of Inquiry as to the practicability of a Daily Mail between St. John and Halifax.—St. John.
Mail Routes; Route *via* St. John between Halifax and Quebec; Rate of conveyance on Main Road; Post Office extension; Resident Superintendent; Delays of Mail, especially as regards Prince Edward Island; Times and Mode of Conveyance; Appointment of Tavern and Shop-keepers as Post Masters; Their Remuneration and Franking Privilege; Frequency of Mail; Uniform Rate; Weight System; Correspondence not by Mail; Vote of Legislature, or Tax to meet deficiency of Revenue; Newspaper and Pamphlet Postage.
- 26.—Hon. John Robertson, a Member of the Legislative Council.—St. John.
Weight System; Proposed Rates; Hours of making up Mails at St. John; General rule that should be followed; Daily Mail direct to Halifax; Conduct of Post Masters; Correspondence not by Mail; Mode of Mail Conveyance; Limitation as to passengers, &c.; Probable revenue from proposed system; Provincial Grants; Resident Superintendent; Separate English Mail for New Brunswick to be addressed to St. John; Remuneration of Post Masters.
- 27.—W. H. Street, Esq., a Director of the Branch of the Bank of British North America, established at St. John.
Correspondence not by Mail; Effect of a low uniform rate; Weight System; Proposed reduction; Newspaper Postage.
- 28.—James Peters, Jr., Esq., Barrister, and City Clerk of St. John.
Correspondence not by Mail; Rates; Charge for Carrier delivery of letters; Effect of reduction on Revenue; Remuneration of Post Masters; Newspaper Postage.
- 29.—John Wishart, Esq., a Member of the Chamber of Commerce of St. John, and Director of the Commercial Bank.—St. John.
Selection of direct Routes; Daily Mail to Halifax direct, &c.; Arrangements with United States Post Office; Correspondence not by Mail; Effect of reducing Rates on Revenue; Franking Privilege; Weight System; Newspaper Postage.
- 30.—James Whitney, Esq., a Member of the Chamber of Commerce of St. John, and Director of the Commercial Bank.—St. John.
Remuneration of Post Masters; Loss of letters, &c.; Office Hours; Arrangements with United States Post Office; Provincial control over Department; Surplus Revenue; Letter Carrier charges; Direct route between Halifax and Canada *via* St. John; Correspondence not by Mail; Effect of a low uniform Rate on Revenue; Weight System; Newspaper Postage.
- 31.—H. G. Kinnear, Esq., a Member of the Chamber of Commerce of St. John.
Proposed Rates; Correspondence not by Mail.
- 32.—Hon. Mr. Justice Parker.—St. John.
Effect of reduction of Rates on Revenue; Sunday Mail travelling and delivery of letters.
- 33.—Hon. W. B. Kinnear, a Member of the Legislative Council, Recorder of St. John, and Judge of the Court of Vice Admiralty.—St. John.
Correspondence not by Mail; Law Papers; Effect of reduced Rates on Revenue.
- 34.—H. Swymmer, Esq., Master in Chancery and Surrogate for St. John County.—St. John.
State and improvement of Roads; Defects of Post Office Administration; Remuneration of Post Masters; Uniform Rate; Extent of reduction; Provincial Grants; Remuneration of Couriers; Mail carriages, and conveyance of Passengers; Guards; Post Offices in large Towns; Resident Inspector in each Province.
- 35.—M. H. Perley, Esq., Barrister.—St. John.
Correspondence not by Mail; Effect of low uniform Rate on Revenue; Remuneration of Post Masters and Couriers; Accommodation at Offices; Direct Daily Mail to Halifax; Resident Superintendent for New Brunswick.
- 36.—George Wheeler, Esq., Barrister.—St. John.
Correspondence not by Mail; Reduction of Rates; Letter Carriers' fee; Want of accommodation at Post Office; Daily Mails to Halifax and St. Andrews; Surplus Revenue; Pre-payment.
- 37.—Charles Drury, Esq., Registrar for St. John County.—St. John.
Fire-proof buildings for Post Offices; Bonds of all Post Office Employés; Mode of Mail Conveyance; Passengers; Remuneration of Post Masters; Proposed Rates, &c.; Surplus Revenue; Provincial Grants.
- 38.—Anthony R. Truro, Esq., Marshal of the Court of Vice Admiralty.—St. John.
Slow travel of Mail; Mode of Contracting; Correspondence not by Mail; Irregularity of present Rates; Extent to which reduction would be safe; Weight System; Newspaper Postage.
- 39.—James T. Hanford, Esq., a Trustee of the St. John Savings' Bank.—St. John.
Delays of Mail from United States; Provincial Grants for Couriers.
- 40.—G. L. Camber, Esq.—St. John.
Effect of reduction of Rates on Revenue; Correspondence not by Mail; Mode of contracting for Mail Conveyance; Establishment of more Post Offices; Site, &c. of the Office at St. John; Weight System; Newspaper Postage.
- 41.—Isaac L. Bedell, Esq., a Director of the St. John Water Company.—St. John.
Reduction of Rates; Arrangements with United States Department; Correspondence not by Mail; Effect of reduction; Weight System; Newspaper Postage.
- 42.—John Kinnear, Esq., a Director of the New Brunswick Fire Insurance Company.—St. John.
Reduction of Rates; Expeditious conveyance of Mails; Observance of the Sabbath.
- 43.—Patrick Clinch, Esq., Coroner for the County of Charlotte.—St. George.
Rates of Postage; Roads; Provincial Grants; Correspondence not by Mail; Remuneration of Post Masters; Direct route between Fredericton and Charlotte County; Want of Sub-Post Offices.
- 44.—James Boyd, Esq., M. P. P. for the County of Charlotte.—St. Andrews.
Surplus Revenue; Reduction of Rates; Daily Mail to St. John and Halifax; Place of Post Office communication with United States; Remuneration of Post Masters; Office hours; Rates; Ferry Postage on letters, &c., for and from the United States.

- 45.—Hon. Messrs. Harris Hatch, James Allanshaw, and Thomas Wycr, Members of the Legislative Council; Rev. Jerome Alley, D. D., Rector of St. Andrews; Colin Campbell, Esq., Sheriff of Charlotte County; George D. Street, Esq., a Member of the Board of Education for Charlotte County; J. Ronyn, Esq., J. Wilson, Edward Wilson, William Babcock, and James W. Street, Esquires, Directors of the Charlotte County Bank.
—St. Andrews.
Position of St. Andrews; Mail conveyance; Daily Mail to St. John; Direct route to Fredericton; Sub-Post Offices; Arrangements with United States Department; Remuneration of Post Masters; Office hours, and times of closing Mails; Rates; Effect of reduction on Revenue; Feringe rate to and from the United States.
- 46.—Hon. Harris Hatch.—St. Andrews.
Correspondence not by Mail; Reduction of Rates; Weight System; Newspaper and Pamphlet Postage.
- 47.—Hon. Thomas Wycr.—St. Andrews.
Correspondence not by Mail; Reduction of Rates; Grants from Provincial Revenues; Weight System; Newspaper and Pamphlet Postage.
- 48.—Captain William F. W. Owen, R. N., M. P. P. for the County of Charlotte.—Campo Bello.
Place of Post Office Communication with the United States; Position and resources of Campo Bello, and other Islands; Post Office establishment there; Mail conveyance by steamboat between St. John and Eastport, United States; Proposed changes for benefit of Campo Bello.
- 49.—Rev. John Dunn, A. B., Rector of Grand Manan.
Reduction of Rates; Effect on revenue; Correspondence not by Mail; Payment, &c., of Contractors; Franking Privilege; Remuneration of Post Masters; Local arrangements for benefit of Island of Grand Manan.
- 50.—G. T. Hill, Esq., M. P. P. for Charlotte County.—St. Stephen.
Slow travel of Mail; Reduction of Rates; Extension of Mail routes; Place of Post Office communication with United States; Establishment of more Post Offices; Sub-Offices.
- 51.—William Porter, Esq., President of the St. Stephen Bank.—St. Stephen.
Rate of travel and regularity of Mail; Proposed changes of mode of Mail conveyance to St. Andrews and St. John; Place of Post Office communication with United States; Rates of Postage; Effect of reduction on revenue; Weight System; Newspaper Postage.
- 52.—George N. Porter, Esq., a Director of the St. Stephen Bank.—St. Stephen.
Rates of Postage; Effect of reduction on revenue; Slow travel of Mail; Circuitous routes; Daily Mail from frontier to St. John and Fredericton; Correspondence not by Mail; Weight System; Newspaper Postage.
- 53.—Jas. Brown, Jr., M. P. P. for Charlotte County.—St. David.
Condition of principal roads in Western New Brunswick.
- 54.—Jno. Edgett, a Coroner for the County of Westmoreland.—Hillsborough, Westmoreland County.
Remuneration and frequent changes of Way Office Post Masters; Newspaper Postage; Support of Couriers by subscription and Legislative Grant.
- 55.—Rev. G. S. Jarvis, D. D., Rector of Shediac.
Correspondence not by Mail; Rates; Weight System; Newspaper Postage.
- 56.—D. McAlmon, Esq., M. P. P. for the County of Kent.—Richibucto.
Postage on Journals of Assembly; Reduction of Rates; Grants for Roads and Bridges; Conveyance of Passengers with Mail.
- 57.—George Pagan, Esq., Registrar for the County of Kent.—Richibucto.
Remuneration of Post Masters; Rates; Office hours; Communication with Canada by Metis road.
- 58.—Alexander Rankin and John A. S. Street, Esquires, Members of the Provincial Parliament for the County of Northumberland; T. H. Peters, Esq., Surrogate for do.; J. Frazer, H. B. Allison, Wm. Loch, Alex. Foster, Esquires, Justices of the Inferior Court of Common Pleas for do.; T. C. Allan, Esq., J. P., and Edward Willister, Esq., Barrister.—Newcastle, Miramichi.
Arrangements with United States Department; Correspondence not by Mail; Rates; Want of Post Offices; Control over Couriers; Effect of reduction, &c. on revenue; Weight System; Newspaper Postage; Remuneration of Post Masters.
- 59.—Henry W. Baldwin, Esq., Sheriff for the County of Gloucester.—Bathurst.
Irregularities of present scale of rates; Proposed mode of rating; Speed of Mail Conveyance; Way Bills; Conveyance of passengers with Mail; Ferrics; Material, &c. of Mail bags; Regulations as to Couriers; Post Office Extension; Way Offices; Remuneration of Post Masters; Required publicity of System; Post Office Surveyors; Metis road.
- 60.—W. End, Esq., M. P. P. for the County of Gloucester.—Bathurst.
Frequency of Mail; Delay at Miramichi; Insufficiency of control over Department; Remuneration of Couriers; Selection of Attornies, &c., as Post Masters; Want of a Post Office Surveyor.
- 61.—W. Napier, Esq., a Justice of the Inferior Court of Common Pleas for Gloucester County.—Bathurst.
Administration of Department; Rates; Delay of Mail at Miramichi; Remuneration of Post Masters.
- 62.—Andrew Barbarie, Esq., M. P. P. for the County of Ristigouche.—Dalhousie.
Delay of Mail at Miramichi; Conveyance of passengers with Mail; Exchange of Mails between Offices; Grants in aid of Stages; Mode and speed of Mail Conveyance; Metis road; Enclosed correspondence relative to loss of time at Miramichi.
- 63.—Robert Ferguson, Esq., a Justice of the Inferior Court of Common Pleas for Ristigouche County.—Ristigouche, Metis road.

APPENDIX (R.)

Extracts from General Correspondence.—Nova Scotia.

- 1.—Hon. Sir Rupert D. George, Baronet, late Provincial Secretary.—Halifax.
Metis road; Conveyance of passengers with Mail; Present mode of Mail Conveyance; Correspondence not by Mail; Rates; Proposed reduction; Its effect on revenue; Weight System; Newspaper Postage.

- 2.—Hon. Joseph Howe, Speaker of the House of Assembly, and a Member of the Executive Council.—Halifax.
Establishment at Halifax; Correspondence not by Mail; Rates; Effect of reduction; Weight System; Newspaper Postage; Perquisites of Deputy Post Master General; Remuneration of Post Masters at Pictou.
- 3.—Hon. Mr. Justice Archibald, late Speaker of the House of Assembly and Attorney General.—Halifax.
Late improvements of roads; Route by Head of Bay of Fundy to New Brunswick; Establishment at Halifax; Correspondence not by Mail; Rates; Effect of reduction; Weight System; Newspaper Postage.
- 4.—Hon. Hugh Bell, a Member of the Legislative Council.—Halifax.
Arrangements for Post intercourse with United States; Correspondence not by Mail; Rates; Effect of reduction; Weight System; Newspaper Postage.
- 5.—Michael Tobin, Jr., John C. Allison, and E. Cunard, Jr., Esquires; writing in behalf of the Halifax Committee of Trade.—Halifax.
Establishment at Halifax; Reduction of Rates; Its effect on Correspondence; Newspaper Postage.
- 6.—Hon. S. B. Robie, a Member of the Legislative Council.—Halifax.
Administration and remuneration of Deputy Post Master General; Establishment at Halifax; Proposed longer detention of Mail Steam Ships at Halifax.
- 7.—Martin G. Black, Esq., a Director of the Halifax Bank.—Halifax.
Establishment at Halifax; Correspondence not by Mail; Rates; Effect of Reduction; Weight System; Newspaper Postage.
- 8.—W. J. Starr, Esq., a Director of the Halifax Marine Insurance Company.—Halifax.
Establishment at Halifax; Office hours; Proposed longer detention of Mail Steam Ships at Halifax; Delivery of Letters by Carriers; Rates; Arrangements with United States Post Office; Detention of Canada Mails at Fredericton; Remuneration of Deputy Post Master General, &c.
- 9.—W. Saltus, Esq., a Director of the Nova Scotia Marine Insurance Company.—Halifax.
Proposed longer detention of Steam Ships at Halifax; Delays in distributing Letters; Office boxes; Rates; Establishment at Halifax; Arrangements for Post Office intercourse with United States; Charge on Ship-letters from one Colony to another; Effect of reducing rates; Weight System; Newspaper Postage.
- 10.—Archibald Sinclair, Esq.—Halifax.
Management of Post Office; Remuneration of Officers; Improvement of roads, especially to Eastern Counties; Establishment at Halifax; Improved Mail communication to West Indies; Proposed Local Board to assist Deputy Post Master General.
- 11.—Lieut. Col. J. V. N. Bazalgette, Deputy Quarter Master General and Brigade Major at Halifax.
Arrangements for correspondence with United States; Rates; Newspaper Postage; Proposed longer detention of Steam Ships at Halifax; Establishment at Halifax; Carriers; Boxes; Enclosed correspondence (in 1836) on relations with United States Department.
- 12.—H. Hewetson, Esq., Deputy Commissary General in charge for Nova Scotia.—Halifax.
Mode of making Mail Contracts, and their terms; Correspondence not by Mail; Proposed reduction of rates; Its effect; Weight System; Newspaper Postage; Remuneration of Deputy Post Master General, and Establishment at Halifax.
- 13.—Ichabod Dimock, Esq., M. P. P. for Hants County.—Newport, Hants County.
Correspondence not by Mail; Rates; Proposed reduction; Its effect; Weight System; Newspaper Postage.
- 14.—John Allison, Esq.—Newport, Hants County.
Administration of Deputy Post Master General; Remuneration of Officers of Department; Rates; Newspaper Postage; Mail Roads; Route *via* Windsor and Annapolis between Halifax and St. John.
- 15.—J. Withrow, Esq., late Way Post Master at Rawdon, Hants County.
Support of Way Office Couriers by subscription and Provincial grant; Remuneration of Way Post Masters; Rates at Way Offices in Hants County; Newspaper Postage.
- 16.—Benjamin Smith, Esq., late M. P. P. for Hants County.—Douglas.
Improvements on Mail Roads; Provincial control over Department; Correspondence not by Mail; Arrangements with United States Post Office; Rates; Proposed reduction; Its effect; Weight System; Newspaper Postage.
- 17.—T. D. Dickson, Esq., late Collector of Customs at Parrsboro', King's County.
Arrangements at Parrsboro' Office; Rates; Newspaper Postage; Official Franking; Mail routes; Remuneration of Post Masters; Their Franking Privilege; Establishment of Way Offices; Money letters.
- 18.—Rev. N. A. Coster.—Parrsboro'.
Question of uniform low rate; Newspaper Postage.
- 19.—Mayhew Beckwith, Esq., M. P. P.—Cornwallis.
Route between Halifax and St. John; Correspondence not by Mail; Proposed reduction of rates; Newspaper Postage.
- 20.—John Morton, Esq., late M. P. P. for the Township of Cornwallis.—Cornwallis, King's County.
Daily Mail between Halifax and St. John; Correspondence otherwise than by Mail; Effect of reduction of rates; Weight System; Newspaper Postage; Establishment at Halifax; Administration and powers of Deputy Post Master General.
- 21.—H. Van Buskirk, Esq., J. P., and H. L. Owen, Esq.—Aylsford, King's County.
Establishment at principal Offices; Remuneration of Officers; Uniform rate; Increased frequency of Mail.
- 22.—Samuel B. Chipman, Esq., M. P. P.—Lawrence Town, Annapolis County.
Correspondence not by Mail; Proposed reduction of rates, and its effect; Weight System; Newspaper Postage.
- 23.—Stephen S. Thorne, Esq., M. P. P. for the Township of Grenville.—Bridgetown.
Increased frequency of Mail; Delay of English Mails; Direct Daily Mail between Halifax, St. John and Canada; Project of Rail-road; Remuneration of Post Masters; Correspondence not by Mail; Rates; Effect of reduction; Weight System; Newspaper Postage.
- 24.—Rev. James Robertson, A. M. Rector of Bridgetown.
Superintendence over Department; Rates compared with Mother Country; Uniform rate; Increased frequency of Mail; Rail Road between Halifax and Quebec.

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- 25.—Henry Gates, Esq., M. P. P.—Annapolis.
Rates; Effect of Reduction; Correspondence not by Mail; Weight System; Newspaper Postage.
- 26.—Elnathan Whitman, Esq., M. P. P.—Annapolis.
Present system; Route for proposed Daily Mail between Halifax and St. John; Correspondence not by Mail; Rates; Weight System; Newspaper Postage.
- 27.—J. W. Ruggles, Esq., J. P.—Annapolis.
Daily Mail between Halifax and St. John; Route from Halifax to Annapolis; Dalhousie road; Increased number of Post Offices; Improvement of roads; Military labor; Daily Mail between Liverpool and St. John; Franking Privilege; Remuneration of Officers; Reduction of rates; Newspaper Postage.
- 28.—Thomas Ritchie, Esq. late M. P. P.—Annapolis.
Correspondence not by Mail; Franking Privilege; Rates; Newspaper Postage; Increased frequency of Mails.
- 29.—H. Hudson, Esq., J. P.—Annapolis.
Establishment at Halifax; Mode of transmitting Mails; Remuneration of Officers; Rates; Correspondence not by Mail; Newspaper Postage; Route between Halifax and St. John.
- 30.—Hon. Jos. Fitzrandolph, a Member of the late Council of Nova Scotia.—Annapolis.
Irregularity of Mails; High rates; Proposed mode of conveying Mails.
- 31.—Jas. B. Holdsworth, Esq., M. P. P. for the Township of Digby.—Digby.
Proposed Daily Mail between St. John and Annapolis, *via* Digby; Charge for letters not regularly mailed; Remuneration of Officers; Routes between Halifax and Digby; Increased frequency of Mail; Correspondence not by Mail; Reduction of rates; Weight System; Newspaper Postage.
- 32.—Edward T. Young, Esq., a Coroner for the County of Annapolis.—Granville.
Mail route from Halifax to St. John.
- 33.—Herbert Huntington, Esq., M. P. P. for the County of Yarmouth.—Yarmouth.
Arrangements of Department in Nova Scotia; Uniform rate; Mail routes; Increased frequency of Mails.
- 34.—Reuben Clements, Esq., M. P. P. for the Township of Yarmouth.—Yarmouth.
Grant from Legislature; Correspondence not by Mail; Uniform rate; Increased frequency of Mail; Route from Halifax to New Brunswick.
- 35.—Stayley Brown, Esq., a Director of the Yarmouth Marine Insurance Association.—Yarmouth.
Revenue of Department; Uniform rate; Assistance from Colonial Legislatures; Increased frequency of Mail; Remuneration of Officers.
- 36.—Wm. Robertson, Esq., Collector of the Port of Yarmouth.—Yarmouth.
Increased frequency of Mail between Yarmouth and Digby.
- 37.—W. B. Sargent, Esq., Assistant Judge of the Inferior Court for the County of Shelburne; Winthrop Sargent, Esq., late M. P. P. for the County of Shelburne; John Sargent, Esq., late M. P. P. for the Township of Barrington.—Barrington.
Increased number of Post Offices; Remuneration of Officers; Mail routes; Punctuality of Mail; Establishment at Halifax; Improvement of Post roads; Provincial control of Department; Correspondence not by Mail; Legal enforcement of Post Office monopoly; Reduction of rates; Weight System; Newspaper Postage.
- 38.—Cornelius White, Esq., Sheriff for the County of Shelburne.—Shelburne.
Delay of Mail.
- 39.—Zenas Waterman, Esq., late M. P. P. for Queen's County.—Brighton, Queen's County.
Constitution of Department; Remuneration of Officers; Separate Mail bags; Correspondence not by Mail; Rates; Weight System; Newspaper Postage.
- 40.—Hon. W. Rudolph, a Member of the Legislative Council; Jno. Creighton, Esq., M. P. P. for Lunenburg County; Jno. Heckman, Esq., M. P. P. for Lunenburg Township; J. H. Kaulbach, Esq., Sheriff for Lunenburg County; Henry Ernst, Esq., Prothonotary for ditto; G. T. Solomon, Esq., Registrar for ditto; Jno. Hunt, Esq., Assistant Judge for Inferior Court for ditto.—Lunenburg.
Post communication between Nova Scotia and New Brunswick and the United States; Route from Halifax to Lunenburg, &c.; Correspondence not by Mail; Uniform rate; Weight System; Newspaper Postage.
- 41.—H. M. Moyle, Esq., Collector for the Port of Lunenburg.—Lunenburg.
Increased frequency of Mail; Reduction of rates.
- 42.—Chas. B. Owen, Esq., Clerk of the Peace for the County of Lunenburg.—Lunenburg.
Route from Halifax to St. John; Increased frequency of Mail; Reduction of rates; Correspondence not by Mail.
- 43.—W. Logan, Esq., J. P., Truro road, near Gay's River.
Reduction of rates; Correspondence not by Mail; Newspaper Postage.
- 44.—Richard Smith, Esq.—Shubenacadie.
Remuneration of Officers; Rates; Newspaper Postage; Increased number of Post Masters.
- 45.—J. W. McLellan, Esq. M. P. P. for the Township of Londonderry.—Londonderry, County of Colchester.
Control over Department; Mail Contracts and Carriers; Mail routes; Remuneration of Officers.
- 46.—C. Inglis Halliburton, Esq., Judge of Court of Probate for Cumberland County; Joshua Chandler, Esq., Sheriff of Cumberland County; M. Gordon, Esq., Assistant Judge of Inferior Court for Cumberland County; Gilbert Purdy, Esq., Deputy Registrar of Deeds for Cumberland County; Hon. J. S. Morse, a Member of the Legislative Council; Silas H. Morse, Esq., Deputy Prothonotary for Cumberland County; Wm. W. Bent, Esq., J. P.; and John Morse, Esq., J. P., Coroners for ditto.—Amherst.
Mail arrangements between Westchester and Dorchester in New Brunswick; Mail coaches between Halifax and St. John; Mail delayed at Halifax; Newspaper Postage; Remuneration of Officers; Post Master at Amherst; Rates; Speed of Mail.
- 47.—R. M'G. Dickey, Esq., late M. P. P. for the Township of Amherst.—Amherst, Cumberland County.
Increased Speed of Mail; Remuneration of Officers; Rates; Improvement of Mail road between Halifax and New Brunswick.

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- 48.—Hon. A. Campbell, a Member of the Legislative Council.—Tatamagouche, Colchester County.
Remuneration of Officers; Rates; Improvement of Mail roads by grants from Legislatures; Route from Halifax to Charlotte Town; Main Post road from Gut of Canso through Pictou, and Tatamagouche through New Brunswick.
- 49.—Jas. Dawson, Esq., Agent for Lloyd's.—Pictou.
Uniform rate; Newspaper Postage; Control over Department; Remuneration of Officers; Post roads; Projected Rail-road; Increased Post Office accommodation; Mail Contracts; Arrangements with United States.
- 50.—Jas. Primrose, Esq., United States' Consul at Pictou.
Uniform rate; Pre-payment of Postage; Arrangements with United States; Unclaimed letters; Remuneration of Officers; Establishment at Halifax.
- 51.—Jno. Cunningham, Esq., Assistant Judge of the Inferior Court for the County of Sydney.—Antigonish.
Remuneration of Mail Carriers.
- 52.—Jno. Thomas Hill, Esq., Barrister, Antigonish.
Sub-letting Mail Contracts; Post roads; Rates; Appointment of Commissioners.
- 53.—Geo. C. Lawrence, Esq., Sheriff for Inverness County, Cape Breton.—Port Hood.
Mode of making up Mails; Remuneration of Officers; Rates; Roads; Rate of Mail travel.
- 54.—H. W. Crawley, Esq., Commissioner of Crown Lands for the Island of Cape Breton.—Sydney, Cape Breton.
Organization of Department in Cape Breton; Its Inconveniences; Newspapers; Remuneration of Post Masters; Rates; Mail roads; Slow travel of Mail; Increased frequency; Delay at Strait of Canso, &c.
- 55.—Hon. W. Ousely, a Member of the Legislative Council.—Sydney.
Provincial control over Department; Remuneration of Officers; Rates; Post roads.
- 56.—P. H. Clarke, Esq., J. P.—Sydney.
Remuneration of Post Master at Sydney; Mail roads.

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APPENDIX (S.)

Extracts from General Correspondence.—Prince Edward's Island.

- 1.—William Cooper, Esq., Speaker of the House of Assembly.—Charlotte Town.
Revenue of Department; Rate and mode of charge; Weight System; Newspaper Postage; Enclosed backs of letters.
- 2.—R. Hodgson, Esq., Attorney General for Prince Edward's Island.—Charlotte Town.
Correspondence not by Mail; Rates; Weight System; Newspaper Postage.
- 3.—Hon. Geo. Wright, Surveyor General for Prince Edward's Island.—Charlotte Town.
Correspondence not by Mail; Rates; Weight System; Effect of reduction; Newspaper Postage.
- 4.—R. G. Goodman, Esq., Collector of Customs at Charlotte Town.
Remuneration of Officers; Surplus revenue; Newspaper Postage; Constitution of Department.
- 5.—Thomas B. Tremain, Esq.—Charlotte Town.
Circuitous route of Mail; Correspondence not by Mail; Rates; Newspaper Postage.
- 6.—John Thompson, Esq., M. P. P. for Georgetown.
Proposal for Steamship to call at Charlotte Town on its way between Pictou and Quebec; Resolutions of House of Assembly; Objections to proposal; Sorting of English Mail; Low uniform rate; Remuneration of Officers; Correspondence not by Mail; Newspaper Postage.
- 7.—Thos. Owen, Esq.—Cardigan.
Correspondence not by Mail; Rates; Pre-payment of Postage; Effect of reduction; Weight System; Newspaper Postage.
- 8.—Rev. A. V. G. Wiggins.—St. Eleanor's.
Circuitous route and slowness of Mail; Correspondence not by Mail; Mail forwarded by Packets; Rates; Weight System; Newspaper Postage; Remuneration of Officers.
- 9.—Rev. John Kier, W. McGregor, Robt. S. Patterson, and John Geddie, Esquires.—Bedeque.
Post communication; Selection and remuneration of Post Masters; Delay of Mail; Correspondence not by Mail; Rates; Newspaper Postage.

APPENDIX (T.)

Extracts from Post Masters' Letters.—New Brunswick.

- 1.—Richard English, Esq., Post Master at Woodstock.
Remuneration of Officers; Mail routes; Increased frequency of Mail; Correspondence not by Mail; Rates; Effect of reduction; Weight System; Newspaper Postage.
- 2.—J. H. Ryan, Esq., Post Master at Grand Falls.
His emoluments, expenses, duties and Franking Privilege.
- 3.—W. B. Phair, Esq., Post Master.—Fredericton.
Mail coaches; Correspondence not by Mail; Roads; Mail Bags; Remuneration of Officers; His emoluments, expenses, duties and Franking Privilege; Mode of accounting; Offices with which he exchanges, &c.; Rates; Number and mode of conveying Mails; Control over Couriers and their remuneration.
- 4.—W. F. Bonnell, Esq., Post Master at Gagetown.
Remuneration of Officers; Correspondence not by Mail; Rates; Effect of reduction; Weight System; Mode of accounting to General Post Office; Offices with which he exchanges, &c.; Number of Mails received and forwarded weekly; Mode of conveying Mails; Control over Couriers and their remuneration.

- 5.—A. Davidson, Esq., Post Master at Kingston.
Mode of accounting to General Post Office; Way Offices; Offices with which he exchanges, &c.; Rates; Number of Mails exchanged weekly; Mode of conveying Mails; Control over Couriers.
- 6.—John Howe, Junior, Esq., Post Master at St. John.
Present system; Rates; Remuneration of Officers; Expenses and duties of his Office; Increased speed and frequency of Mail; Correspondence not by Mail; Rates; Weight System; Newspaper Postage; Mode of accounting to General Post Office; Way Offices; Offices with which he exchanges, &c.; Number of Mails weekly and mode of conveyance; Control over Couriers; Rate of travel and remuneration.
- 7.—A. Lockhart, Esq., Post Master at Quaco, (a Way Office.)
His Franking Privilege; Increased frequency of Mail.
- 8.—Gideon Knight, Esq., Post Master at St. George.
Rates; Weight System; Direct communication with the capital; Distributors of letters; His remuneration; Mode of accounting; Offices with which he exchanges, &c.; Rate of Mail travel; Control of Couriers.
- 9.—G. F. Campbell, Esq., Post Master at St. Andrews.
Inspector in each Province; His remuneration; Rates; Increased frequency of Mail; Registry of Letters; Communication with United States; Correspondence not by Mail; Effect of reduction of rates; Weight System; Newspaper Postage; Mode of accounting to General Post Office; Way Offices; Offices with which he exchanges, &c.; Number of Mails weekly and mode of conveyance; Control over Couriers and remuneration.
- 10.—D. A. Rose, Esq., Post Master at St. Stephen.
Delay of Mail; His Emoluments and Franking Privilege; Mode of accounting; Offices with which he exchanges, &c.; Number of Mails weekly; Mode of conveyance and rate of travel; Delay of Courier; Control of Courier and his remuneration.
- 11.—J. C. Vail, Esq., Post Master at Sussex Vale.
Conveyance of Mail by coach; Correspondence not by Mail; Rates; Effect of reduction; Weight System; Newspaper Postage; Mode of accounting; Way Offices; Offices with which he exchanges, &c.; Number of Mails weekly and mode of conveyance; Control over Couriers.
- 12.—William Steadman, Esq., Post Master at Bend of Peticodiac.
His Franking Privilege and emoluments; Mode of accounting; Way Offices; Offices with which he exchanges, &c.; Number of Mails weekly and mode of conveyance; Control over Couriers and their remuneration.
- 13.—Chas. Milner, Esq., Post Master at Dorchester.
Present system; Control of Department; Remuneration of Officers; Franking Privilege; Rates; Newspaper Postage; Delay of Mails; Correspondence not by Mail; Effect of reduction; Weight System; Mode of accounting; Way Offices; Offices with which he exchanges, &c.; Number of Mails weekly and mode of conveyance; Control over Couriers.
- 14.—Joseph D. Wells, Esq., Post Master at Jollicure, (a Way Office.)
Mode of accounting; Way Office.
- 15.—W. C. Smith, Esq., Post Master at Shediac, (a Way Office.)
Mode of accounting; Number of Mails weekly and mode of conveyance.
- 16.—James Long, Esq., Post Master at Cocagne, (a Way Office.)
Offices with which he exchanges; Number of Mails weekly.
- 17.—A. B. Smith, Esq., Post Master at Buctouche, (a Way Office.)
Mode of accounting; Number of Mails weekly and mode of conveyance; His appointment to Office.
- 18.—John W. Weldon, Esq., Post Master at Richibucto.
His Franking Privilege, expenses and remuneration; Mode of accounting; Way Offices; Number of Mails weekly.
- 19.—James Caie, Esq., Post Master at Chatham.—Miramichi.
Post Office arrangement with United States; Correspondence not by Mail; Rates; Effect of reduction; Weight System; Newspaper Postage; Franking Privilege; Mode of accounting; Way Offices; Offices with which he exchanges, &c.; Number of Mails weekly and mode of conveyance; Control over Couriers and their remuneration.
- 20.—The Post Master at Newcastle.
His Franking Privilege; Offices with which he exchanges, &c.; Number of Mails weekly.
- 21.—T. M. Deblois, Esq., Post Master at Bathurst.
Present state of Department; Increased speed and regularity of Mails; Remuneration of Officers; Rates; Use of Time-bills; Delay of Mail at Miramichi; Mail contracts and conveyance of Mail; His remuneration and Franking Privilege; Mode of accounting; Offices with which he exchanges, and number of Mails weekly; Control over Couriers and their remuneration.
- 22.—D. Stewart, Esq., Post Master at Dalhousie.
Remuneration of Officers; Rates; Post Office Directory; Mail roads; Route from Halifax to Quebec; Offices with which he exchanges; His Franking Privilege.
- 23.—Arthur Ritchie, Esq., Post Master at Campbellton.
His remuneration and Franking Privilege.

APPENDIX (U.)

Extracts from Post Masters' Letters.—Nova Scotia.

- 1.—E. Murphy, Esq., Post Master at Rawdon, (a Way Office.)
Mode of accounting; His remuneration; Want of a regular Post Office.
- 2.—Nathaniel Smith, Esq., Post Master at Maitland, (a Way Office.)
Mode of accounting; Way Offices; Offices with which he exchanges; Rates and number of Mails weekly; Mode of conveying Mails; Couriers.

- 3.—Jas. Ratchford, Esq., Post Master at Parrsboro'.
Mail routes; Correspondence not by Mail; Rates; Effect of reduction; Weight System; Newspaper Postage; Franking Privilege; Mode of accounting; Offices with which he exchanges, &c.; Number of Mails weekly and mode of conveyance; Control over Couriers and their remuneration.
- 4.—E. De Wolf, Esq., Post Master at Wolfville, (a Way Office.)
Increased frequency of Mail; Rates; Correspondence not by Mail; Franking Privilege; Removal of Post Office to Kentville; Inconvenience of present arrangement; Should be a regular Office at Wolfville; Mode of Mail conveyance.
- 5.—John T. Hutchinson, Esq., Post Master at Kentville.
Correspondence not by Mail; Rates; Effect of reduction; Weight System; Newspaper Postage; Franking Privilege; Mode of accounting; Way Offices; Offices with which he exchanges, &c.; Number of Mails weekly and mode of conveyance; Control over Couriers.
- 6.—John Morton, Esq., Post Master at Cornwallis, (a Way Office.)
Correspondence not by Mail; Effect of Reduction; Weight System; Newspaper Postage; Establishment at Halifax.
- 7.—Thos. Spurr, Esq., Post Master at Bridge Town, (a Way Office.)
Daily Mail between Halifax and St. John; Proposed Post Office at Indian Beach; Improvement of Department; Remuneration of Officers; Rates; Effect of Reduction; Enclosed letter relative to direct Daily Mail between Halifax and St. John; Mode of accounting; Way Offices; Offices with which he Exchanges, &c.; Conveyance of Mails; Control over and remuneration of Couriers.
- 8.—Samuel Cowling, Esq., Post Master at Annapolis.
Fulfilment of Mail contracts; Correspondence not by Mail; Rates; Effect of reduction; Weight System; Newspaper Postage; His remuneration and Franking Privilege; Mode of accounting; Way Offices; Offices with which he exchanges, &c.; Number of Mails weekly; Mode of conveying Mails; Control over Couriers and their remuneration.
- 9.—Henry Stewart, Esq., Post Master at Digby.
Correspondence not by Mail; Rates; Effect of Reduction; Weight System; Newspaper Postage; His Franking Privilege; Mode of accounting; Way Offices; Offices with which he exchanges; Number of Mails weekly and mode of conveyance; Control over Couriers; Their remuneration.
- 10.—Colin Campbell, Esq., Post Master at Weymouth, (a Way Office.)
Mode of accounting; Offices with which he exchanges, &c.; Rates; Number of Mails weekly; Mode of conveyance; Control over Courier.
- 11.—Henry G. Farish, Esq., Post Master at Yarmouth.
Offices with which he exchanges, &c.; Rates; Newspaper Postage; Date of his appointment; Delay of Mail at Shelburne; His remuneration; Number of letters sent and received in year; Effect of reduction of rates; Needed improvements in Mail routes; His Franking Privilege; Mode of accounting; Way Offices; Number of Mails weekly and mode of conveyance; Control over Couriers; Their remuneration.
- 12.—Thos. Ogilvy Geddes, Esq., Post Master at Barrington, (a Way Office.)
His Franking Privilege; Mode of accounting.
- 13.—Robert R. Thompson, Esq., Post Master at Shelburne, County of Yarmouth.
Correspondence not by Mail; Rates; Effect of reduction; Weight System; Newspaper Postage; Mode of accounting; Way Offices; Offices with which he exchanges, &c.; Number of Mails weekly and mode of conveyance; Control over Couriers; Their remuneration.
- 14.—Thos. B. Calkin, Esq., Post Master at Liverpool, Queen's County.
Delay of Mails; Correspondence not by Mail; Rates; Effect of reduction; Weight System; Newspaper Postage; Mode of accounting; Way Offices; Offices with which he exchanges, &c.; Number of Mails weekly and mode of conveyance; Control over Couriers; Their remuneration.
- 15.—Charles Godfrey, Esq., Post Master at Lunenburg.
Mail route; Correspondence not by Mail; Rates; Weight System; Newspaper Postage; Mode of accounting; Way Offices; Offices with which he exchanges, &c.; Number of Mails weekly and mode of conveyance; Control over Couriers.
- 16.—J. S. Wells, Esq., Post Master, Chester, (a Way Office.)
Mode of accounting; His remuneration; Offices with which he exchanges Mails, &c.; Mode &c., of Mail conveyance.
- 17.—Samuel Moore, Esq., Post Master at Gay's River, Truro Road, (a Way Office.)
His Franking Privilege; Mode of accounting; Way Offices; Number of Mails weekly and mode of conveyance; Control over Couriers; Their remuneration.
- 18.—John Cox, Esq., Post Master at Stewiacke, (a Way Office.)
His Franking Privilege.
- 19.—John Ross, Esq., Post Master at Truro, Colchester County.
Uniform rate; Newspaper Postage; Remuneration of Officers; His own remuneration, duties and expenses; Mode of accounting; Way Offices; Offices with which he exchanges, &c.; Number of Mails weekly and mode of conveyance; Control over Couriers; Their remuneration.
- 20.—Jno. Crowe, Esq., Post Master at Londonderry, (a Way Office.)
Mode of accounting; Way Offices; Offices with which he exchanges; Rates; Number of Mails weekly and mode of conveyance; Control over Courier, and his remuneration.
- 21.—J. G. Purdy, Esq., Post Master at West Chester, (a Way Office.)
Mode of accounting; Offices with which he exchanges Mails, &c.
- 22.—J. W. Smith, Esq., Post Master at Amherst.
Improvement of Mail Conveyance; Correspondence not by Mail; Rates; Effect of reduction; Weight System; Newspaper Postage; His Franking Privilege; Mode of accounting; Offices with which he exchanges, &c.; Number of Mails weekly and mode of conveyance; Control over Couriers; His remuneration and duties.

- 23.—John Huestis, Esq., Post Master at Wallace, (a Way Office.)
Mode of accounting; Way Offices; Offices with which he exchanges, &c.; Rates; Number of Mails weekly and mode of conveyance; Control over Couriers.
- 24.—W. McConnell, Esq., Post Master at Tatamagouche, Colchester County, (a Way Office.)
Mode of accounting; Offices with which he exchanges, &c.; Rates; Number of Mails weekly and mode of conveyance; Control over Couriers; Their remuneration.
- 25.—D. Ross, Esq., Post Master at Earltown, (a Way Office.)
Mode of accounting; Way Offices; Number of Mails he exchanges weekly, &c.; Rates; Mode of conveyance.
- 26.—J. C. Nash, Esq., Post Master at River John, (a Way Office.)
Offices with which he exchanges, &c.; Rates; Number of Mails weekly.
- 27.—A. P. Ross, Esq., Post Master at Pictou.
Delay of American Mail; Correspondence not by Mail; Rates; Effect of reduction; Weight System; Newspaper Postage; Prohibition of illegal transmission of letters; Mode of accounting; Way Offices; Offices with which he exchanges, &c.; Number of Mails weekly and mode of conveyance; Control over Couriers; Their remuneration.
- 28.—J. McKenzie, Esq., Post Master at New Glasgow, Pictou County, (a Way Office.)
Mode of accounting; Way Offices; Offices with which he exchanges, &c.; Rates; Number of Mails weekly and mode of conveyance; Control over Couriers and their remuneration; Want of a regular Post Office.
- 29.—Angus Gillis, Esq., Post Master at Arisaig, (a Way Office.)
Mode of accounting; Rates; Frequency with which letters are forwarded, &c.
- 30.—Robert N. Henry, Esq., Post Master at Antigonish, Sydney County.
Effect of reduced Postage to and from Great Britain; His remuneration, &c.; Post roads; Correspondence not by Mail; Rates; Effect of Reduction; Weight System; Newspaper Postage; His Franking Privilege; Mode of accounting; Way Offices; Offices with which he exchanges, &c.; Number of Mails weekly; Control over Couriers; Their routes, mode of travelling and compensation.
- 31.—Hugh McDonald, Esq.; Post Master at Sherbrooke, (a Way Office.)
Post roads; Remuneration of Couriers; Correspondence not by Mail; Rates; Effect of reduction; Weight System; Newspaper Postage; Mode of accounting; Offices with which he exchanges, &c.; Number of Mails weekly and mode of conveyance; Control over Couriers; Their remuneration.
- 32.—R. M. Cutler, Esq., Post Master at Guysborough, (a Way Office.)
His Franking Privilege; Mode of accounting; Offices with which he exchanges, &c.; Number of Mails weekly; Mode of conveyance; Control over Couriers; Their remuneration.
- 33.—W. Clough, Esq., Post Master at Plaister Cove, (a Way Office.)
Mode of accounting; His remuneration; Delay of Mail; His Franking Privilege; Offices with which he exchanges, &c.; Rates; Number of Mails weekly and Mode of conveyance; Way Offices; Control over Couriers.
- 34.—Jno. D. Tremain, Esq., Post Master at Port Hood, (a Way Office.)
Importance of Port Hood Office; Route by which Mail should travel; His remuneration; Mode of rating in County; Roads; Remuneration of Post Masters and Couriers; Mail conveyance; Mode of accounting; Offices with which he exchanges, &c.
- 35.—Wm. McKeen, Esq., Post Master at Mabou, (a Way Office.)
Way Offices; Remuneration; Mode of rating and mailing; Roads; Mode of accounting; Exchange of Mails; Their number weekly, &c.; Mail conveyance; Control over and remuneration of Couriers.
- 36.—H. Taylor, Esq., Post Master at Margarie, Cape Breton, (a Way Office.)
Mode of accounting; Way Offices; Offices with which he exchanges, &c.; Rates; Number of Mails weekly and mode of conveyance; Control over Couriers; Their remuneration; His Franking Privilege.
- 37.—R. H. Martin, Esq., Post Master at Sidney, Cape Breton,
Mode of accounting; Way Offices; Offices with which he exchanges, &c.; Rates; Number of Mails weekly and mode of conveyance; Control over Couriers; Their remuneration.
- 38.—D. G. Rigby, Esq., Post Master at North Sydney, Cape Breton, (a Way Office.)
His Franking Privilege.

APPENDIX (V.)

Extracts from Post Masters' Letters.—Prince Edward's Island.

- 1.—Mrs. Elizabeth Chappell, Post Mistress at Charlotte Town.
Mode of accounting; Way Offices; Remuneration of Post Masters; Exchange of Mails, Rates, &c.; Mode of conveyance; Appointment; Control and pay of Couriers.
- 2.—Chas. McLaren, Esq., Post Master at George Town.
His Franking Privilege.
- 3.—A. J. Leslie, Esq., Post Master at Souris.
His Franking Privilege.
- 5.—David Cousins, Esq., Post Master at New London.
His remuneration; Mode of accounting; Offices with which he exchanges, &c.; Rates; Number of Mails weekly and mode of conveyance; Control of Couriers.

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(APPENDIX W.)

Appendix
(F.)

26th March.

Extracts from Letters of Editors and Proprietors of Newspapers or other Periodicals on the subject of Newspaper and Pamphlet Postage.—Lower Provinces.

26th March.

- 1.—E. F. Gilbert, Esq., Editor of the Woodstock (N. B.) Times.—Woodstock.
- 2.—John Simpson, Esq., Proprietor of the Fredericton (N. B.) Royal Gazette.—Fredericton.
- 3.—Edmund Ward, Esq., Editor of the Fredericton (N. B.) Sentinel.—Fredericton.
- 4.—Messrs. Lewis W. Durant & Co., Publishers of the St. John (N. B.) Chronicle.—St. John.
- 5.—A. W. Smith, Esq., Editor of the St. Andrews (N. B.) Standard.—St. Andrews.
- 6.—Hon. J. Howe, Proprietor of the Halifax (N. S.) Nova Scotian.—(See Appendix R, No. 2.)
- 7.—Messrs. Gossip and Coade, Proprietors of the Halifax (N. S.) Times.
- 8.—E. A. Moody, Esq., Editor of the Lunenburg (N. S.) Colonial Churchman.—Halifax.
- 9.—John Miles, Esq., Editor of the Pictou (N. S.) Mechanic and Farmer.—Pictou.
- 10.—James D. Hazard, Esq., Editor of the Charlotte Town (P. E. I.) Royal Gazette.—Charlotte Town.

APPENDIX (X.)

Extracts from Letters of Departmental Officers on the subject of Official Franking and Postage.—Lower Provinces.

- 1.—Captain J. Tryon, 23rd Regiment, Assistant Military Secretary, (N. B.) Fredericton.
- 2.—W. H. Robinson, Esq., Assistant Commissary General, Fredericton (N. B.)
- 3.—Board of Respective Officers of the Ordnance Department, St. John (N. B.)
- 4.—John S. Morris, Esq. Commissioner of Crown Lands and Surveyor General, Halifax (N. S.)
- 5.—John C. Haliburton, Esq. Clerk of the Legislative Council of Nova Scotia.—Halifax.
- 6.—A. G. Blair, Esq., Acting Assistant Military Secretary, Halifax (N. S.)
- 7.—Lieutenant Colonel John Bazalgette, Deputy Quarter Master General to the Forces in Nova Scotia.—Halifax.
- 8.—H. Hewitson, Esq., Deputy Commissary General, (N. S.) Halifax.
- 9.—Lieutenant Colonel R. Jones, K. H. Commanding Royal Engineers, Halifax (N. S.)
- 10.—Lieutenant Colonel A. C. Mercer, Commanding Royal Artillery, Halifax (N. S.)
- 11.—H. Ince, Esq., Acting Storekeeper, Halifax (N. S.)
- 12.—J. Elliot, Esq., Surgeon to the Forces, Halifax (N. S.)
- 13.—Honourable J. H. Haviland, Provincial Secretary, Charlotte Town (P. E. I.)
- 14.—R. Hodgson, Esq., Attorney General, Charlotte Town (P. E. I.)
- 15.—Honourable J. Spencer Smith, Treasurer Prince Edward's Island.

APPENDIX TO REPORT.

APPENDIX (A.)

QUERIES.

(A.) No. 1.

No. 1.

First General Circular. **FIRST GENERAL CIRCULAR**, addressed to persons of all classes in each of the Provinces of British North America.

OFFICE OF THE POST OFFICE COMMISSION,
Montreal, November 1840.

SIR,—I have the honor, by direction of the Post Office Commissioners, to invite your attention to the object of Government in appointing this Commission, which is "to investigate and report on the state of the British North American Post Office, its Administration, the remuneration of its Officers, the rates of Postage, the improvement of the Mail Roads, and every other matter comprehended in a full and complete inquiry,"—and to request that you will have the goodness to favor me, for their information, with your views upon any subjects which may seem to you to come within the scope of the intended inquiry.

I have the honor to be, Sir,
Your most Obedient Servant,

CHRIST'R. DUNKIN,
Secretary to Commission.

To

No. 2.

No. 2.

Second General Circular. **SECOND GENERAL CIRCULAR**, addressed to a considerable proportion of the persons to whom the preceding Circular was sent.

OFFICE OF THE POST OFFICE COMMISSION,
Montreal, December 1840.

SIR,—Referring to the Circular letter which I had the honor of addressing to you, by direction of the Post Office Commission, on the ultimo, the Commissioners conceive that the information they seek on certain points of the inquiry in which they are engaged may be best obtained through the medium of answers to the subjoined series of questions, to which they beg respectfully to request your attention. You would much oblige me by numbering your answers, to correspond with the questions to which they may severally refer.

In thus submitting to your notice the accompanying queries, I am particularly desired to add, that it is by no means intended to prescribe to you the precise form of reply which they suggest. The Commissioners will be happy to receive the expression of your opinion on any subject connected with their inquiry, in any form you may yourself prefer.

I have the honor to be, Sir,
Your most Obedient Servant,

CHRIST'R. DUNKIN,
Secretary to Commission.

To

1.—Have you any suggestions to offer, with a view to the improvement of the Internal Post Communications of these Provinces; or of the Post Intercourse between this Country and the United States?

2.—Will you be so good as to give your opinion as to the amount of Correspondence at present sent otherwise than by Mail; the routes on which, so far as your information extends, this practice is most prevalent, and the reasons which in your opinion induce persons to resort to such means of conveyance for their letters?

3.—What is your opinion of the present rates of Letter-postage in these Provinces? Do you think them reasonable or otherwise?—If the latter, will you have the goodness to state your views on the subject of an improved scale?

4.—Are you of opinion that a reduction in the rates of Letter-postage would materially increase the amount of Correspondence by Mail?—If so, will you favor the Commission with your views on the subject, in such detail as you may think proper?

5.—Do you think that the system of charging letters by weight (as is now the practice in the United Kingdom) might here be advantageously substituted for the present mode of rating by single and double letters, &c.?

6.—Are you aware what are the charges at present made for the transmission of Newspapers and other Periodicals by the Post?—If so, do you consider either the rate of charge, or the mode of payment, or both, objectionable? And will you state your opinions generally on the subject?

7.—Are you of opinion that the Proprietors of Newspapers or other Periodicals in British North America have a reasonable claim on the public service for the transmission of the same free of postage?—If so, will you be good enough to state the grounds upon which you entertain such opinion?

8.—Are you acquainted with the usages which prevail in any foreign Countries, with respect to the transmission through the Post of Newspapers and other Periodicals; and if so, will you be pleased to state what they are?

No. 3.

No. 3.

CIRCULAR, addressed to Proprietors or Editors of Newspapers and other Periodicals in the several Provinces. Circular to Editors, &c.

OFFICE OF THE POST OFFICE COMMISSION,
Montreal, December 1840.

SIR,—Adverting to the Circular letter which I had the honor to address to you, by direction of the Post Office Commission, on the ultimo, the Com-

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(F.)

26th March.

missioners are of opinion that the information they seek relative to the transmission by Mail of Newspapers and other Periodicals may be best obtained through the answers of those interested in the subject, to the subjoined series of questions. I am instructed, accordingly, to submit them to you for your consideration, and to beg that you will favor me with your replies to as many of them as you may find it convenient to answer. You would greatly oblige me, by numbering each answer to correspond with the question to which it applies.

I am particularly directed to add, that in submitting to your notice the specific inquiries alluded to, the Commissioners by no means wish to preclude your offering your opinions in any form you may think proper, upon the general objects for which the Commission has been instituted. Any suggestions you may be good enough to make will receive their best consideration.

I have the honor to be, Sir,
Your most Obedient Servant,

CHRIST'R. DUNKIN,
Secretary to Commission.

To

—
QUERIES.
—

1.—What Newspaper or other Periodical do you publish; and where it is published?—If you publish more than one, will you be so good as to state the fact, and to answer this and the following queries, with reference (as far as they may be applicable) to each, separately?

2.—When was it established?

3.—How often in the week is it published; in what Language; and on what Terms,—distinguishing between the price of the journal itself, and the charge you make on account of Postage to those subscribers who receive it by Mail?

4.—What is its size?

5.—How many copies of each number do you forward by Mail to subscribers, within the British Provinces and Islands in North America?

6.—How many to subscribers in the United States?

7.—How many copies do you send free of Postage, to Post Masters?

8.—How many "Exchange copies" do you send by Post, within the Provinces?

9.—How many to the United States?

10.—How many copies do you forward to Europe; by Her Majesty's Packets *viâ* Halifax: and how many, *viâ* the United States?

11.—How many "Exchange papers" do you receive by Mail from within the Provinces?

12.—How many from the United States?

13.—Will you have the goodness to state at what rate you pay the Deputy Post Master General for the transmission of your journal; and also the mode of payment, whether quarterly or otherwise, and whether in advance, or after the service has been performed?

14.—What Postage, if any, is paid by you upon "Exchange copies" mailed within the Provinces, and what for your "Exchange papers" received from the United States? Are you aware whether the Postage charged on the latter is an American or a Provincial charge?

15.—For how long a period have you paid at the present rate for the transmission of your journal; and have you ever paid for the service at any other rate or in any other mode than the present?

16.—Do you disapprove of the existing arrangements for the transmission of your journal, either as to the amount or as to the mode of the payment required? If so, will you have the goodness to state your objections, and to suggest such improvements in the system as may occur to you; having reference as well to the transmission of Magazines, Reviews and Pamphlets generally, as to that of Newspapers?

17.—Are you of opinion that the Proprietors of Newspapers or other Periodicals in British North America, have a reasonable claim on the public service for the transmission of the same free of Postage? If so, will you be so good as to state the grounds upon which you entertain such opinion?

18.—Are you acquainted with the usages which prevail in any foreign Countries, with respect to the transmission through the Post of Newspapers and other Periodicals; and if so, will you be pleased to state what they are?

No. 4.

No. 4.

CIRCULAR, addressed to the Heads of Departments, Civil and Military, in the several Provinces.

Circular to
Heads of De-
partments.

OFFICE OF THE POST OFFICE COMMISSION,
Montreal, December 1840.

SIR,—I am directed by the Post Office Commissioners to request that you will favor them with such information respecting Official Postage as you can conveniently afford, in answer to the following queries:—

1.—What amount of Official Postage was paid by your Department during the year ended 5th July last?

2.—At what Post Office or Offices was the same paid?—If at more than one, be pleased to state the amount paid at each.

3.—Do these sums afford a fair average of the yearly cost of the Correspondence of your Department?

4.—In what manner are the accounts for the Postage of your Department kept at the Post Office; at what periods are they paid; and what charge, if any, is made for keeping them?—Do you see any objection to such charge?

5.—Do you consider the practice of paying Official Postage to be in any respect inconsistent with the interests of the Public Service?—If so, be pleased to state your objections, and to favor the Commission with your opinion as to the system of Official Franking.

I have the honor to be, Sir,
Your most Obedient Humble Servant,

CHRIST'R. DUNKIN,
Secretary to Commission.

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No. 5.

26th March.

No. 5.
First Circular
to Post Mas-
ters.

CIRCULAR, addressed to the several Post Masters on the Quebec Establishment, on the subject of their Official Emoluments and Expenses.

OFFICE OF THE POST OFFICE COMMISSION,
Montreal, November , 1840.

SIR,—I have to request that you will furnish me, for the information of the Post Office Commissioners, with the least possible delay, a Return of your Pay and Emoluments as Post Master at for the year ended 5th July last; distinguishing therein the various sources from which your Income has been derived. You will please also to state, under the head of "Observations," what expenses you have actually incurred during the same period, for Clerk-hire, Office-rent, &c.

The Commissioners desire to be further informed, whether you regularly afford your personal services to the duties of the Office, or whether the management devolves upon an Assistant.

I have the honor to be, Sir,
Your most Obedient Servant,

CHRIST'R. DUNKIN,
Secretary to Commission.

To the Post Master at

No. 6.

Second Circu-
lar to Post
Masters.

No. 6.

CIRCULAR, addressed to the Post Masters on the Quebec and Halifax Establishments, on the subject of their Franking Privilege:

OFFICE OF THE POST OFFICE COMMISSION,
Montreal, February , 1841.

SIR,—I am directed by the Post Office Commission to request that you will be good enough to favor me, at your earliest convenience, with an answer to the following queries.

1.—How many Letters or Packets, as nearly as you can judge, do you send by the Post under your Franking Privilege, annually?

2.—How many do you receive?

3.—How many Newspapers do you receive free of Postage, annually?

4.—What do you consider to be the yearly value to you in money, of your Franking Privilege, having regard as well to Newspapers as to Letters—sent and received?

5.—What sum would you be willing to accept yearly, in compensation for the loss of your present Privilege of Free Postage?

I have the honor to be, Sir,
Your most Obedient Servant,

CHRIST'R. DUNKIN,
Secretary to Commission.

To the Post Master at

No. 7.

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No. 7.
Requisitions
upon the De-
puty Post Mas-
ter General at
Halifax for
Returns, &c.

REQUISITIONS made upon the Deputy Post Master General at Halifax, for Returns and Statements as to the condition of the Post Office Department within his charge.

[Note.—The Deputy Post Master General at Quebec being a Member of the Commission, it was considered unnecessary to address him by letter. All Requisitions made upon Mr. Howe were understood to be addressed, so far as they might be applicable, to him also.]

OFFICE OF THE POST OFFICE COMMISSION,
Montreal, November 3, 1840.

SIR,—I am directed by the Commissioners recently appointed by His Excellency the Governor General to investigate and report upon the state of the British American Post Office, to request of you as the Principal Officer of the Department in the Lower Provinces, the following particulars of information, which the Commissioners consider it necessary they should obtain, and which they are anxious you should furnish with as little delay as possible.

1.—A copy of your Commission, and of all the Instructions which from time to time you may have received for your guidance in the conduct of the Department under your charge.

2.—A statement of the territorial extent and precise nature of your present charge, within each of the Lower Provinces; showing among other particulars the footing on which the Post Office Department in Prince Edward's Island is placed.

3.—A statement in detail of the several sources from which your Official income is derived; showing the yearly amount drawn from each (Salary, Commission, Agency, Newspaper Privilege, Allowance for Offices, &c.) separately, for the three years ended 5th July last.

4.—A statement of the nature and tenure of each several class of Post Office appointments subordinate to your own; showing also the nature of the emoluments of each class, and the source or sources whence they are drawn.

5.—A return showing the names and situations of all the Post Offices within your charge in the Provinces of Nova Scotia, New Brunswick and Prince Edward's Island, respectively; stating when each was established; the names of the Post Masters in charge of each; the dates of their appointments; the names and amount of their securities; the nature and amount of their various emoluments; the number and names of all Clerks or other *employés* in each Post Office; and the nature and amount of their respective emoluments.

6.—A copy of the Post Master's Bond.

7.—A copy of all standing Instructions to Post Masters, at present in force; with a statement in particular, as to the franking privilege enjoyed by them, and the limitations (if any) imposed upon its exercise.

8.—A map showing the position of all the Post Offices in your charge, the distances (in miles) and the number of trips weekly from Office to Office.

9.—A return of all Post Offices erected within the last three years; stating whether any (and if any, what) applications for new Offices have been refused during that period; with the grounds of such refusal, and the form of application required for new Offices.

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10.—A return of all contracts for the conveyance of the Mails within your charge, showing the names of all Contractors, and the names and amount of their respective securities; the route or routes undertaken by each; the Offices to be served on each route; the distance (in miles) to be gone over, rate of travel per mile, and time allowed for performing the whole service; the number of trips weekly; the mode of conveyance, whether by stage or other carriage, on horseback, or on foot,—or, if by water, whether by Steam or sailing Vessels; the rate of payment for such conveyance; the date and duration of each contract; and the scale of forfeiture for any failure to fulfil the same punctually, as regards time, &c.

11.—Are any routes within your charge served without contract? If so, a return will be necessary, showing what routes are so served, the parties serving them, and in general all the terms of their service, as above required in the case of the routes for which there are regular contracts.

12.—A copy of the form or forms of Mail-contract in present use.

13.—A copy of all standing Instructions to Contractors.

14.—A statement in regard to the degree of punctuality with which the contracts are in general fulfilled, and the measures taken to ensure punctuality, and enforce forfeitures for neglect. A like statement also, with reference to any agreements made for the service of routes not regularly contracted for.

15.—It being understood that certain routes or Offices in Nova Scotia are not borne on the regular Establishment, but have been established and are maintained under Provincial grants, a return is needed to inform the Commissioners what routes or Offices are or have been on this footing; together with a full explanation of the precise plan by which each is or has been supported.

16.—If any similar system has been acted upon in New Brunswick or Prince Edward's Island, or if there are routes or Offices in any of the Provinces within your charge, in any other way not borne on the regular Establishment, the Commissioners request that you will have the goodness to furnish them with all information on the subject, necessary to a clear understanding thereof.

17.—A statement of the net revenue (as nearly as the same can be ascertained or estimated) of each Mail-route, as compared with the expense of the Mail conveyance thereon.

18.—A statement as to how far the Inhabitants of the Provinces within your charge are in your opinion satisfied with the present amount of their Post accommodation; the districts (if any) in which complaint is made; the demands urged; the routes which you consider most to require increased facilities; and the character and extent of the increased facilities you would think it desirable to afford.

19.—What are your Official relations with the Department in Newfoundland and Bermuda; what the nature and extent of the Post communications between those Provinces and the Provinces within your immediate charge, and what the character of the accounts kept by you, with the Department in those Islands?

20.—To what extent, comparatively, do you suppose the conveyance of Letters and Newspapers between the Lower Provinces and the Islands in question, to be

at present carried on through other agency than that of the Post Office? And what improvements, if any, would you suggest in regard to this branch of the service?

21.—What is the character of the Post Office intercourse between St. Andrews (N. B.) and Robbinstown in the United States; how is the Post Master at St. Andrews paid for his management of his correspondence; does he account to the General Post Office at Washington, or to the Post Master at Robbinstown; and does he collect American Postage on Letters for and from the United States?

22.—How are the accounts for American Postage kept, throughout your charge; are they kept distinct from those for British Postage; and, if not, what is the arrangement in this respect?—How is credit obtained for the Dead Letter Postage on the United States' letters?

23.—The Commissioners would receive with pleasure any suggestions you may be prepared to make in reference to the subject of the Post communication with the United States.

24.—A copy of the Post Office Tables, showing the distances from place to place, and the rates of Postage; with a particular statement of the rule in use for the charge of remailed letters.—Are they charged anew at each Office, or is the actual distance only charged for, as if no re-mailing had taken place?

25.—A return of the names of all Newspapers published within your charge; the names of their respective Proprietors or Publishers; the number of times each appears weekly; the number of each mailed under the Deputy Post Master General's Privilege; the rate per annum charged for each paper; and the rate per annum charged for the whole number sent from each establishment.—The return should further state whether "*exchange papers*," meaning thereby papers published within the Province and exchanged by their respective Proprietors, are subjected to any charge for their transmission; and if so, to what charge?

26.—A similar return, in regard to Pamphlets and Periodicals (not Newspapers) sent by Post.

27.—How far, in your opinion, are the Proprietors of Newspapers and other Periodicals satisfied with these terms; where they are not, what do you understand them to desire; and what terms of a reasonable and practicable character would you think likely to give general satisfaction?

28.—A return, as to the general state of the Department within your charge in the form herewith enclosed (marked A.) for the three years ended 5th July last; with any further information under the head of "*Observations*," which may the better enable the Commissioners to understand the statements therein made.

29.—A return, showing the amount of Postage charged in each Province within your charge, during each of the years just named, to each several Civil and Military Department, and to the Legislative Assemblies and Councils therein; stating also how the Postage of each such Department, &c. is collected.

30.—An explanation of the loss apparently incurred by the General Post Office, upon the payments made from the Post Office revenue of the Lower Provinces to the Military Chest.

31.—A statement (according to the best returns or estimates in your power) of the total number of Letters at present circulated through the Post Office within

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the limits of your charge in one year; with similar statements in regard to Newspapers from the United States, to Newspapers from Great Britain, and to Newspapers published within the limits of your charge.

32.—To what extent, comparatively, do you suppose the conveyance of Letters, Papers and others Periodicals within the limits of your charge, to be at present carried on through other agency than that of the Post Office?

33.—A general statement of your views with regard to a revision of the Postage rates at present in force; suggesting such a scheme as from your knowledge and experience, you would think the most likely one to prove satisfactory to the public, and at the same time to sustain the funds of the Department.

The Commissioners are aware that it will be impossible for you to give immediate answers to all these inquiries; and I am directed, therefore, to request that

you would have the goodness to favor me with your answers in any order most convenient to yourself, not delaying such as admit of being promptly made, for those which may require more time in their preparation. It is desirable the Commissioners should be informed, as soon as possible, at what time you think it likely the whole series can be completed.

I am directed further to inform you, that steps have been taken to authorize your incurring any expenses, that may be necessary to enable you the more promptly to prepare the papers called for.

I have the honor to be, Sir,
Your most Obedient Servant,

CHRIST'R DUNKIN,
Secretary to Commission.

John Howe, Esqr. Depy. P. M. Genl.,
&c. &c. &c., Halifax, N. S.

ENCLOSURE A.

RETURN of the state of the Post Office Department within the limits of the charge of the Deputy Post Master General at Halifax, for the three years ended 5th July, 1840; showing the number of Offices upon the Establishment,—the number of miles of Mail road,—the number of miles travelled by the Post weekly,—the amount paid for conveyance of Mails,—amount paid for salaries to the Deputy Post Master General and his Sub-Deputies and Assistants,—amount paid for Stationery, Printing, Advertising and Incidental Disbursements,—amount of British and Provincial Dead Letters,—Gross Revenue,—Net Revenue,—and Revenue remitted to London.

Year ending 5th July,	Number of Offices.	Number of miles of established Mail road.	Number of miles travelled by the Post weekly.	Amount paid for Couriers' wages, and conveyance of Mails. Currency.	Amount paid for salaries, &c. &c. &c. Currency.	Amount paid for stationery, printing, advertising and incidentals. Currency.	Amount of British and Provincial Dead Letters. Currency.	Gross Revenue after deducting mis-sents and over-charges. Currency.	Net Revenue per quarterly accounts. Currency.	Amount remitted to General Post Office, London. Currency.
1838.										
1839.										
1840.										

Observations.

IN ADDITION to the requisitions contained in the above letter, the following were made at subsequent dates:—

A return, showing the amount of Revenue (as composed of the several items of Unpaid Received, Paid sent, Way-letter, and Ship-letter postage) accruing yearly at each Office within your charge,—and also the amount of Misdirected, Forwarded, and Dead Letter Postage arising yearly at each such Office, for the three years ended 5th July last.

I am instructed, with reference to the subject of the 22nd query, to request that you will have the goodness to state in what manner credit is obtained for the Provincial, as well as for the American Dead-letter Postage accruing on United States' letters.

I am further directed to request that in addition to the information called for by the 31st query, you will be pleased to furnish the Commission with a statement, according to the best estimate you may be able

to form, of the number of letters passing yearly through the Post Office within the limits of your charge, at each of the rates at present in force therein.

I am instructed by the Post Office Commissioners to request that you will favor them at your earliest convenience, with the following particulars of information on the subject of the transmission by Post of Periodicals and other Publications, not coming under the designation of Newspapers:—

1.—A statement, according to the best returns or 24 Dec, 1840. estimates in your power, of the total number of Periodicals (not Newspapers) mailed in the United States and circulated yearly within the limits of your charge; together with a like statement in regard to Pamphlets or other Publications not coming under the designation of Periodicals.

2.—What rates of British Postage are charged on such Periodicals; and is any distinction made by the Department between American Periodicals properly so called, and American re-prints of English Periodicals?

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3.—At what rate is British Postage charged on Pamphlets, &c. not Periodicals, brought in by mail from the United States?

4.—A statement, according to the best evidence at your command, of the total number of Periodicals not Newspapers, mailed in Great Britain and circulated yearly by Post within the limits of your charge, before the establishment of the Royal Mail Steam Ships; together with a like statement in regard to Pamphlets, &c. not Periodicals.

5.—Similar statements, for the period which has elapsed since the establishment of the Royal Mail Steam Ships.

6 March, 1841.

I have further to request, with reference to query 29, of my letter of the 3rd November, on the subject of Official Postage, that you will have the goodness to state what Public Departments in each of the Provinces within your charge enjoy at present the *Franking Privilege*; by what authority and at what period, to the best of your information, this privilege was accorded to each such Department; the average amount of correspondence, *as nearly as you can judge*, franked yearly by each; and the amount of Postage you would suppose to be lost to the Post Office Revenue in consequence.

No. 8.

Third Circular
to Post Mas-
ters.

No. 8.

CIRCULAR, addressed to the Post Masters at all the regular Post Offices and at many of the Way Offices, on the Halifax establishment.

OFFICE OF THE POST OFFICE COMMISSION,
Montreal, February 24, 1841.

SIR,—I am instructed by the Post Office Commissioners to address to you the following queries, on certain points with regard to which they are particularly desirous to receive the fullest information you may have it in your power to give. And I have to request that you will be so good as to transmit to me, with the least possible delay, your answers to the same, numbered to correspond with the queries to which they severally refer.

1.—Does the Post Office under your charge account directly to the General Post Office at Halifax?—If not, to what other Office are its accounts rendered; and at what periods; and in what form?

2.—Are the accounts of any regularly established Post Office or Offices rendered to your Office, instead of being rendered direct to Halifax?—If so, please to name such Office or Offices, and to state at what periods and in what form their Accounts are rendered, and how the same are checked by you, and brought into the Account rendered by your Office to the Office to which you account.

3.—Are there any Way Offices or places for the deposit of letters, not regularly established as Post Offices, which account to your Office?—If so, be good enough to name them, and the Post Master or person

at present in charge of each; and state by whom each of such Post Masters was appointed,—whether by the Deputy Post Master General at Halifax, yourself, or any other Post Master,—and when?

4.—What is the nature and extent of your authority over these Way Office Post Masters, as regards the general management of their Offices?

5.—How are they each remunerated; and what do you suppose to be the average yearly value to each, of his emoluments of every description?

6.—At what periods and in what form are their Accounts rendered; how are they checked at your Office; and how brought into the Account rendered by you to the Office to which you account?

7.—Are you aware of the existence of any Way Offices which account to any of these Way Post Masters and not to yourself directly?—If so, please to furnish the Commission with such information as you may have it in your power to give in regard to them.

8.—With what regularly established Post Offices, and with what Way Offices or places of deposit for letters not regularly established as Post Offices, do you exchange Mails?—Please to state (in the form of the accompanying table marked A.) the distance of each from your Office, the rate of postage charged therefor, the number of Mails you exchange with each weekly, and the day or days of the week on which you ordinarily despatch and receive the same.

9.—By what route is each of such Offices served; how is the Mail-service performed on each route by the Courier,—on foot or horseback, by waggon, stage or other conveyance; and at what rate does he ordinarily travel?

10.—Do any Way Offices with which you are acquainted exchange Mails *directly* with each other?—If so, please to furnish the Commission with any information you may be able to give, in regard to the rates of postage charged and the arrangements generally by which such direct exchange of Mails is effected.

11.—Have you any control over the Couriers on any of the routes in your neighborhood?—If so, on what routes? and how far have you power to regulate, on the said routes, their hours of starting, rate of travel, remuneration, &c.?

12.—What amount of remuneration do the Couriers (if any) under your control receive for their services; and by whom and how are they severally paid?

I have the honor to be, Sir,
Your most Obedient Servant,

CHRIST'R. DUNKIN,
Secretary to Commission.

To the Post Master at

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Enclosure A.—SEE QUERY 8.

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Post Offices, and Way Offices or places of deposit for Letters not regularly established as Post Offices with which the Office at exchanges Mails.	Its distance in miles from each of said Offices.	Rates of Postage charged to each of said Offices.	No. of Mails exchanged Weekly with each of said Offices.	Day or Days of the Week, on which Mails are ordinarily despatched for each of said Offices.	Day or Days of the Week, on which Mails are ordinarily received from each of said Offices.	REMARKS.

No. 9.

No. 9.

OFFICE OF THE POST OFFICE COMMISSION,
Montreal, April 20, 1841.

Collection of U. S. Postage at St. Andrews, N. B. LETTERS to the Post Masters at St. Andrews and St. John, N. B., on the subject of the collection of United States' Postage.

OFFICE OF THE POST OFFICE COMMISSION,
Montreal, January 16, 1841.

SIR,—I am instructed by the Post Office Commissioners to request that you will be good enough at your earliest convenience to favor me for their information, with a return of the amount of United States' Postage collected at the St. Andrews Post Office during the year ended 30th September, 1840,—in the form herewith furnished.

The Commissioners wish to be further informed, what proportion of the same you suppose to have been paid on United States' letters properly so called, as distinguished from letters for or from Europe; and also to what extent in your opinion the recent establishment of Steam Communication with Great Britain, *via* Halifax, has reduced the number of the latter class of letters.

I have &c.

(Signed,) CHRIST'R DUNKIN,
Secretary to Commission.

To G. F. Campbell, Esqr. P. M.
&c. &c. &c. St. Andrews, N. B.

Enclosure.

RETURN of United States' Postage collected at the St. Andrews (N. B.) Post Office during the year ended 30th September, 1840.

During the quarter—	Gross.	DEDUCT.		Net.
		Mis-sents and over charges.	Dead Letters.	
Ending 31st Dec. 1839.				
“ 31st March 1840.				
“ 30th June 1840.				
“ 30th Sept. 1840.				

SIR,—I am instructed by the Post Office Commissioners to request that you will be good enough to favor me with the earliest answer in your power to the following queries:—

1.—Is the American Postage for which you account to the General Post Office at Washington, charged by you upon the Post Masters in the interior and accounted for by them *distinct from British postage*, or are the two in any way merged together in the accounts of the Department?

2.—In either case, please to *explain fully* in what manner your accounts for the same are kept; with how many and what Post Masters in the interior you keep the same; by what agency and how your collections of American Postage are in fact made; and in what manner you obtain credit for the Dead Letter Postage, *Provincial and American*, arising on letters from the United States.

3.—What portion, if any, of the compensation you receive from the Department at Washington, as its Accountant, do you allow, in any instances or in all, to the Post Masters who collect for you; and how is such portion remitted to or obtained by them?

The Commissioners are desirous to receive from you any other particulars of information you may have it in your power to give, and any suggestions you may be prepared to offer, in regard to the general subject of the collection of United States' Postage in the Lower Provinces.

I have the honor to be, Sir,
Your most Obedient Servant,

CHRIST'R DUNKIN,
Secretary to Commission.

To G. F. Campbell, Esqr., P. M.
&c. &c. &c., St. Andrews, N. B.

OFFICE OF THE POST OFFICE COMMISSION,
Montreal, April 20, 1841.

SIR,—I am instructed by the Post Office Commissioners to request that you will be good enough to favor them with the earliest answer in your power to the following queries:—

1.—Is the American Postage, for which the Post Master at St. Andrews accounts to the General Post Office at Washington, charged upon you, or by you

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upon other Post Masters in the interior, and accounted for by the Receiving Post Masters, *distinct from British Postage*, or are the two in any way merged together in the accounts of the Department?

2.—In either case, be pleased to explain *as fully as may be in your power*, how the accounts with these Post Masters for the American Postage they collect, are kept and their remittances made; and in case such Postage is not kept every where distinct from British Postage, in what way credit is taken for the same when remitted to the Post Master at St. Andrews.

3.—How is credit obtained for the Dead-letter Postage, *Provincial and American*, arising on letters from the United States, by the several Post Masters who have to deal with the same?

The Commissioners are desirous to receive from you any other particulars of information you may have it in your power to give, and any suggestions you may be prepared to offer, in regard to the general subject of the collection of United States' Postage in the Lower Provinces.

I have the honor to be, Sir,
Your most Obedient Servant,

CHRIST'R. DUNKIN,
Secretary to Commission.

To Jno. Howe, Jr., Esqr., P. M.,
&c. &c. &c., St. John, N. B.

No. 10.

Official Postage and Franking in New Brunswick.

LETTERS to the Post Masters at Fredericton and St. John, (N. B.), on the subject of Official Postage and Franking in that Province.

OFFICE OF THE POST OFFICE COMMISSION,
Montreal, April 17, 1841.

SIR,—I am instructed by the Post Office Commissioners to request that you will have the goodness to inform me, at your earliest convenience, what Civil Departments in New Brunswick, if any, enjoy at present the Franking Privilege, or have their letters in any manner carried free of charge by mail; by what authority and at what period (to the best of your information) this privilege was accorded to each such Department; the average amount of correspondence (*as nearly as you can judge*) franked yearly by or for each, and the amount of Postage you would suppose to be lost yearly to the Post Office Revenue in consequence.

With reference to such of the Civil Departments, if any, as pay Postage on their correspondence, I am further to request of you a return showing the several amounts charged to each of them at your Office, during *each of the three years* ended 5th July last.

I have the honor to be, Sir,
Your most Obedient Servant,

CHRIST'R. DUNKIN,
Secretary to Commission.

To W. B. Phair, Esqr., P. M.
&c. &c. &c. Fredericton, N. B.

OFFICE OF THE POST OFFICE COMMISSION,
Montreal, April 17, 1841.

SIR,—I am instructed by the Post Office Commissioners to request that you will have the goodness to favor me, at your earliest convenience, with a return showing the several amounts charged at the St. John Post Office, to each of the Military Departments in New Brunswick during *each of the three years* ended 5th July last.

I have the honor to be, Sir,
Your most Obedient Servant,

CHRIST'R. DUNKIN,
Secretary to Commission.

To John Howe, Jr., Esqr., P. M.
&c. &c. &c., St. John, N. B.

No. 11.

LETTER calling for Blank Forms in use at the Post Offices at Fredericton and St. John, New Brunswick.

OFFICE OF THE POST OFFICE COMMISSION,
Montreal, April 13, 1841.

SIR,—I am directed by the Post Office Commissioners to request that you will be good enough to forward to me, with the least possible delay, copies of all the blank forms (such as Post Bills, Time Bills, Monthly Sheets, Bye-Bills, Quarterly Abstracts, &c. &c. &c. at present in use at your Office.

I have the honor to be, Sir,
Your most Obedient Servant,

CHRIST'R. DUNKIN,
Secretary to Commission.

To W. B. Phair, Esqr., P. M.,
&c. &c. &c., Fredericton, N. B.
and
J. Howe, Jr., Esqr., P. M.
&c. &c. &c., St. John, N. B.

APPENDIX (B.)

(B.)

Commission of Hugh Finlay, Esq., as Deputy Post Master General of the Province of Canada.

Commission of H. Finlay, Esq., as Deputy Post Master General of Canada.

Charles Earl of Tankerville and Henry Frederick Lord Carteret, His Majesty's Post Master General of His Majesty's Dominions in Europe, Africa and America.

7 July, 1784.

To all to whom these Presents shall come:—GREETING.

Recorded in the Office of Enrollments in Quebec on Wednesday, the 15th day of Novr. 1786, in the Register of Letters Patent from His Majesty; Letter C. folio 77.

(Signed)

GEO. POWNALL.

WHEREAS by Act of Parliament made in the ninth year of Queen Anne, the Post Master General for the time being was empowered to appoint Deputy Post Masters for all His Majesty's Dominions:

Know ye therefore, that by virtue of the powers and authority given to Us, by the King's most Excellent

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Majesty, We, Charles Earl of Tankerville and Henry Frederick Lord Carteret, having received good testimony of the fidelity and loyalty of Hugh Finlay, Esqr., and of his ability and sufficiency to manage the Posts settled or to be settled in His Majesty's Province of Canada, in North America; and reposing great trust and confidence in him, do by these Presents nominate, depute, authorize and appoint him the said Hugh Finlay, Our Deputy, for the Government and management thereof, to have, hold, exercise and enjoy the Office of our Deputy Post Master General in His Majesty's said Province, with all powers, privileges, profits and authorities thereunto belonging; for and during our pleasure, and subject to such conditions, covenants, provisos, payments, orders and instructions to be faithfully observed and performed by the said Hugh Finlay, and by his Deputy or Deputies and Servants, as he shall from time to time receive from Us or from the Post Master General for the time being, in writing, subscribed by Us or Our Orders, except always and reserved to His Majesty and His Successors, all the duty payable for the postage or carriage of any Letters or Packets according to any Act or Acts of Parliament relating thereunto, over, and above the necessary expenses for the management of the said Posts. And We do hereby strictly require all Officers and others employed in or about the Posts already settled in any part of His Majesty's said Province of Canada, from time to time, to give an account of all monies received by them for the postage of letters and packets to the said Hugh Finlay, and to obey him in all matters relating to their respective Offices, trusts and employments; And the better to enable the said Hugh Finlay to execute the trust reposed in him, We do hereby grant him full and sufficient power and authority either to discharge or suspend such Deputy or Deputies employed or to be employed in the management of any Post Office in His Majesty's said Province, who shall in the opinion of the said Hugh Finlay be found guilty of neglect, mismanagement or breach of duty in the Office or Offices committed to his or their care or charge, from the further execution of his or their respective trusts, as

also to nominate and appoint such other person or persons in his or their stead as he shall think proper until our pleasure shall be made known. And We do hereby grant unto the said Hugh Finlay, an allowance of Twenty Pounds per cent. on the net produce arising by the port of Letters within the said Province of Canada, all charges of Dead Letters, Under-Deputies' Salaries, and other allowances first deducted, to be made the said Hugh Finlay for his care and trouble in the performance and execution of the trusts reposed in him, so long as he shall continue to be employed by Us as our Deputy.

IN WITNESS whereof, We, the said Charles Earl of Tankerville and Henry Frederick Lord Carteret, have hereunto set our Hands and caused the Seal of our Office to be affixed hereunto, this seventh day of July, one thousand seven hundred and eighty four, in the Twenty-fourth year of His Majesty's Reign.

By-Command,

(Signed) { TANKERVILLE.
CARTERET.

(Signed) ANTH. TODD, Secy.

Entd. C. G.

The foregoing Commission is a true Copy from the Original registered and examined by

(Signed) GEO. POWNALL.

I do hereby certify the foregoing to be a true Copy of an Entry as on record in the Office of the Records at Quebec, in the Register of Letters Patent from His Majesty, Letter C. folio 77.

Secretary's Office,
Quebec, 13th April 1841.

D. DALY, Secretary.

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(C.)

APPENDIX (C.)

STATE of the POST OFFICE DEPARTMENT in the CANADAS and NEW BRUNSWICK,
For the Year ended 5th July, 1824.

	Number of Post Offices on 5th July, 1824.	Miles of established Mail Road on 5th July, 1824.	Miles travelled by the Post in a week.	Aggregate Revenue and Charges for the Year ended as above.												Remitted to General Post Office, London, on account of the Year.	Currency.	
				Couriers' Wages.			Salaries, Commissions and Incidental Disbursements.			Dead Letters.			Gross revenue, less missents and overcharges.					
				£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.			B	£	s.	d.
Of which belongs to New Brunswick: from Fredericton Eastward inclusive—Deduct,...	72	2302	7728	6291	1	0	3567	17	6½	681	12	7	16211	10	1½	5636	2	2
	3	310	620	1010	0	0	366	5	6	0	0	0	1707	3	2	300	0	0
Total within the present limits of the Canada Charge,.....	69	1992	7108	5281	1	0	3201	12	0½	681	12	7	14504	6	11½	5336	2	2

A. The proportion of this amount arising on New Brunswick Dead Letters cannot be ascertained.

B. Includes New Brunswick, probably about £300.

General Post Office, Montreal, 5th April, 1841.

Compiled from accounts found amongst the papers of Mr. Sutherland, who was Deputy Post Master General up to April, 1828.

T. A. STAYNER, D. P. M. G.

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APPENDIX (D.)

No. 1.

Letter informing T. A. Stayner, Esq., of his appointment as Deputy Post Master General of British North America.

GENERAL POST OFFICE,
December 12, 1827.

12 Dec. 1827.

SIR,—I have the pleasure to acquaint you that at a Board held yesterday, My Lord the Post Master General was pleased to nominate you to the office of Deputy Post Master General of British North America, on the resignation of Mr. Sutherland, who has been requested to transfer to you the Official Seal and Documents connected with that office, and he will provide the necessary sureties, resident in this country, who will enter into a Bond to the Crown, jointly and severally with you, for the due and faithful discharge of your duties.

The penalty of the Bond will be £4,000, and when it is executed your appointment will be confirmed by the usual Commission.

I am, Sir, your Obedient Servant,

F. FREELING, *Secretary.*

Thomas Allen Stayner, Esq., Quebec.

No. 2.

No. 2.

His Commission.

5 April. 1828.

COMMISSION of T. A. Stayner, Esq., as Deputy Post Master General of the Provinces of Canada and New Brunswick.

William Duke of Manchester, His Majesty's Post Master General.

To all to whom these presents shall come, GREETING:—

WHEREAS by an Act of Parliament made in the ninth year of Queen Anne, the Post Master General for the time being was empowered to appoint Deputy Post Masters for all Her Majesty's Dominions—Know Ye therefore, that by virtue of the Power and Authority given to me by the King's Most Excellent Majesty, I, William Duke of Manchester, having received good testimony of the fidelity and loyalty to His Majesty, of Thomas Allen Stayner, Esq., and of his ability and sufficiency to manage the Posts, settled or to be settled in His Majesty's Provinces of Canada and New Brunswick, in North America, and their dependencies, and reposing great trust and confidence in him, do by these presents, nominate, authorize, and appoint him, the said Thomas Allen Stayner, my Deputy for the Government and management thereof, to have, hold, exercise, and enjoy, the office of my Deputy Post Master General, in His Majesty's said Provinces, with all Powers, Privileges, Profits and Authorities thereunto belonging, for and during my pleasure, and subject to such conditions, covenants, provisos, payments, orders, and instructions, to be faithfully observed and performed by the said Thomas Allen Stayner, and by his Deputy and Deputies and Servants, as he shall from time to time receive from me or from the Post Master General, for the time being, in writing subscribed by me or by my order, except always and reserved to His Majesty and His Successors, all the duty payable for the Postage or carriage of all letters or packets according to any Act

or Acts of Parliament relating thereunto, over and above the necessary expenses for the management of the said Posts; and I do hereby strictly require all Officers and others employed in or about the Posts already settled in any part of His Majesty's said Provinces of Canada, and New Brunswick, in North America, and their dependencies, from time to time to give an account of all monies received by them for the Postage of all letters and packets to the said Thomas Allen Stayner, and to obey him in all matters relating to their respective offices, trusts and employments; and the better to enable the said Thomas Allen Stayner to execute the trusts reposed in him, I do hereby grant him full and sufficient power and authority either to discharge or suspend such Deputy or Deputies employed or to be employed in the management of any Post Office in His Majesty's said Provinces and their dependencies, who shall in the opinion of the said Thomas Allen Stayner, be found guilty of neglect, mismanagement, or breach of duty in the office or offices committed to his or their care or charge, from the further execution of his or their respective trusts, as also to nominate and appoint such other person or persons in his or their stead, as he shall think proper, until my pleasure be made known—and I do hereby grant to the said Thomas Allen Stayner, a salary of Five hundred pounds a year, to commence from the date hereof for his care and trouble in the performance and execution of the trusts reposed in him; so long as he shall continue to be employed by me as my Deputy.

IN WITNESS whereof, I the said William Duke of Manchester, have hereunto set my Hand, and caused the Seal of my office to be affixed thereunto, this fifth day of April, One thousand eight hundred and twenty eight, and in the ninth year of His Majesty's Reign.

(Signed,)

MANCHESTER.

By Command,

(Signed) F. FREELING, *Secretary.*

No. 3.

No. 3.

INSTRUCTIONS given by William Duke of Manchester, His Majesty's Post Master General.

Instructions to Deputy Post Master General at Quebec.

To Thomas Allen Stayner, Esquire, Deputy Post Master General of His Majesty's Provinces of Canada and New Brunswick.

10 May, 1828.

You are to take the Oath of Office and otherwise qualify yourself as directed by the Act of the ninth Queen Anne, for establishing a Post Office for all Her Majesty's Dominions.

As you are answerable to me for the conduct of your several Deputies, you are to appoint such only as are persons of known good reputation and abilities, and must take sufficient security from them to His Majesty as well for the punctual payment of all monies received by them for the Postage of Letters, as for the diligent and faithful discharge of their duty, taking care also that they duly qualify themselves agreeably to the Act of the ninth Queen Anne.

You are by the first opportunity to acquaint me with the appointments you may make from time to time on the death or removal of any of your Deputies.

You and your Deputies in the several sea-port towns within your Commission, must be attentive to

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the utmost of your power upon the arrival of any ship, that the letters are brought to their respective Post Offices, so by you established, as soon as may be; and you are to pay one penny sterling for each letter or packet to the Commander or Master or other person belonging to such ship or vessel, bringing the same, as directed by the Act of the ninth Queen Anne, cap. 10, sec. 16, which penny is to be added to the legal Postage, as further directed by 5 George III. cap. 25, sec. 3 and 4.

But you will observe that by the Act of the 39th of the King, cap. 76, for the more secure conveyance of ship letters, &c., two pence each letter is to be paid to the Masters of vessels bringing such sealed bags as have been delivered to them from persons authorized so to do at the Place or Post Town, from which such vessel shall have sailed. For further particulars respecting the receiving and forwarding such letters you will refer to the distinct instructions on that head.

For the greater safety of all letters which shall be collected by you or your Deputies to be forwarded by the Packet boats to any other port on the continent of America, or to any of the American Islands or to England, you are to cause them to be sealed up in different bags with a ticket in each bag, expressing the number of letters and the amount of inland British American Postage charged upon the same, and in order to distinguish such bags from each other, you are to fix a label to each, with the name of the town.

Letters from Great Britain or Ireland directed to persons in your District, but who cannot be found, and have lain in your office, or any office under your control three months, and have been advertized or posted up in some conspicuous place on the outside of such office, must be returned under cover to me, and upon each letter so returned the true reason should be written in red ink why they could not be delivered; such as "Not to be found,"—"Gone away,"—"Dead,"—"Refused,"—and the like; and if any letters should be missent to your Offices they are to be returned to me by the first mail, observing to write on the outside cover "Missent Letters."

You are to cause the letters of every place under your management to be carefully stamped on the back,

with the name of the Post town from whence they are sent, and you and your Deputies are to keep exact accounts of the amount of Postage, and the number of letters received and despatched from each Post town in your District.

You are to keep just and exact accounts of all receipts and disbursements for salaries and other incidental expenses, and at the expiration of every quarter—viz: 5th July, 5th Oct., 5th Jan. and 5th April, you are to transmit to me by the first opportunity a general statement thereof, with every article properly vouched, and the account must be attested by you on oath before a competent authority.

You are not to fail making regular remittances as the Revenue arises in your hands at least once a quarter, for which purpose you are to pay the same to the Commissary General, taking his certificates for the amount, which you will transmit to me or my Secretary.

You are to consider and report to me from time to time your opinion, what further improvements may be made for the benefit of Correspondence and of this Revenue; and you may establish such new offices within the Districts under your management as shall at any time appear to be for the benefit of the Revenue and Correspondence, reporting the same to me.

You are by every opportunity to send me early accounts of all material transactions and remarkable occurrences, to be communicated if necessary to His Majesty's Principal Secretaries of State.

You are to observe all such further orders and instructions as you shall from time to time receive from me or my Secretary or by my orders, and likewise to use your utmost skill and abilities to promote His Majesty's service according to the true interest of the trust reposed in you.

By Command of His Majesty's Post Master General,

(Signed) F. FREELING, *Secretary.*

General Post Office, }
10th May, 1828. }

[Entered, T. L.]

Appendix

(F.)

26th March.

(D.)

Appendix (F.)

No. 4.

Appendix (F.)

26th March.

A RETURN of the Income of the Deputy Post Master General of British North America, from all sources for the three years ending the 5th July, 1840; distinguishing the sources.—

26th March.

(D.) No. 4. Return.—Emoluments of Deputy Post Master General at Quebec, for 3 years ending 5th July 1840.

(D.)

SOURCES OF INCOME.	YEARS ENDING—		
	5th July, 1838.	5th July, 1839.	5th July, 1840.
SALARY—£500 Sterling,—dollars at 4s. 4d. each,	£ s d. 576 18 6	£ s d. 576 18 6	£ s d. 594 4
SALARY—£500 Sterling,—dollars at 4s. 4d. each, from 6th July, '39 to 5th October '39—one Quarter, £144 4s. 7d. From 6th October '39 to 5th July '40—three } Quarters, dollars at 4s. 2d. } £450 Os. Od.			
ALLOWANCE for office stationery at £30 Sterling, dollars at 4s. 4d. each,	34 12 4	34 12 4	
DITTO, ditto,—dollars at 4s. 4d. each, from 6th July '39 to 5th October '39—one Quarter, £8 13s. 1d. From 6th October '39 to 5th July '40—three } Quarters, dollars at 4s. 2d. } £27 Os. Od.			35 13 1
RECEIVED under his privilege, for transmitting Newspapers and Pamphlets per Post	2,522 14 2	2,489 7 1	2,635 8 0
DERIVED through his agency as Collector of United States' Postage, for the Post Office Department at Washington,	540 6 8	555 11 8	603 10 10
COMMISSION allowed by the Proprietors of the American Steam and Sailing Packets, on their freight money collected in the Canadas, (5 per cent for the trouble and responsibility of keeping the accounts and remitting the money.)		33 13 6	125 6 10
	3,674 11 8	3,690 3 1	3,994 3 4 3,690 3 1 3,674 11 8
Currency,			11,358 18 1
Sterling,—dollars at 4s. 2d.			9,465 15 1

Of the above sums it will appear that

£1,748 1s. 7d. currency, have been received as Salary.
 104 17s. 9d. " for the purchase of Stationery for the Quebec Office.
 7,647 9s. 3d. " received from Individuals, under his Newspaper privilege.
 1,699 9s. 2d. " received from the General Post Office of the United States, as Agent for collecting American Postage.
 159 Os. 4d. currency, received from the Proprietors of the American Merchant Packets at New York.—This source of income, however, no longer exists.

£11,358 18s. 1d. Currency.
 Or 9,465 15s. 1d. Sterling.

General Post Office,
 Montreal, 29th December, 1840. }

T. A. STAYNER,
 Deputy Post Master General.

No. 5.

No. 5.

Establishment of Deputy Post Master General's Office, at Quebec, 5th July, 1840.

RETURN of the Establishment of the Deputy Post Master General's Office.

SIR,—I beg to hand you, for the information of the Post Office Commission, a return of the Establishment of the Deputy Post Master General's Office, on the 5th July last (exclusive of myself) showing the Salaries and length of service of the persons employed.

As the pay of the Clerks in my office is graduated by a scale according to the time they serve, I think it right to accompany the return with Copy of the authority from the General Post Office on the subject.

I have the honor to be, Sir,
 Your most Obedient Servant,

T. A. STAYNER, D. P. M. G.

Christ'r. Dunkin, Esq.
 &c. &c. &c.

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Enclosures.

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Return.

ESTABLISHMENT of the Deputy Post Master General's Office at Quebec, on the 5th July, 1840.

Names.	Office.	Salary, Sterling.	Length of Service.	REMARKS.
Wm. Griffin,	Chief Clerk,	£200	8½ Years.	No other emolument; see letter of the Deputy Post Master General herewith—dated 7th May, 1841. Has the waste paper of the Office as a perquisite, value about £12 a year.
E. S. Freer,	1st Clerk,	£150	2½ Years.	
G. E. Griffin,	2d Clerk,	£100	2½ Years,	
Smith Allan }	Office Keeper and Messenger,	£52	.....

General Post Office, }
Montreal, 7th May, 1841. }
T. A. STAYNER,
D. P. M. G.

GENERAL POST OFFICE,
31st July, 1838.

Authority from General Post Office, London.

31 July, 1838.

SIR,—With reference to your letter of the 28th April last, I am commanded by the Post Master General to enclose for your information and guidance, copy of a letter from the Treasury containing their Lordships' authority for the addition of two Clerks to the establishment of the Quebec Post Office, at the following scales of salary, viz :—

1st Clerk,	£130 per annum.
After 2 years,	150 "
After 7 "	200 "
2nd Clerk,	70 "
After 2 years,	100 "
After 5 "	150 "

Their Lordships also authorize Mr. Griffin, the Chief Clerk in your office, to succeed to the higher scale of salary of £200 per annum, after he has completed seven years of official service, with the understanding that this is not to form a general rule for parties to count their years of service in any inferior situation.

I am, Sir,
Your Obedient Humble Servant,

THOS. LAURENCE.

T. A. Stayner, Esq., &c. &c. &c.
Quebec.

TREASURY CHAMBERS
21st July, 1838.

Treasury letter to Post Master General.

21 July, 1838.

MY LORD,—The Lords Commissioners of Her Majesty's Treasury have had under consideration Your Lordship's letter of the 7th instant, requesting the sanction of this Board to the addition of two Clerks to the Post Office at Quebec, which you have authorized at the undermentioned salaries, namely :—

1st Clerk,	£130 per annum.
After 2 years,	150 "
After 7 "	200 "
2nd Clerk,	70 "
After 2 years,	100 "
After 5 "	150 "

And in which you likewise submit that Mr. Griffin, the Chief Clerk in the said office, who has been em-

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ployed there nearly seven years, but has served only three years in his present capacity of Chief Clerk, may succeed to the higher salary of two hundred pounds per annum, when he has completed seven years of official service; and I have it in command to convey to you the authority of this Board for the addition of two Clerks to the establishment of the Post Office at Quebec, at the scales of salary proposed in Your Lordship's said letter.

My Lords are also pleased to authorize the payment to Mr. Griffin at the rate of two hundred pounds; but their Lordships wish is to be distinctly understood that they do not lay down generally, as a rule for the office at Quebec, that parties are entitled to count their years of service in any inferior situation.

I have the honor to be, Sir,
Your most Obedient Servant,

A. Y. SPEARMAN.

The Right Hon. the Post Master General, &c. &c. &c.

No. 6.

No. 6.

GENERAL INSTRUCTIONS, addressed to the Post Office Surveyors in Canada by the Deputy Post Master General.

GENERAL POST OFFICE,
Montreal, 13th January, 1841.

SIR,—I have the honor to lay before the Commission, copy of my general Instructions to the Post Office Surveyor of Upper Canada in June, 1835, at which time the appointment of Surveyors on the Canada establishment commenced, and beg to add that corresponding Instructions were addressed to the Surveyor of Lower Canada.

22 June, 1835.

I have the honor to be, Sir,
Your most Obedient Servant,

T. A. STAYNER.

C. Dunkin, Esqr., &c. &c. &c.

GENERAL POST OFFICE,
Quebec, 22d June, 1835.

SIR,—It is requisite that in nominating you as I have done under the authority of My Lord the Post Master General, a Post Office Surveyor for Upper Canada, I should point out to you in the form of General Instructions, the most important of those objects of duty which will devolve upon you in your new capacity, and to which it is essential you should bestow your zealous attention, in order that the Government may not be disappointed in the expectations it had in view when it sanctioned the creation of Surveyors in these Provinces; namely, that they would effectually aid the chief officer of the Department at Quebec in extending and improving the Post accommodation, so that its facilities might keep pace with the advances making in the settlement and civilization of the country, and enable him to give more efficiency to such plans as may now exist, or as may hereafter be introduced for working the Posts, and for enforcing the strict and faithful performance of their duties upon all classes of persons connected with the Post Office. Bearing all this in mind, I shall now proceed to direct your notice to the most material of those matters which will be intrusted to your superintendence, and for your due

General Instructions to Post Office Surveyors in Canada.

22 June, 1835.

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attention to which you must consider your responsibility as engaged; premising that as circumstances arise requiring further Instructions, or alterations in those now furnished, I shall from time to time address you as I may find it necessary.

The limits of your District are for the present to be as follows:—

From Kingston inclusive to the Western and Northern extremities of Upper Canada.

Within the above described limits you are to superintend the working of the Posts, and the conduct of Post Masters in the management of their Offices, &c.

To prepare you for doing justice to the former branch of your duty, you will be provided with copies of the Mail Contracts now in force, and you must take care that as far as the state of the roads and other circumstances will permit, the stipulations of those contracts on the part of the carriers are strictly complied with, exacting the payment of fines and penalties in cases of default, and exercising your discretion as to the propriety of referring doubtful cases for my decision.

You will require that the Road or Way Bills within your District be put under cover to you by the Post Masters at the ends of Routes, instead of to me as heretofore.

You will make a brief monthly general report to me, up to the 5th of each month, of the manner in which the Mail has been carried on each route, stating what fines you have judged it necessary to impose. You must recollect that your order for the imposition of those fines should be addressed to the Post Master intrusted with the payment of the route. I avail myself of this opportunity of observing, that the present mode of conveying the Mail on the grand route between Montreal, Kingston, Toronto and Niagara by *stage* coaches is by no means satisfactory, it being found that the contractors make the care and despatch of the Mails subservient to the convenience of their passengers. I wish you to devote your earnest attention, in conjunction with Mr. Griffin, the Surveyor for Lower Canada, to the devising of some other mode of carrying the Grand Mail. Ascertain if contracts cannot be made upon reasonable terms for conveying this Mail in single or two horse carriages—similar to the plan pursued between Quebec and Montreal, stipulating that the drivers should be the guards of the Mail, and qualified by their intelligence and respectability for such a charge. The abuses to which I allude as arising out of the present plan appear to be greatest between Montreal and Kingston, and it would be advisable to effect a change in that portion of the route first.

In forming Mail contracts, you will take care that besides a copy of the instrument for yourself and another for the carrier, I also am provided with a copy.

You must for more ready reference record all Mail Contracts in a book, and take care to give me at least four months' previous notice of the termination of any contract, that measures may be taken to renew it. It may be necessary here to say a few words with regard to the plan of effecting contracts for the conveyance of the Mails. As a general rule I have usually advertised for tenders for this service, accepting the lowest offer when the person proposing was a respectable character and his securities responsible; but cases may arise where it would not be for the interest of the Post Office, or the good of the Public, to accept the lowest offer; for instance, I would not give a contract for the conveyance of the Mail to a person bearing a dishonest

character, or addicted to intemperance, although his tender might be lower than that of another man with a good character. Neither would I accept the tender of a man who in any previous engagement for conveying the Mail had not given satisfaction.

I prefer, where it can be done with propriety, to continue engagements with men who have given satisfaction as Contractors and Couriers, to employing new persons who are untried and have their duty to learn. In small engagements for bye and cross routes, I do not consider it always necessary to call for tenders publicly. Private bargains may often be made with greater advantage to the public; it may frequently happen that there is not sufficient time for advertizing publicly for tenders.

You should consider it a proper policy in making contracts for the conveyance of the Mail, to allow a price that will enable the party contracting to perform the service in a respectable way. When contractors are insufficiently paid they supply indifferent cattle and incompetent drivers and couriers, and then when the service is not fulfilled, the failure is attributed by them to the *roads*:—your own judgment and experience must be your guide as to preserving the correct *mean* between grinding down a contractor to an insufficient remuneration and paying him exorbitantly; your observation will also teach you, that a rate of payment for the conveyance of a Mail which would be proper in one part of your District, may not be suitable in another part. Your judgment therefore should be carefully exercised in matters of this kind.

You should take care that the youths employed in the conveyance of the Mails on bye and cross routes are not under 16 years of age, and that they are intelligent, sober and honest. On the grand routes I have always stipulated for the employment of able-bodied men as Couriers or drivers of the Mail Stages.

As the roads are improved and will admit of the Mails being carried thereon with greater expedition, you will not fail to recommend to me such changes as may be practicable and expedient. You will also carefully study the present contracts, and see whether the rates paid by the Department are fair and reasonable, and when not so, prepare for such alterations as can be advantageously introduced when the pending engagements shall terminate.

You must see that the Mail carriages are provided with boxes, as stipulated in the contracts, for the protection of the bags; and fine the contractors whenever they neglect the observance of this most useful provision.

In all practicable cases, except where you may have been specially instructed to decide upon the measure yourself, you will submit tenders for carrying the Mails for my consideration and approval before concluding the contract. You should accompany the tenders with a schedule recommending *that* offer for approval, which under all the circumstances you consider most advantageous to Government, and of course assigning your reason when you recommend the rejection of a lower offer and the acceptance of a higher one.

You will endeavour to make yourself acquainted with the character of Post Masters as well as of the Clerks or Assistants employed by them in their Offices, and promptly report to me whenever you discover a reform wanted in an Office in any way. You will frequently examine the books of Mails received and sent at the different Offices, and see that they are properly kept; that the Received Bills are numbered and filed, and that the Post Masters and their Assistants

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perfectly understand their instructions, and perform their duty in every particular.

Ascertain that each Post Master is provided with the regular series of Department Orders or Circulars, with the Book of Instructions to Deputy Post Masters—Post Office Directory—Tables, &c.,—and especially that his Table C. is complete.

Satisfy yourself that Post Masters compare their Received Letter Bills with the postage rates upon the letters—as well of the Paid Sent postage and Forwarded, as of the Unpaid Received.

You should insist upon every Office being provided with a Letter-box for the reception of letters at all hours. Take care that Post Masters understand how they are to deal with letters dropt into their boxes, which cannot be forwarded for want of postage—see Article 31 in Book of Instructions, and additional Article at the end of the same book on the above subject.

See that Post Masters understand how they should deal with Refused and Dead Letters. We experience much trouble from the carelessness of some of the Deputies with regard to Refused Letters. They sometimes put them under cover to the Deputy Post Master General, instead of posting them regularly for the Quebec Office.

The Articles 14 and 15 in Book of Instructions and Department Order No. 15, are sufficiently clear on those points, and nothing is required but that they should be studied by the Deputies.

See that Post Masters understand that United States' Postage is to be excluded from their accounts with the General Post Office, except when they are taking credit for Dead Letters sent in at the close of the quarter.

See that the keys of the Mails and the spare locks are properly taken care of, that is, that they are kept in the custody of the Post Master himself, so that no unauthorized person can have access to them. This regulation I deem of great importance.

Impress upon Post Masters the necessity of using good wrapping paper in making up their Mail packages, and of securing them effectually against the risk of damage to which they are liable in bad roads; and insist upon their making use of proper wax and impressing each packet with a fair impression of their seal of office.

Insist upon each Post Master's providing a sign for his Office with the word "Post Office" painted on it.

Insist likewise upon all Post Masters keeping their official stamps and seals in good order, and impress upon them the importance of Postmarking their Letters clearly and legibly, a duty too much neglected by some Post Masters:—each Office should be provided with scales and weights for weighing packets.

All Post Office notices intended for the information of the public, must be posted in the lobby, or hall, or upon the door of the Post Office. The Office hours should also be notified to the public in the same way, and you must make it a special point of attention that Unclaimed Letters are advertized in the way directed by the Instructions.

It will be satisfactory to me if you can establish a uniformity of plan amongst Post Masters for the preservation of Department Orders and Circulars, for I fre-

quently find upon the transfer of Post Office property, that portions of those Orders are either deficient, or so mutilated as to require renewal. I should wish to see them pasted in consecutive order in a book set apart for that purpose.

By and by, when you have acquired more experience in your duties, I shall be glad to consult you as to the probable efficacy of establishing a scheme of *finer* for the non-preservation of all articles of Post Office property, intrusted to Post Masters.

With reference to the general regulations relating to Office hours contained in the Instructions to Deputy Post Masters, Article No. 24, you will regulate the time for public business at each Office in your District, reconciling, as far as may be, the peculiar circumstances of the town or place (where the Office may be located) in relation to the arrival and departure of the Mails, with the requirements of the Inhabitants.—In this matter your own knowledge and experience cannot have failed to teach you that, in many of the Country parts, particularly in the farming Districts where there are few persons qualified for the duties of a Post Master, and where the individual who accepts the office generally does so as an accommodation to his neighbors and friends, rather than with any view to the trifling emoluments of the situation, it would be quite impracticable to enforce upon Post Masters the observance of the same Office hours as are required in towns:—in those places therefore you must endeavour to make such amicable arrangements between the Post Master and the Inhabitants as will satisfy both parties.

You are to keep a Book in which, under the name of each Post Office in a distinct leaf or sheet you will record the Office hours established at the said Office, the hours and days fixed for making up the several Mails—with such other Regulations *not general*, as you may have found it necessary to make, and in this Book or another, you should also note your observations as to the character and abilities of the Post Master and his Assistants should he have any, together with other circumstances which may occur to you as being likely to become useful matter of information to the Head of the Department.

Clearly satisfy yourself that all Post Masters and their Assistants and Mail Carriers are sworn, and ascertain where their Oaths of Office are to be found.

In inquiring into the management of the business at the different Offices, you must take care that the Regulation which directs that no one under 16 years of age is employed in a Post Office, is attended to—and you ought to be satisfied that the individual, even if over 16 years, is sufficiently intelligent and well educated for the duties with which he is intrusted; and if *not*, you must insist upon his being dismissed from such charge.

It is found that notwithstanding the Regulations on that head laid down in the Book of Instructions to Deputies, Article 13, some Post Masters continue to send and receive *free* packets from and for themselves exceeding the prescribed limit of half an ounce. Some Deputies have attempted to defend themselves in so doing by an Article in Department Order No. 7, dated 30th March, 1829, which was superseded by the above-mentioned Article in the Book of Instructions, but which at all events was never intended to give to Post Masters free postages for packets exceeding half an ounce, except in peculiar cases to be submitted for the consideration of the Deputy Post Master General, that he might specially authorize the postage to be taken credit for as an overcharge. You will therefore impress it upon Post Masters that all packets to or

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from themselves, exceeding half an ounce, or a double letter, are liable to postage, and that it is their duty to rate with full postage all packets exceeding the said limits addressed to Post Masters or attempted to be franked by them. They must be made to understand, too, that it is only their own correspondence, that is correspondence on their own affairs, which they are authorized to send free, and that they are not entitled to exemption from the payment of United States or British Packet Postage.

In recommending individuals to me either as Post Masters or Mail Contractors or Couriers, it can scarcely be necessary to point out to you the importance of ascertaining their fitness in every respect for the duties they are to undertake. As your experience in Post Office business will have taught you what the necessary qualifications are, I shall not attempt to detail them, but shall merely observe that with regard to the choice of Post Masters, I am always desirous, where it can be done without inconvenience, to take the recommendation of the inhabitants of the place. In Country Towns and new settlements, indeed, I have often hitherto had no other means of judging of the qualifications of candidates for the Commission of Post Master, but I have frequently discovered upon trial that individuals thus recommended with the best intentions by the inhabitants, have proved very inefficient. Hence I have found it exceedingly difficult in organizing new Offices to secure proper men as Post Masters, and your most attentive inquiries, and the exercise of your best judgment will on this subject be called into action—especially where there are many rival candidates, whether for new Offices or to fill vacancies, as is often the case.

As a general rule in choosing Post Masters, or rather in *recommending* them for *my* approval, you should select those whose occupations are likely to keep them at home, and who will undertake to perform the duty in person, in preference to those who are so circumstanced as to be compelled to intrust the duties in a great measure to Clerks.

Aliens are not competent to hold office of any kind in the Department.

In inquiring into the merits of applications for Offices in new settlements, you should bear in mind, in deciding upon the exact localities of such Offices—which it may sometimes be incumbent upon you to do,—the probable further extension of Post accommodation in the same section of country, in order as far as possible to guard against the necessity which may otherwise arise for abolishing Offices after they have once been in operation—a very onerous duty, and one which I am always anxious to avoid. This observation leads me to another, something similar in import, though of more general character, which is, that so soon as you have by travelling and inquiry become better acquainted with the localities of your District than you are at present, and have satisfied yourself as to the direction in which the march of settlement is likely to extend, you will give me your ideas (accompanied by the necessary charts) as to the establishment of permanent Main and Branch routes. By thus making a frame work as it were, for the further extension of our Posts, we shall be able in time to constitute a scheme of inter-post communication, combining all the advantages of which the country is susceptible: besides which, by having a well digested general plan once laid down, we can proceed to the creation of new Offices with less hesitation and difficulty than it is possible to do by desultory measures.

As it has sometimes been made a question, whether women are eligible for the care of Post Offices—I

wish you to understand that I am not aware of there being any objection to the employment of respectable females, either as the Principals or Assistants in a Post Office, but I must clearly understand their character and circumstances before I can consent to their being employed.

A serious abuse has arisen with regard to the employment of Clerks or Assistants in country Offices kept by Merchants or Shop-keepers, (though more in Upper Canada than in the Lower Province,) which for the public security as well as for the character of the Department, must be put a stop to. It is, that those Post Masters who have a number of persons engaged in their general business, think they have a right to employ all or any of their Clerks in their Post Office duties merely by observing the preliminary form of making them take the Post Office oath. Thus it has come to my knowledge, that at a Country Office as many as four or five and even six persons, including the Post Master, take upon themselves to open and receive Mails, enter the Bills and perform the most material duties of the Office: this is not consistent with either the letter or spirit of the Regulations, and the worst consequences may arise from it. I wish you therefore to understand, *and to enforce it through your District*, that except at a few of the very largest Offices, where several hands are required at the same time to assist in opening and making up the Mails—it is not permitted that any other than the Post Master and *one* assistant, *specially named for that purpose*, should interfere with those points of duty—or with entering the Bills in the books—or with making up the Quarterly Accounts:—they may however, with permission of the Surveyor, employ other sworn Clerks occasionally to deliver out and receive letters, but nothing more.

Whether in your casual visits to Offices or in making circuits, you should take special care to ascertain if the Quarterly Accounts are made up and transmitted at the prescribed periods, and the balances due to the General Post Office paid in; and also that the remittances for United States' Postage are duly made to the Post Masters, who are in communication with the United States; and whenever you discover a Post Master habitually tardy in these points, you must, as in the case of other improprieties, report to me, and look out for and recommend to me a successor for him.

Never travel without being provided with keys of the Mail Locks.

To insure a vigilant attention to their duties on the part of Post Masters, you should visit their Offices without affording previous notice of your movements. Respectable and well conducted Post Masters, knowing that the object of those inspections is the public good, will not feel hurt by them, whilst those who are negligent or inefficient will (very justly) be exposed. A similar plan of visitation applied to the Mail Carriers cannot fail to have a good effect.

Whenever you hear of an abuse or irregularity of sufficient consequence to require your personal interference, you should move to the point of observation with as little delay as possible, and apply the proper remedy at once. A character for promptitude and decision on the part of Surveyors will best insure the chief objects for which they are appointed.

You should acquire extensive knowledge of the character, occupation, &c. of individuals *generally*, residing in your District. This kind of knowledge will frequently be found to facilitate the operations of the Department:—that is, it may often assist us in forming proper conclusions upon representations and statements requiring the exercise of our judgment.

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You should form a plan for collecting *periodically*, from the Clerks of the Peace or from other sources, statistical information upon certain facts—such as the population of Townships—value of property—amount of taxes—acres of cleared land—number of schools and of children at them, &c. All such information in a new country like the Canadas in which Post Office improvements are in progress, is of essential importance; and I have already derived much advantage through it in laying my plans for improving the Department, particularly in Upper Canada, where it is more easily procured than in the Lower Province.

You will keep two Letter Books, in one of which you will enter your letters and reports to me, and in the other your general correspondence.

You will keep a Journal of your proceedings, and on the 5th of each month you will furnish me with extracts therefrom in a condensed form, showing your work for the preceding month, and noting particularly the number of days occupied in travelling, or for which travelling allowance is chargeable, and the number of miles travelled—distances to be determined by the Office Tables. The above Monthly Statement is independent of the Monthly Report which you are required to make of the manner in which the duties on the several Mail Routes are performed.

At the conclusion of each Quarter you will forward to me your accounts and receipts for salary and allowances, according to forms with which you will be provided.

You are to keep me constantly apprised of your movements or intended movements, advising me where

you are to be addressed, and taking care that the Post Master at any Office to which you may have desired your letters to be sent, may know to what point he is to forward them.

With a view to insuring a uniformity of management in the arrangements and regulations of the two Districts, as far as may be suitable or practicable, I recommend your maintaining a confidential correspondence with the Surveyor of Lower Canada, to whom I will convey similar advice.

As it is very probable that His Excellency the Lieutenant Governor of the Province may think proper occasionally to call your notice to the creation of new Offices, in places where they are wanted, or to the introduction of Post Office arrangements which he may consider advisable for the public good—you will not fail on every occasion to manifest the utmost respect for His Excellency's wishes, complying with his requisitions when you can do so consistently with the authority vested in you, or referring the questions to me if not in your power to decide upon them.

Finally, you will freely communicate with me on all matters having for their object the correction of abuses or the introduction of improvements, and will govern yourself by the present and such other instructions as you may from time to time receive from me.

(Signed,) T. A. STAYNER,
Deputy Post Master General.

C. Berczy, Esq., &c. &c. &c.

No. 7.

No. 7.

A RETURN of the Salary, Travelling Charges, and Mileage of the Surveyors of Lower and Upper Canada, respectively, for the three years ending 5th July, 1838, 1839 and 1840.

Return.—Emoluments of Post Office Surveyors for 3 years ending 5th July 1840.

Name of the Officer.	Years ended—	Salary.			Travelling Charges.			Mileage.			Total.					
		Currency.			Currency.			Currency.			Currency.					
		£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.			
Lower Canada.	W. H. Griffin, for L. C.	5th July, 1838.			173	1	6	153	17	2	123	13	8½	450	12	4½
	"	5th July, 1839.			173	1	6	218	1	5	203	0	4	594	8	3
	"	5th July, 1840.			178	5	4½	148	9	8½	130	2	2	456	17	3
Upper Canada.	C. Berczy, for U. C.	{ From 5th July, '37 to 5th Feb. '38 }			101	8	9½	52	1	10½	37	19	2½	191	9	10½
	Jao. Stayner, for U. C.	{ From 6th Feb. to 5th July, } 1838.			71	12	8½	39	19	7	28	19	2½	140	11	6
	"	5th July, 1839.			173	1	6	184	3	0	104	8	11½	461	13	5½
	J. Porteous, for U. C.	5th July, 1840.			178	5	4½	208	16	4	161	4	7	548	6	3½

General Post Office,
Montreal, 18th Jan. 1840.

T. A. STAYNER, D. P. M. G.

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No. 8.

26th March.

(D.) No. 8.
Instructions to
Post Office Ac-
countant for
British North
America.GENERAL INSTRUCTIONS to Edwin King, Esq., Ac-
countant to the Post Office in British North Ame-
rica.GENERAL POST OFFICE,
London, 3d July, 1834.

2 July, 1834.

You will take upon yourself the charge and manage-
ment of the Accounts of the Post Office in British
North America, including the claims and allowances
for re-directed, refused and undelivered Letters, for
which purpose the Accounts of Nova Scotia, New
Brunswick and Prince Edward's Island, will be sent
to you to be incorporated in one General Account of
British North America.

The Accounts and Checks should be maintained and
furnished upon the principle that obtains in this coun-
try, so far as is practicable; and you will not fail to adopt
any improvement which your experience may suggest
or any alterations which may occur to you, as neces-
sary from the nature and character of the Post in the
Provinces, reporting by the first opportunity such al-
terations as you may propose to make, or as you may
have found necessary to make, for the consideration of
the Post Master General.

The object of your appointment is not only to place
the system of Accounts in the British North American
Provinces upon a satisfactory footing, but to establish
a check upon the Deputy Post Master General as well
as the subordinate Post Masters, and Public Accountants
of every description attached to the Post Offices, in all
matters relating to the Accounts, but not interfering
with the maintenance of the Check; you are to obey
such instructions as you may receive from the Deputy
Post Master General, and bearing in mind his respon-
sibility for the collection of the Revenue, you will af-
ford him every information and assistance which he
can possibly require.

The Annual, Quarterly and Periodical Accounts
should receive the signature of the Deputy Post Mas-
ter General, as an admission of their correctness, in
addition to your own; they are to be transmitted to
this country with the least possible delay after the ex-
piration of the Year or Quarter, as the case may be;

and in the event of any hesitation on the part of the
Deputy Post Master General, the Accounts are not
therefore to be detained for that cause, but to be ac-
companied by your report, and the Deputy Post Mas-
ter General's reasons for the declining to admit them.

You will be particularly careful in all cases to give
an exact analysis of the apparent balance, shewing the
cash in hand and bills received, &c., though not in
time to be included.

You will furnish on the special requisition of the
Legislatures of the respective Provinces, through the
Deputy Post Master General, similar Accounts to
those laid annually before the Parliament of the United
Kingdom, so far as regards the Revenue arising within
the Provinces.

It is presumed that the two Clerks, which are allot-
ted to you, will be amply sufficient for all the pur-
poses of your Appointment, if you take that full and
active share which you ought to do in the business of
your Department; these Clerks are acting under your
superintendence and control, and in the event of ac-
tual incapacity or of gross misconduct, you will not
hesitate to remove either or both, provisionally, subject
to the pleasure of the Post Master General, engaging
in the meantime a competent person, so that the per-
formance of the duty may not be impeded.

Your own Salary at the rate of £300 sterling per
annum, and those of your Clerks, viz. the 1st Clerk
at £150, the 2nd Clerk at £100, will be paid by the
Deputy Post Master General, and charged in his Dis-
bursements, and he will also provide an Office and
Stationery for the service of your Office at the Pub-
lic Expense.

You are further to observe such Instructions as you
may from time to time receive from the Post Master
General or by his Orders.

By command of His Majesty's Post Master Ge-
neral,

(Signed),

F. FREELING,

Secretary.

No. 9.

No. 9.

RETURN of the Establishment of the Accountant's Branch of the Post Office at Québec, on the 5th July, 1840.

Names.	Office.	Salary—Sterling.	Length of Service.	Remarks.			
E. J. King,	} Accountant, Bri- tish North Ame- rica.	} £300 0 0	} 6 years.	} Have no other Emoluments.			
V. Dentrey,					1st Clerk.	150 0 0	6 years.
W. J. Kimlin,					2nd Clerk.	100 0 0	6 years.

T. A. STAYNER, D. P. M. G.

General Post Office, Montreal,
7th May, 1841.Appendix
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No. 10.

26th March.

Form of Post Master's Commission.(D.) No. 10.
Form of Post
Master's Com-
mission.

Thomas Allen Stayner, Esquire, Deputy Post Master General of British North America, to all to whom these presents shall come:—GREETING.

KNOW YE, that by virtue of the power and authority to me given, I, Thomas Allen Stayner, having received good testimony of the Fidelity and Loyalty to Her Majesty of

and his ability and sufficiency to execute the Office and Duties required of a Deputy Post Master, and reposing great trust and confidence in him, do by these presents nominate, authorize, and appoint him the said

to be my lawful and sufficient Deputy, to execute the office of Deputy Post Master of

during my pleasure; and to have, hold, use, exercise and enjoy the said Office, with all and every Rights, Privileges, Benefits and Advantages to the same belonging, under such conditions, covenants, provisos, payments, orders and instructions to be fully observed, performed and done by the said Deputy and his Servants, as he or they shall from time to time receive from me in writing subscribed by me or by my order, or from the Deputy Post Master General for the British Provinces of North America for the time being, and the said

is hereby authorized to keep and retain

out of the produce arising by the Port of Letters received by him, in recompense for his care and trouble in the performance and execution of the trusts reposed in him, so long as he shall continue to be employed by me as my Deputy.

IN WITNESS whereof, I, the said Thomas Allen Stayner, have hereunto set my hand, and caused the Seal of my Office to be affixed, this day of One thousand eight hundred and and in the year of Her Majesty's Reign.

(Signed)

No. 11.

No. 11.

*Form of the Post Master's Bond.*Form of Post
Master's
Bond.

KNOW ALL MEN by these Presents, that we, of and are held and firmly bound to Our Sovereign Lady Victoria the First, by the Grace of God, of the United Kingdom of Great Britain and Ireland Queen, Defender of the Faith, Her Heirs and Successors, in the sum of to be paid to our said Lady the Queen, Her Heirs or Successors; for which payment well and truly to be made, we bind ourselves and each of us, and any two or more of us, our and each of our, and any two or more of our Heirs, Executors, Curators and Administrators jointly, severally and respectively, firmly by these Presents, signed and sealed by us, and dated at the day of in the year of Our Lord One thousand eight hundred and and in the year of the reign of our said Sovereign Lady, Queen Victoria.

Whereas the above bound has, by Her Majesty's Deputy Post Master General of British North America, been appointed Deputy Post Master at now the condition of the above written Obligation is such, that if the said at all times during his continuance in the said office or

employment of Deputy Post Master as aforesaid, do and shall, without opening, embezzlement, or other misconduct, cause all Letters and Packets which shall be received by him or by his appointment, or which shall come into his custody, as such Deputy Post Master, to be speedily and carefully delivered to the respective persons, and at the places respectively to which they are, shall or may be directed, so far as may be practicable, according to the Regulations of the General Post Office; and do and shall also duly, carefully, and faithfully collect, or cause to be collected, as far as by Law he may and possibly can, all Letters and Packets within the limits of his said Office, to the intent that the same may be sent Post in Her Majesty's Mails of Letters; and do not nor shall receive or take for the Port or conveyance of Letters or Packets any higher or other sum than is by Law chargeable for the Port of such Letters and Packets; and do and shall keep a just, true, and exact account of all the Letters and Packets sent to, within and from the limits of his said Office, and of the monies arising and by him received and to be received, for and on account of the Port of the said Letters and Packets; and also do and shall quarterly in each and every year, and not later than days after the end of each

quarter, make and return a just, true and exact copy of such account under his hand (and attested on oath) unto Her Majesty's present Deputy Post Master General of British North America, or to the Deputy Post Master General or principal superintending Officer of the Post Office Department in Canada for the time being, at the Post Office at the City of Quebec in the Province of Lower Canada; and do and shall in case of wishing to resign his situation of Deputy Post Master at

give three full months' notice thereof, counting from and after the completion of the quarter then pending, to Her Majesty's present Deputy Post Master General of British North America, or the Deputy Post Master General or principal superintending Officer of the Post Office Department in Canada for the time being; and do and shall also within days after the end of each quarter of

the year, cause all monies received and to be received by him, or which ought to be received by him, or any person employed under him or on his account, for the Port of Letters and Packets, or in any other manner on account of the Post Office, or by virtue of his said office or employment, to be paid to Her Majesty's Deputy Post Master General of British North America or principal superintending Officer of the Post Office Department in Canada for the time being, at the Post Office at the said City of Quebec; and do and shall diligently and faithfully demean himself in his said office and employment, and to the utmost of his skill and ability, by all lawful ways and means, promote Her Majesty's Service and the benefit and advantage of the revenue in his said office and employment; and do and shall from time to time perform, fulfil, keep and observe all and singular the rules, orders, directions and instructions for and concerning the management of his said office, which he shall or may receive from and through Her Majesty's Deputy Post Master General of British North America, or the principal superintending Officer of the Post Office Department in Canada for the time being; and do and shall save harmless and keep indemnified Her Majesty's present Deputy Post Master General of British North America, and Her Majesty's Deputy Post Master General or the principal superintending Officer of the Post Office Department in Canada for the time being, of, and from all forfeitures, damages, costs, expenses and demands whatsoever, which they or any of them shall or may from time to time incur or be exposed to, by reason of any neglect, transgression or omission of the said or his agents or servants in the execution of his said office; and lastly do and shall upon his removal from or resignation of

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the said office of Deputy Post Master aforesaid, quietly surrender up the same, and all papers, instruments, instructions, maps, plans, seals, letters, writings, mail bags and other things whatsoever, relating to, or in any wise appertaining thereto:—Then the above written obligation shall be void and of no effect; otherwise the same shall be and remain in full force and virtue.

Signed, Sealed and Delivered
in the presence of

(Signed)

No. 12.

No. 12.

Form of the Post Office Oath.

Form of Post
Office Oath.

I [the name of the person, and of the Office in which he is employed, to be stated here; and also his capacity in the Post Office Department:]

do solemnly and sincerely declare, That I will not wittingly or willingly open, or delay, or cause or suffer to be opened or delayed, contrary to my duty, any Letter or anything sent by Post, which shall come into my hands or custody by reason of my employment relating to the Post Office, except by the consent of the person or persons to whom the same shall be directed, or by an express warrant in writing under the hand of one of the principal Secretaries of State for that purpose, or except in such cases where the party or parties to whom such Letter or anything sent by Post shall be directed, and who is, or are, chargeable with the payment of the Postage thereof, shall refuse or neglect to pay the same; and except such Letters or anything sent by the Post, as shall be returned for want of true directions, or when the party or parties to whom the same shall be directed cannot be found; and that I will not in any way embezzle any such Letter or anything sent by the Post, as aforesaid; and I make this solemn declaration conscientiously intending to fulfil and obey the same, and by virtue of the Provisions of an Act passed in the first year of the Reign of Her Majesty, Queen Victoria, intituled, "An Act for the management and regulation of the Post Office."

This declaration was made }
before me, the } (Signed)
day of 184 }

Note.—The above declaration must be made before a Justice of the Peace, and no Deputy Post Master or person employed under him, can act until he has formally made the said declaration.

This Oath of Office does not authorize any Post Master or his Assistant in these Provinces to open Letters, unless he have a special authority for that purpose, signed by the Deputy Post Master General.

General Post Office, Quebec.

No. 13.

No. 13.

Book of In-
structions to
Post Masters
in Canada.

INSTRUCTIONS to a Deputy Post Master in Canada,
upon his appointment.

SIR,—Herewith you will receive your Commission as my Deputy at together with Tables of Postage-rates, a Post Office Directory called

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Table D, a book for "Mails Received," another for "Mails Sent," and a supply of Letter Bills, one of which, filled up with an account of the number of Letters and the Postage thereon, and signed by you, is to accompany every mail which you despatch. I likewise send you blanks for your Quarterly Accounts, and whenever you require a fresh supply of office blanks of any description, you will take care to apply for them to me in due season. You will also receive herewith several Circular Letters and Department Orders, issued by me at different times, to which I request your particular attention, as they contain instructions on many points of duty that it will be useful to you clearly to understand. You will further receive a key for the mail bag, and

Should the Post Master to whom these instructions are addressed, be succeeding another Post Master, he will receive the above described Forms, &c. with other Post Office Property, from his Predecessor. (See Form entitled Transfer Receipt.)

As the Department is not yet provided with a full and complete Code of Instructions, in a condensed form (a deficiency, however, which will shortly be supplied,) I shall now convey to you a few rules for your guidance upon the most material points of duty; and at the same time I recommend your taking an early opportunity of applying to some experienced Post Master in your vicinity, for such information relative to the application of the blank forms, &c. as you may stand in need of. One or two hours conversation on these matters with such a person, will be of more use in qualifying you for the practical details of a Post Office than a great amount of written instruction.

Art. 1. After post-marking and rating the Letters which you are to send away, and which should be done as soon as they are deposited in the Office, you must, when making up Mails, enter the same in the Bill of the Mail, (which is called a Letter Bill or Post Bill) distinguishing the Paid from the Unpaid Letters, and putting down the Forwarded Postage (should there be any) in the column provided for that purpose. The Mail for each Office is of course to have a separate Letter Bill. Having filled up the Bill, you will enter the contents in your Book of Mails sent—then fold the Bill round the Letters—enclose the whole in a sufficient wrapper—seal the same with wax, with a fair impression of your office seal, and address it to the Office for which it is intended; after which you will deposit the Package or Packages in the portmanteau, (or leather Mail-bag)—lock the same, and deliver it to the Courier. When the Mails are heavy, or the distance that they have to travel is great, the Post Master should use his discretion in providing his Packages with proper defences against the difficulties of the transport—such as cording them well, or putting them into canvass bags, properly labelled—these bags are furnished to all the principal Offices.

Art. II. The contents of Letter Bills Received are to be entered in your Book of "Mails Received," as soon as the Packages are opened and examined. These Bills should be numbered on the back, and carefully filed in the order in which they are received—making the first Bill received in each quarter, No. 1, and continuing the numbers in succession to the end of the quarter. The numbers of the Bills of "Mails Received," must not be omitted entering, when you are transcribing those Bills into your Mail Book.

Art. III. At the close of the Quarter (or as soon as you think that all the Mails from other offices addressed to your own within the said quarter, have come to your hands) you will transcribe the entries from the Books of Mails Sent and Mails Received, upon the monthly

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15.

sheets—then enter the monthly totals in the Abstracts, and proceed to fill up the account current—the balance of which is to be sent to me in Specie, Bank Notes, or other good negotiable paper, together with the accounts within twenty or twenty-five days after the close of the quarter. In sending off your Accounts, observe to enclose them in good covers—well sealed and addressed as follows:—

“On His Majesty’s Service.”

[Post Mark } “T. A. STAYNER, Esq.,
here.] } D. P. M. G. Quebec.

“Accounts for Qr.
ending 18 }

The above accounts, accompanied by a Letter of Advice, are to be put up with other Packets for Quebec, in a cover addressed “Quebec Office.” This instruction is very essential, as on no account must the Quarterly Account, or any description of despatches, be sent by the Post, except under the cover and address of a Mail.

The Quarterly Periods are from the 6th January to 5th April—6th April to 5th July—6th July to 5th October—6th October to 5th January.

Art. IV. Rate every Letter that comes to your hands to be Mailed, with the proper Postage on the right hand upper corner, on the face of the Letter.

If the Postage is paid when the Letter is deposited, stamp or write the word “Paid,” in red ink, opposite the amount of Postage.

Art. V. Post-mark every Letter that you mail—that is—stamp or write upon it the name of your office and the date of deposit with you.

Art. VI. As regards the *principle* upon which Letters and Packets of Letters are rated, you will find rules sufficient for your guidance upon Table A, and in Department Order No. 17.

Art. VII. *Undercharges* upon Letters reaching you by Mail, *not discovered at the time of examining and entering your Mails Received*, must be brought to the credit of Government in the account current opposite the item *Undercharges*. It will of course be requisite for you to keep an account of such undercharges as they occur during the quarter, and this account should accompany the account current.

Art. VIII. *Overcharges*.—When a claim is made by any individual for an overcharge, you must be satisfied that the demand is just before you allow it, and you will request the cover of the Letter with a receipt thereon, from the party claiming the rebate; but if the cover cannot be spared to serve as your voucher, you will then take a receipt alone in the following manner, viz:

Received from the Post Master at
shillings and pence—being for an
overcharge on a letter from
charged double instead of single—or as the case may be.
(Date here.)

(Signature here.)

All such covers and receipts are to be transmitted to the General Post Office at Quebec with your other vouchers and accounts—see the item on the credit side of account current—“*Overcharges per Documents*.”

Should a claim be made for a rebate on a Letter, under circumstances which leave you in doubt as to the propriety of acceding to the demand, you will apply to me for instruction.

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Art. IX. Be very particular in keeping Records of all Money Letters forwarded or received by you—(see Department Order No. 21.)*

Art. X. Recollect that a Letter being left at an Office to be mailed, becomes the property of the person to whom it is addressed, and that you cannot return it to the writer or any person for him after it is once deposited with you. Persons wishing to correct errors in their correspondence must do so by writing other Letters.

Art. XI. When Letters arrive at your office, mis-sent by accident, as sometimes happens, you will mark upon them on the face—“Mis-sent to (*here insert the name of your office*)” and you will mail them on the first Post to the office where they should have originally been sent. The column of “*Forwarded Postage*” in the book of Mails sent is intended to enable you to take credit for the postage on mis-sent Letters—for as you must in the first instance charge yourself with the postage on those Letters, you are of course entitled to take credit for the same, when you transmit the Letters to another Post Office.

Art. XII. As a general rule, it should be understood that a Letter is not liable to additional postage for being sent by one office *through* another office, and there remailed, except the distance from the office where it was originally mailed to its ultimate destination shall warrant it; neither if sent out of its proper route by the mistake of a Post Master, is a Letter to be rated with additional postage for the distance it may have unnecessarily travelled;—but when the person addressed has changed his residence and the Letter in consequence is re-directed, it is liable to an entire new charge of postage from the place where it is re-directed to its ultimate destination, *over and above* the original rate.

Art. XIII. Your own *honâ fide* postage to the extent of Double Letters, or half ounce Packages, you are authorized to have free, but you have not the right of franking except at your own office, and you will perceive by an Article in Department Order No. 7, that Post Masters, when exercising this right of franking their Letters, are expected to write their names on the face of the Letter at the top. By *Free Postage* is here meant *Provincial Postage*—United States Postage must necessarily be accounted for by Post Masters the same as by other individuals. For further instructions respecting Letters authorized to go free by the Post—see Articles 17 and 18—and for Pensioners’ Papers, which go free—see Article 19.

Art. XIV. *Way Letter Account*.—The account or sheet bearing this name, is intended for bringing to account the Postage of such Letters as are received from or sent by the Courier, and which do not come or go by what is called a *Mail*—for example, a Letter is handed to the Courier when he is on the way to your Office:—it is your duty to receive and Mail it—(the rate will invariably be 4½d. if a Single Letter, as it will always come to you from some place under 60 miles) and you will insert the amount of Postage in the column of “*Unpaid Way Letters Received*.”—This is when the Letter is intended for your own delivery; but if it is to be mailed by you, you must find the distance from the place where it was put into the Way Bag, (which you can learn from the Courier) to its point of destination and rate it accordingly. In this latter case you will naturally understand that it is not to be entered in your Way Letter Sheet. In addition to your customary Post Mark on such Letters, you should add the word “*Way*” in red Ink. In like manner you should write or stamp upon Way Letters, which are for your own delivery, the word “*Way*,” and also affix your Office Stamp.

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The column headed "*Paid Way Letters Sent*" is intended for such Letters as may be left with you to forward to individuals residing on the line of route between you and the next Office, and which your Courier should be directed to deliver to their respective addresses, provided he can do so without subjecting himself to delay. All such Letters must be Post Paid, otherwise you cannot forward them.

Letters or Packets sent under cover to Post Masters with a view to their escaping the payment of Postage, (a proceeding often resorted to,) are to be rated for the distance they have travelled, and brought into the Way Letter Account.

As respects the mailing of Way Letters a Courier is never to be detained that the Post Master may mail them, but the following rules should be observed:— If you happen to be situated at a stage where the horses are changed, or where from any other cause the Courier may have occasion to remain sufficiently long to enable you to mail those Letters, you must do so, and deposit them in the Portmanteau; but if you are at a station where the Courier stops merely for the purpose of exchanging Mails and where the saving of time is an object, in such case you will take the said Letters out, and write or stamp upon each, the word "*Way*" and the name of your Office, and return them into the side Bag, that they may be carried on to some other Office where the Courier necessarily stays a longer time, at which Office they must be regularly mailed and the Postage be rated for the whole distance from the place where originally given to the Courier (as nearly as can be ascertained) to their final destination.

Art. XV. When Letters are *refused* by the persons to whom they are addressed, or when they are addressed to persons who are dead and have no representatives, or to persons who have left the country, you must write upon them on the *back* in Red Ink, the word "*Refused,*" or "*Deceased,*" or "*Left the Country,*" as the case may be, and the name of your Office, and the date underneath, and then Mail for the Quebec Office by the first Post.

There are some further particulars to be observed respecting Refused Letters in Department Order No. 15, which see.

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11.Vid. infr.—
"Additional
Instructions."
ss 3 & 2.

Art. XVI. When Letters reach you, addressed to persons who cannot be found or of whom you know nothing, you must advertize them on a list posted upon your Office door, or some other public place, on the *5th of March, 5th of June, 5th of September, and 5th of December,* (which you will observe is one month previous to the termination of the quarterly periods) and such of them as are not claimed when you are making up your accounts, must be then considered as Dead Letters, and taken credit for as such in your Account Current opposite the item prepared for that purpose. There is no objection to your advertizing unclaimed Letters in the manner here pointed out, more frequently than once a quarter—in short the more publicity you afford that such Letters are lying in your Office the better, but at all events they must be advertized on the days above mentioned. In sending in these Letters to me with your accounts, it is desirable if the number is not very great, that you should accompany them with a list of the *names,* and the amount of Postage on each. Each Letter must also have a reason assigned on it in Red Ink for being considered a Dead Letter, as—

{ *Advertized and not called for.* }
{ *Post Office.—(Date here.)* }

If a Newspaper is printed in your town or neighbourhood, you will publish your unclaimed letters in

it, provided the Printer will give them three insertions for a penny each Letter—or 8s. 4d. for a hundred names.

Art XVII. *Free Letters.*—Referring to the form of a Letter Bill, it will be seen that there is a column prepared exclusively to shew the number of free Letters sent in each Mail. It now remains to describe what Letters are entitled to go *free* through the Post in British North America.

The following is a list of persons in Great Britain and Ireland, who frank and receive letters free, *to* and *from* these Provinces, by virtue of their Offices, without limitation, except in the cases where it is expressed, viz :

IN ENGLAND.

The Lords Commissioners of His Majesty's Treasury.
Secretary to the Treasury.
Commissioners and Secretaries of the Admiralty.
Principal Secretaries of State.
Under do. do.
Commissioners of Trade and Plantations.
Commander of the Forces and Secretary.
Secretary to the Board of Ordnance.
Inspector General of Fortifications.
Adjutant General.
Secretary at War.
Under Secretary at War.
Pay Master General of the Land Forces.
Comptroller of Army Accounts.
Secretary to the Lord Lieutenant of Ireland, residing in England.
First Commissioner of Woods and Forests.
Directors of Greenwich Hospital jointly—(on business of Hospital only.)
Treasurer and Deputy Treasurer of } on Hospital
Chelsea Hospital, } business only.
Secretary and Registrar of ditto. }
Directors of Greenwich Chest jointly, }
Paymaster of Pensions, Greenwich } On the business
Hospital, } of their respec-
Accountant of Greenwich Chest, } tive Offices
Clerk of the Check of ditto. } only.
Commissioners for the Issue of Ex-
chequer Bills,
Secretary to ditto,
Commissioners for auditing Public Accounts.
Commissioners for building and promoting the building of additional Churches, (on its business only.)
First Commissioners of Revenue Enquiry.
President of the India Board.
President and Vice President of the Board of Trade.
Secretary to the Board of Control.
Clerks to the Privy Council.
Judge Advocate General.
Post Master General and his Secretaries.
Deputy Post Master General of Scotland and his Secretary.

IRELAND.

Lord Lieutenant.
Chief Secretary to ditto.
Under Secretary in the Office of Chief Secretary.
Under do. for the Law Department.
First Clerk to the Chief Secretary of State.
Secretary of State for Military Department.
Secretary of State for Ulster and Munster.
First Clerk to ditto.
The Lords of the Treasury, jointly.
Vice Treasurer.
Deputy Post Master General and his Secretary.
Commissioners for the Issue of Money out of the Consolidated Fund.
Secretary to ditto.

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[NOTE.—The Franking Privilege of the above Departments, though now abolished in Great Britain and Ireland, is still, virtually, in force as regards Colonial Postage; no order having been issued to authorize its being levied upon their Correspondence.

IN BRITISH AMERICA.

The Deputy Post Master General, without limitation.
Post Office Surveyors.

Post Masters, at their own Offices, to the extent described in Article XIII.

Letters and Packets to and from His Majesty are exempted from Postage.

Post Masters are strictly enjoined not to suffer any Letter or Packet to pass in the Mails post free, excepting those which are franked by authorized persons.—See Department Order, No. 16, Article I.

App. (D.) No.
14.

Art XVIII. *Soldiers' and Sailors' Letters.*—Single Letters from a Seaman in His Majesty's Service, or from a Serjeant, Corporal, Drummer, Trumpeter, Fifer, or Private, (on their own private concerns only) may be sent by post for one penny—to be paid at the time the said Letter is put into the Post Office,—provided that upon the cover of the said Letter, the Officer having the actual command signs his name, and the name of the Ship, or Regiment, Corps or Detachment he commands.

Vid. Infr.—
App. (D.) No.
14.

On single Letters to Seamen, or to Soldiers as above, the penny must be paid at the time the said Letter is put into the Office. Its direction must specify the class of the person, and the name of the Ship or Regiment, Corps or Detachment to which he belongs—that is to say, it must describe him *Seaman, Serjeant, Corporal, Drummer, Private, &c.* as the case may be.

N. B.—All the foregoing descriptions must be legibly written—the initials of the name of any Ship or Regiment being insufficient.

Post Masters are enjoined to examine every Letter purporting to be a Seaman's or Soldier's Letter, and if not in all respects conformable to the above regulations, to charge it with full postage, at the same time noting on the face of the said Letter, the reason for so doing.

The following are forms to be used for each letter, from or to a Soldier or Sailor, whether in the United Kingdom or in any of His Majesty's Dominions abroad, without which it cannot pass for one penny, nor then unless the penny be paid at the time of putting the said Letter into the Office, in conformity with the preceding Rules, viz:

SEAMAN.

From A. B. Seaman, H. M. S. _____
(Here the direction of the Letter is to be inserted.)
C. D. Captain, (or other Commanding Officer,) _____
H. M. S. _____

To _____
A. B. Seaman, H. M. S. _____
(Here the direction of the Letter is to be finished.)

SOLDIER.

From A. B. Serjeant, &c. _____ Regt. _____
(Here the direction of the Letter is to be inserted.)
C. D. Colonel, (or other Commanding Officer,) _____
Regt. _____

To _____
A. B. Private _____ Regt. Foot, or Serjeant, &c. _____
(Here the direction of the Letter is to be finished.)

These Letters must be marked "Paid Id."

If any Officer, Soldier, Seaman, or other person should endeavour to contravene the intention of the Law, which affords the above indulgence to Soldiers and Sailors for their private concerns only, by attempting to pass Letters through the Post under a false pretence of their being either to or from Soldiers or Sailors, the Act provides a heavy penalty for every such offence, and it is the duty of the Post Masters to use all means in their power to obtain conviction when any abuse is committed. Any attempt at fraud must be reported to the Deputy Post Master General.

ART. XIX. *Pensioners' Papers.*—Agreeably to an Act of the Imperial Parliament, the printed instructions and receipts of His Majesty's Pensioners, viz: Soldiers and Sailors, go free, provided they are sent in covers open at the ends, so that they may be examined by the Post Masters, and if any other writing than that which properly pertains to the Official Document is found—the whole Packet is liable to full Postage. It must be clearly understood that the Half-pay Papers of Officers are subject to full Postage if sent through the Post.

ART. XX. *Re-directed Letters to Officers of the Army and Navy.*—Letters addressed to places within your delivery, for any Commissioned Officer of the Army, or Navy, or Ordnance, employed on actual service who shall have removed in the execution of his duty before their arrival, are not to be charged with additional Postage on their re-direction, but are to be forwarded on to the Officer and delivered without any alteration in the original charge of Postage.

You will observe that this regulation applies only to Officers who are removed from one place to another on actual public service.

ART. XXI. Letters Sealed or Unsealed, Printed or Written, are equally liable to Postage.

ART. XXII. Newspapers printed in these Colonies may be sent in covers, open at the ends or sides, by His Majesty's Packets, through the Quebec Post Office, free of any charge in this Country. If Newspapers are forwarded to Europe or other distant Countries, *via* New York, it will be necessary for the bringer to pay, at the time of posting the same, 1½ cent, or a penny currency, as United States Postage, and one penny in addition—the latter sum to be accounted for by the Post Master to the Deputy Post Master General.

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Newspapers may also be forwarded through the Quebec Post Office, by private Ships, during the season of navigation, upon the payment of a penny, at the time of posting—to be accounted for to the Deputy Post Master General.

Every Vote, Proceeding, or other Public Paper, printed by order, or under the authority of the Legislative Assemblies of any of His Majesty's Colonies, may be sent by the Packets from Halifax, the same being liable to no other Postage than 1½d. currency per ounce, to be paid on delivery thereof to the person or persons to whom the same shall be addressed in Great Britain or Ireland.

It is incumbent upon Post Masters to withdraw from the covers, and satisfy themselves that Newspapers and other Printed Papers intended to be sent by Post, contain no writing or other written marks, other than the Address, as they must clearly understand that should any writing be concealed the Packet becomes liable to letter postage.

Vid. Infr.—
App. (D.) No.
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App. (D.) No. 14.

ART. XXIII. *Payment of Postages.*—Nothing but specie or its equivalent should be received in payment of Postage.

No credit is to be given except at your own risk.—In this Country an exception to this rule exists, in the case of accounts kept against the Public Civil and Military Departments, for the payment of which Government is of course responsible.

Vid. Infr.—
App. (D.) No. 14.

ART. XXIV. *Office Hours.*—All principal Offices should be opened for business at 7 o'clock, A. M. between the 5th May and 31st October, and at 8 o'clock during the other portions of the year, and remain open until 4 o'clock in winter and 7 in summer. On Sundays between the hours of Divine Service.

There may be cases in which a modification of these hours may be necessary, which will be speedily provided for by the Deputy Post Master General.

At Country Offices it does not appear so necessary to prescribe office hours, but it is expected that every reasonable accommodation will be afforded to the public, to prevent complaints being made to the head of the Department.

ART. XXV. Wherever it can be done, a separate room should be provided for the Post Office—when this is not practicable, or when the business is not of sufficient consequence to render it indispensable, the letters must be kept in a locked desk or press—the key of the Mail Portmanteau must be carefully preserved under lock, that no improper person may have access to it.

ART. XXVI. On no account is the bar-room, or any public room in a Tavern to be made use of as a Post Office.

ART. XXVII. Every Post Master is expected to provide his office with a Sign-board, and with a small beam, and scales and weights, from $\frac{1}{2}$ of an ounce upwards, for weighing Letter Packets.—A Receiving Box, opening to the Road or Street, for the reception of letters, must also be provided.

Vid. Infr.—
App. (D.) No. 14.

ART. XXVIII. It is a standing Regulation of the General Post Office, that no person under sixteen years of age shall be employed in a Post Office or as a Mail Carrier, and no person can be employed, or be allowed to assist in any of the duties appertaining to the Department, until he or she has taken the usual Post Office Oath, which in all cases is to be lodged with the Deputy Post Master General.

Vid. Infr.—
App. (D.) No. 14.

ART. XXIX. You must regularly examine the Mail Portmanteaux, and if they require repairing, have them put in safe order immediately, or at all events, if the damage is not such as to require instant repair, you will apprise the Post Master at the end of the route, that he may attend to it. This intimation should be given upon the Road Bill, when one accompanies the Mail, (as is the case on all principal routes) or by letter.

*App. (D.) No. 14.

ART. XXX. *United States Postage.*—The plan of accounting for this postage is laid down in Department Order No. 6,* to which your particular attention is necessary.—For the charge upon American Newspapers and Pamphlets, see Department Order, Nos. 3 and 10.*

†Vid. Infr.—
"Additional Instructions." §1.

ART. XXXI. You should have a notice permanently posted up on the door of your Office, or in the lobby, reminding the public that no letter can be sent out of the Province† until the inland postage is paid.

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†Vid. Infr.—
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ART. XXXII. When Newspapers, published in this Country or the United States, are refused, the Editor or Publisher should immediately be apprized thereof.† —Printed Notices for this purpose will be furnished by me upon your application.

ART. XXXIII. Although the Regulations prescribe that the Quarterly Account Current should be attested, yet as it may happen at some places that a Magistrate cannot always be found to take your deposition, you must not for that reason retain the Accounts, but certify at the foot of the Account Current; that no Justice of the Peace is within your reach, affix your signature and send on the Documents, holding yourself prepared to swear to them at a future period, should you be called upon to do so.

ART. XXXIV. The Postage on *Paid* Letters should be noted in *Red Ink*, with the word *Paid* prefixed, and *Unpaid* postage in *Black Ink*.

ART. XXXV. You will report to me upon all matters connected with the Post Office, in which my interference may be necessary, and observe in all such communications, to be as full and explicit as the nature of the case may require; and I must add as a particular injunction, that you reply to all Letters from me with the least possible delay.

T. A. STAYNER,
Deputy Post Master General.

General Post Office, }
Quebec.. }

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ADDITIONAL INSTRUCTIONS.

§1. With reference to Art. XXXI, it appears necessary further to direct, that should unpaid Letters for foreign parts (notwithstanding the caution alluded to) be dropped into your Receiving Box, you are to lose no time in putting them under cover to the Deputy Post Master General, first writing upon each Letter in Red Ink—

“Inland Postage not Paid.”
Office and date here.

§2. It frequently happens that after Letters have been sent to Quebec as *Dead* or *Refused*, the Parties to whom they are addressed wish to obtain them. When Post Masters are applying to the Deputy Post Master General for such Letters, which it is their duty to do if requested, they will please state, (when they can ascertain the fact) whether the said Letters are *British*, *Provincial* or *American*, as this information very much facilitates the search for such Letters.

§3. It appearing that misconception is likely to arise with respect to Article XVI. of these Instructions, some inexperienced Post Masters having supposed from the manner in which that Article is worded, that they are to advertize the same unclaimed Letters, upon four quarterly periods, (thus retaining them in their hands for a year or upwards,) the Deputy Post Master General finds it necessary to explain that such is not his meaning. Unclaimed Letters, that have rested *three months* or thereabouts in a office and have remained advertized *out of that period*, not less than *six weeks*, are then to be considered as *Dead Letters*, and to be sent to the Deputy Post Master General with the Quarterly Accounts. Should it happen when you are sending in your Quarterly Accounts that some of your unclaimed Letters, though advertized for *six weeks*, have not been altogether *three Months* in your Office, you should retain any which are so circumstanced until the *Three Months* have fully elapsed, and then (if they are not taken up) Mail them to the

Quebec Office as you are directed (in Article XV.) to do with “*Refused Letters*,” taking care, however, to write upon each in Red Ink, *Advertized and not called for*,” and the name of your Office, and Date, as you are instructed to do with those you send in with your Quarterly Accounts.

T. A. STAYNER,
Deputy Post Master General.

General Post Office, }
Quebec.

No. 14.

No. 14.

EXTRACTS from Department Orders addressed to Post Masters in Canada.

Extracts from Department Orders.

ASSISTANTS.—Post Masters are expected (except when absent from their homes or unwell) to perform, in their own persons, the duties of their respective Offices, and sign the documents appertaining thereto. No objection will, however, be made to each Post Master employing *one* Assistant, for whose conduct he is of course answerable; but he is not to employ him, without notifying the Head of the Department that he intends doing so, and at the same time transmitting the Oath of Office of the individual named.

Assistants. Vid. supr.—App. (D.) No. 13. Art. 23.

31st July, 1828.

The following Regulation has become necessary, to ensure that attention to the safety of the Mails which their importance requires:—At all Offices, *except where the Deputy Post Master General has authorized a different observance*, the making up and opening of the Mails, making the entries in the Mail Books and the locking and unlocking of the Mail Bags, must either be performed by the Post Master himself or by one principal sworn Assistant—and on no account whatever is any other individual in or about an office to intermeddle with these branches of Post Office duty or have access to the Key of the Mail Bags. This Regulation is not intended to deprive Post Masters of the right hitherto possessed by them of employing other sworn Assistants in their offices, for the purpose of delivering out and receiving in Letters, or for other Post Office matters distinct from the making up and opening the Mails.

The above Regulation being one of great importance, and calculated not less to protect the characters of individual Post Masters than the interests of the Public, the Deputy Post Master General trusts that every Member of the Establishment, so far as he may be concerned, will faithfully observe it.

23d April, 1836.

OFFICE HOURS.—The Deputy Post Master General feels it requisite to call the attention of Post Masters at the *Way Offices*—(that is Offices situated between any of the principal Post Towns,)—to the expediency of: regulating and publishing, from time to time, the hours at which the Mails are to be closed at their respective Offices.—Owing to the state of the roads at particular periods of the year, the Couriers cannot possibly arrive at the several Way Offices with uniform regularity—on many occasions there must be considerable delay. In the winter, when the sleighing is fine, great expedition is practicable in the transportation of the Mails, and at that period, in order to facilitate the arrival of the General Mail at the end of its route, (an

Office Hours. Vid. supr.—App. (D.) No. 13. Art. 24.

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object which every Post Master should consider of paramount importance,) the Mails at the Way Offices should be closed sufficiently early to prevent the chance of delaying the Grand Mail;—But the hour that would be suitable for closing at that period, would be found quite too early in the Spring and Autumn, when the roads are deep and heavy, and the time necessarily occupied in the conveyance of the Mail is considerably more than at other seasons.—This difference in the time occupied in the transit of the Mails, increases towards the end of the Post Routes, and it thus becomes necessary to regulate the hours for closing the Mails at the Way Offices according to the seasons and the state of the roads. Post Masters will readily see that until the highways are essentially improved, the hours for closing the Mails at the Offices in question, must in a great measure be determined by their own judgment and discretion:—The Deputy Post Master General can only give instructions on this subject in a general way. A leading consideration in every arrangement must be the convenience of the Public on the Route, so far as is consistent with the due progress of the Grand Mail;—but it may be as well to particularize—that the hours for closing at all Way Offices should be fixed considerably in advance of the probable time of arrival of the Stages or Couriers, within specific periods or seasons of the year; and when thus fixed and notified, they should in no case be altered without due previous notice to the Public. It is the duty of the Contractor, whenever a change in those hours is rendered necessary by changes in the seasons, to give timely information thereof to the Way Post Masters. *It must never be lost sight of by Post Masters at all Offices, that on no account is the Mail to be despatched by them earlier than the published hour for closing.*

2d April, 1832.

Couriers, Mail
Bags, &c.

COURIERS, MAIL-BAGS, &c.—When Mails are making up or being opened, care should be taken to exclude from the Office the Couriers and all other persons but those who have a legal right to be present.

21st September, 1827.

It remains to be remarked that the Mail Bags are sometimes made the receptacles of Bags of Specie, and of large parcels containing clothes and other things—which, besides every other objection, it is an imposition on the Couriers to be compelled to carry.—In order to put an effectual stop to such practices, every Post Master is enjoined, when he discovers any such improper article in a Mail Bag, to take it out, and retain it in his possession, reporting the particulars to the Deputy Post Master General and awaiting his orders:—The only case in which Bags or Packages of Specie are to be permitted to go into a Mail Bag, is as a remittance to the General Post Office; but this should never be done when good Notes or other paper can be procured.

30th March, 1829.

Some Regulation is called for with a view to prevent altercations between Post Riders, Couriers and Drivers and the persons in charge of Post Offices, in regard to the delivering into a Post Office and taking away therefrom, the Post Bags or Portmanteaux; and the Deputy Post Master General considers it expedient to establish the following:—

It shall be the duty of the Driver, Post Rider, or Courier, upon arriving at an Office, to carry the Mail Bags or Portmanteaux intended for the said Office,

into the room where the Office is kept, and deliver them to the person authorized to receive them; and when the Bags are ready to be returned, it shall be the duty of the said Driver, Post Rider, or Courier, to receive them in the Office, or at the Post Office door, as the Post Master may require, and to consider himself responsible for the same from that moment until they are properly handed over to the next Office.

23d April, 1836.

The Deputy Post Master General begs to call the attention of the Department to the following Instructions on certain points of duty, some of which have either not been formally laid down in any Regulation hitherto published, or if they have been, have not yet received that strict observance which their importance demands.

No. 1.—When a Mail Portmanteau arrives at an Office unlocked, (a circumstance that may arise from more than one cause,) the receiving Post Master should in the first instance, strictly interrogate the Courier or Driver as to the cause, and then note the fact, with the name of the Courier and the result of his enquiries, on the Road Bill, (if there is one accompanying the Mail,) or in a distinct Report to the Post Master in charge of the Route, for the information of the Head of the Department. He (the Post Master) will also make out a list of such Packets as he may find in the Portmanteau or Bag, stating to what Offices addressed, and as far as can be ascertained from the seals or other indications, the Offices whence they came, and their condition—that is, whether the envelopes are found unbroken or otherwise. This list the Post Master will carefully preserve. An inventory or statement of the kind now described, will afford a clue to the detection of any robbery, should such be attempted; and although the preparing of the statement will necessarily occupy some time, and consequently detain the Courier, it is better that the Mail should be delayed than exposed to depredation. A Post Master must in every instance of the loss or damage of a lock, attach a new one to the bag; or, should it happen that he is not provided with a spare lock, he must secure the bag with his Seal of Office, stating it on the Road Bill, or in a Special Report addressed to the next Post Master on the Route.

It will naturally occur to Post Masters that a Mail Bag arriving torn, or ripped, in such a manner as to endanger the loss of the packages, will demand the attention of Post Masters in an equal degree to the disappearance or damage of a lock: Should the bag be defective it must, if possible, be repaired, or another bag be substituted before the Mail is sent on—in short, too much care cannot be taken to guard against the possibility of the loss or abstraction of a package from a Mail Bag.

No. 2.—When Mail Packages, whether consisting of Letters or Newspapers, are found *en route* to have got wet and damaged, it is a Post Master's duty to dry the Packages—re-cover and re-address them, before he suffers the Courier to proceed on his way; and for any expense incurred in a service of this kind, he will always be allowed to make a special charge. Should the injury to the Mails appear to have arisen from want of proper precautions on the part of the Courier to defend them from the weather, the Post Master will not fail to report the case to the Deputy Post Master General, and if the delinquency be established, the Contractor may rely upon being fined for the misconduct of himself or his servant.

No. 3.—Should a Courier arrive at an Office in a state of intoxication; the Post Master is not to suffer him to take on the Mail, but he will engage some

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Vid. *supr.*—
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steady honest man as an extraordinary Courier, and send him forward with the Bags to the end of the Route, or until he shall meet with another Courier or Driver belonging to the same line, to whom he can hand over his charge; and a special report of the circumstances (including an account of the expense incurred) must immediately be made for the information of the Deputy Post Master General. The expense will of course be deducted from the wages of the Contractor, who will instantly dismiss the man so found drunk; and Post Masters are directed to make it a standing rule *never to entrust a Mail to a man who has once disgraced himself by being intoxicated whilst in charge of a Mail.*

No. 4.—A Mail is not to be suffered to remain at an Office in consequence of the illness of a Courier, or his not being in readiness from any other cause to go forward according to the terms of the Contract. In every such case, particularly if it is upon a line of importance, the Post Master must promptly engage a Special Courier, in the way pointed out in the last Article, and in like manner make a report of the circumstance.

14th July, 1832.

MONEY LETTERS.—Letters marked as containing "MONEY," should be particularly noted on the Post Bill; and the number of such letters, and to whom (respectively) addressed, should be stated. A record of these particulars should be kept by the Forwarding Post Master; and the Receiving Post Master will, of course, upon examining the Mail, ascertain if its contents are correct or otherwise, and govern himself accordingly.

21st September, 1827.

Every Letter *said* to contain, or *supposed* to contain Money, should if possible be delivered into the hands of the individual to whom it is addressed;—but when this is not practicable, the Post Master, (or the Letter Carrier, when the Letter is taken out for delivery) must satisfy himself that the person to whom it is given, is authorized to receive it; and in every case of the delivery of a Money Letter, the following Receipt is to be taken and carefully preserved by the Post Master.

POST OFFICE, 183

RECEIVED from the Post Master of
Canada, a Money Letter, or Letter supposed to contain Money, Post marked (*here insert the Post mark,*) and addressed (*here insert the address.*)

[Signature.]

Post Masters are further reminded of the necessity of inserting the address of each Money Letter which they Mail, in the column in the Post Bill provided for that purpose:

26th February, 1831.

REFUSED LETTERS.—All letters which have been "Refused?" or which are addressed to persons who have left the Country, must (*provided they are not rated with any United States Postage*) henceforth be mailed to the Quebec Office *every week* instead of being kept over, with other Dead Letters, to the end of the Quarter, as heretofore.—These letters must have the reason for which they are sent in, assigned on the back of each, *in red ink*, and bear also (underneath) the Post mark of the Office which transmits them.

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It should be observed that they are to be mailed in the ordinary way to the "Quebec Office," and included in the Letter Bills, and not addressed to the Deputy Master General.

Other unclaimed letters, the owners of which are unknown, and which it is therefore necessary to advertize, *and all that are liable for any United States Postage*, are to be sent in Quarterly, with the periodical returns, and charged in the account current opposite the Item "Dead-Letters."

The above Regulation has just been received from the General Post Office, London, and the Deputy Post Master General has been enjoined to see it strictly enforced.

12th April, 1830.

ILL-DIRECTED LETTERS.—The Deputy Master General requests that Post Masters carefully forward all letters on which the directions are imperfect, or uncertain, or obscure, to such Offices as may lie nearest to the supposed residence of the person for whom the letters are intended. When such letters are received at any Office, the Post Master, if he cannot discover the owners, is not to return them to the Office from whence he received them, for that is useless; but he is to try some other Office, in order that every chance of conveying them to the hands of the persons for whom they are designed, may be afforded.

2d April, 1833.

RATES OF POSTAGE.—LETTERS.—General Rule for rating Letters at Offices in the Canada charge.

[From Table A.]

	s.	d.	
60 Miles and under,	0	4½	Cy.
61 " to 100 inclusive,	0	7	
101 " " 200 "	0	9	
201 " " 300 "	0	11	
301 " " 400 "	1	2	
401 " " 500 "	1	4	
501 " " 600 "	1	6	
601 " " 700 "	1	8	
701 " " 800 "	1	10½	
801 " " 900 "	2	1	
901 " " 1000 "	2	3	
1001 " " 1100 "	2	5	
1101 " " 1200 "	2	7	
1201 " " 1300 "	2	9	
1301 " " 1400 "	3	0	
1401 " " 1500 "	3	2	
1501 " " 1600 "	3	4	

A Letter is not liable to additional Postage for being sent by one Office *through* another Office and *there* re-mailed, except the *distance* from the Office where it was originally mailed to its ultimate destination shall warrant it;—neither if sent out of its proper Route, by mistake of a Post Master, is a Letter to be rated for the distance it has unnecessarily travelled.

6th January, 1830.

Rates on letters for Great Britain, via Halifax, &c.—The Deputy Post Master General announces, that he has received from My Lord the Post Master General, notification of an Order emanating from the Right Honorable the Lords of Her Majesty's Treasury, by which their Lordships are pleased to direct, that in lieu of the present Provincial and Halifax Packet Rates, the whole Postage to be charged for the conveyance of a Letters for Great Britain, via Halifax.

Money Letters.

Refused letters.

Vid. *supr.*—App. (D.) No. 13. Art. 15, 16, &c.

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letter not exceeding half an ounce in weight, from any part of the interior of British North America to any part of Great Britain or Ireland and *vice versa*, by Her Majesty's Land Mails and Halifax Steam Packets, shall be reduced to a uniform rate of 1s. 2d. Sterling, equal to 1s. 4d. Currency, and that no further charge

A letter or Packet passing between any place in Canada and any place in Great Britain or Ireland—say for example from Amherstburg to Glasgow, and not exceeding..... ½ oz. in weight

Do. do. exceeding ½ an oz. and not exceeding.....	1 "	"	One rate or 1s. 4d. Currency.
Do. do. exceeding 1 " and not exceeding.....	2 "	"	Two rates or 2s. 8d.
Do. do. exceeding 2 " and not exceeding.....	3 "	"	Four rates or 5s. 4d.
			Six rates or 8s. 0d.

And in like manner for Packets of greater weight, adding two rates for each additional ounce. After the first ounce fractional parts of the ounce are not to be noticed; thus if a letter exceeds one ounce in weight, it immediately becomes liable to four rates, and if it turns the two ounces weight to six rates and so on.

No pre-payment of the above Postage is to be demanded: the sender will however be at liberty to pay the Postage when mailing a letter should he think fit to do so. Post Masters will mail upon the Quebec Post Office all Letters intended to be sent to the United Kingdom *via* Halifax, in strict conformity to the following Regulations:—

Paid Letters.—The Postage on Paid Letters is to be marked thus, in *red ink*—

Sterling. Currency.
Paid 1s. 2d.—1s. 4d.—and the Currency amount, noted in the Paid column of a Letter Bill of the ordinary form, to be sent with the Mail to Quebec. Paid Packet Postage is to be entered in the Mail Sent Book, and brought to account in the Monthly Sheet in precisely the same manner with other Paid Postage.

Unpaid Letters.—The postage on Unpaid Letters is to be rated in Sterling, in black ink, and as unpaid Packet Postage is not to be charged against the Quebec Post Office, Post Masters will simply make a written memorandum of the number of unpaid Halifax Packet Letters sent, and the amount of Sterling Postage rated thereon, in the left hand upper corner of the ordinary form of Letter Bill.

Post Masters on the Frontier may accept Letters coming from the United States, intended to be forwarded to the United Kingdom *via* Halifax, and Mail them to Quebec in the same manner with Letters originating in these Provinces; provided that such letters do not bear any unpaid United States' Postage.

Ship Letters
for Great Britain.

An essential change is also made by this Order in regard to Ship Letters, meaning letters conveyed between Ports in the United Kingdom and Ports in these Colonies by private merchant vessels. Such letters, if posted or delivered at the Port of the Ship's arrival or departure in this Country, will be liable to a Postage on each letter not exceeding half an ounce in weight, of 8d. Sterling equal to 9d. Currency,—but if posted or delivered at an Office in the interior—the Postage will be 10d. Sterling equal to 11½d. Currency.

Ship Letter Postage is to be computed by weight, advancing on Letters weighing more than half an ounce according to the scale above laid down for Packet Letters, and this Postage is to be marked and brought to account in the same manner as prescribed above for Packet Postage. It must be observed that in the Canadas, letters can be sent from Quebec by private ship, only between the 20th May and 1st November, and letters posted to go in this way must invariably be pre-paid.—The Deputy Post Master General considers that he is not overstepping the bounds of his duty in recommending, as regards Canada, the regular Packet channel in preference to that by private ship—as being both more expeditious and more safe.

The Franking Privilege of Post Masters in the Canadas will not extend to any of the Postages referred to in this Order.

of any kind be imposed on such letters, either in these Colonies or in the United Kingdom.

Post Masters will compute this Postage on Halifax Packet Letters exceeding half an ounce in weight upon the following scale, without regard to the number of inclosures such letters may contain:—

Will be liable to—

One rate or 1s. 4d. Currency.
Two rates or 2s. 8d.
Four rates or 5s. 4d.
Six rates or 8s. 0d.

The above Regulations with regard to Letters from the Canadas will go into operation the 4th September next inclusive.

19th August, 1840.

Letters for the East Indies, Australia, Van Dieman's Land, Cape of Good Hope, &c.—The following Instructions have been received relative to the Postage to be taken in the Canadas on Letters forwarded by Her Majesty's Halifax Packets to England, intended for any of the above Countries:—

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Letters for
East Indies,
&c.

No. 1.—If intended to be forwarded from England to the place of destination by private ship, the Postage will be 1s. 10d. Sterling, equal to 2s. 0½d. Currency, for each letter not exceeding half an ounce in weight.

For a Letter not exceeding—

1 oz.—two rates 3s. 8d. Stg. equal to 4s. 1d. Cy.
2 oz.—four rates 7s. 4d. Stg. " 8s. 2d. Cy.

and so on for Letters of greater weight, adding two rates of Postage for every additional ounce weight, without regarding fractional parts of an ounce, when the weight of the Packet exceeds one ounce.

No. 2.—Letters for other Countries than the above, intended to be forwarded by private ship from England, may also be sent through the Canada Post Office upon payment of a similar rate of Postage.

No. 3.—With respect to the East Indies—no Letter can be forwarded as above by private ship unless thus addressed "*By Private Ship from England.*" When not marked to go from England by private ship, Letters for the East Indies on reaching England will be forwarded thence to their destination by Packet, and the rates of Postage by that conveyance will be as follows:—

BY FALMOUTH PACKET FROM ENGLAND.

For a Letter not exceeding—

½ oz.—one rate 2s. 2d. Stg. equal to 2s. 5d. Cy.
1 oz.—two rates 4s. 4d. Stg. " 4s. 10d. Cy.

increasing the charge upon Packets exceeding 1 ounce in weight, as instructed in Article No. 1.

BY BRITISH PACKETS VIA MARSEILLES.

For a Letter not exceeding*—

	Sterling.	Currency.
¼ oz. British 3s. 0d. } Foreign 0s. 10d. }	3s. 10d.	equal to 4s. 3½d.
½ oz. British 3s. 0d. } Foreign 1s. 8d. }	4s. 8d.	" 5s. 2½d.
¾ oz. British 6s. 0d. } Foreign 2s. 6d. }	8s. 6d.	" 9s. 5½d.
1 oz. British 6s. 0d. } Foreign 3s. 4d. }	9s. 4d.	" 10s. 4½d.

above this weight, the British rate will increase two rates for every ounce, and the Foreign charge, one rate for every quarter of an ounce.

* Post Masters will bear in mind, that while a letter is not liable to an increased British Rate, unless it exceeds the fractions of an ounce, an additional Foreign Rate is chargeable if the letter actually attains the fraction of the ounce.

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Letters for Foreign Countries, &c., via Halifax and Great Britain.

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No. 4.—The Postages above prescribed must invariably be paid in the Canadas at the time of Posting a letter intended to be forwarded under this Regulation.
No 5.—The Postage charge from Canada to England is included in the foregoing rates.
25th August, 1840.

Letters for Foreign Countries, British Colonial Possessions and other parts abroad.—Letters may be taken at all Offices in the Canadas for any of the Countries or places mentioned in the following List, on the pre-payment of the rate of Postage therein indicated.

	Single rate of Postage, that is, the rate on a letter not weighing more than half an ounce.		equal to		Sterling.		equal to	Currency.	
	s.	d.			s.	d.		s.	d.
Austria,.....	2	10	3	2	Madeira,.....	2	10	3	2
Belgium,.....	2	6	2	10	Mexico,.....	3	3	3	8
Bermuda,.....	2	2	2	5	New South Wales, ...	2	2	2	5
Brazil,.....	3	9	4	2	New Zealand,.....	2	2	3	2
Buenos Ayres,.....	3	7	4	0	Norway,.....	2	10	3	2
Cape of Good Hope,...	2	2	2	5	Peru,.....	3	7	4	0
Chili,.....	3	7	4	0	Portugal,.....	2	9	3	1
Colombia,.....	3	3	3	8	Prussia,.....	2	10	3	2
Cuba,.....	3	3	3	8	Russia,.....	2	10	3	2
Denmark,.....	2	10	3	2	St. Domingo,.....	2	5	2	9
East Indies,.....	2	2	2	5	St. Helena,.....	2	2	2	5
Egypt,.....	3	5	3	10	Sardinia,.....	2	9	3	1
France,.....	1	2	1	4	Sicily,.....	2	9	3	1
Germany,.....	2	10	3	2	Sierra Leone,.....	2	2	2	5
Gibraltar,.....	2	2	2	5	Spain,.....	3	4	3	9
Greece,.....	3	5	3	10	Sweden,.....	2	10	3	2
Hamburg,.....	2	10	3	2	Switzerland,.....	2	4	2	8
Holland,.....	2	6	2	10	Syria,.....	2	9	3	1
Honduras,.....	2	2	2	5	Turkey,.....	2	9	3	1
Ionian Islands,.....	2	2	2	5	Van Dieman's Land,...	2	2	2	5
Jamaica,.....	2	2	2	5	West Indies,.....	2	2	2	5
Italy,.....	2	9	3	1	Demerara and				
Malta,.....	2	2	2	5	Essequibo,.....	2	2	2	5

On letters weighing more than $\frac{1}{2}$ an oz. the postage is to be computed upon the following scale, being that contained in Department Order of 19th August, 1840.

A letter weighing more than $\frac{1}{2}$ an oz. and not exceeding 1 oz. will be liable to two rates.
exceeding 1 oz. and not exceeding 2 oz. four rates.
exceeding 2 oz. and not exceeding 3 oz. six rates.

and so on adding two rates for every additional ounce in weight.

At the above rates letters will be conveyed from Canada to England and forwarded from England to the place of destination by Her Majesty's Packets.

Letters for any part abroad may also be taken in the Canadas, to be conveyed to England by Her Majesty's Packets, and from thence to be forwarded by Private Ship, on the pre-payment of the uniform single rate of 1s. 10d. Sterling equal to 2s. 1d. Currency—for letters not exceeding $\frac{1}{2}$ an oz. in weight; increasing on heavier packets in conformity to the above scale.

Individuals posting such letters must mark them with the words "By Private Ship from England."

Post Masters will mark with red ink on all letters paid and forwarded under this Regulation, both the Sterling rate and its equivalent in Currency, thus

PAID. 2s. 2d. Stg.—2s. 5d. Currency.

and mail them upon the Quebec Office.

The Postage received on such letters is to be brought to account in the Monthly Sheet in the ordinary manner.

25th November, 1840.

With reference to Department Circular of the 25th of November, 1840, regarding "Letters for Foreign Countries, British Colonial Possessions, and other parts

abroad," Post Masters will note that the Postage on Letters between any part of this Province and certain Towns in Northern Germany, viz. *Hamburg, Lubeck and Cuxhaven*, has been reduced to 1s. 8d. Sterling, equal to 1s. 10d. Currency per oz.; this rate is inclusive of all Postage charges, whether Provincial, Packet or Foreign, and must be pre-paid on Letters forwarded from this Country.

15th May, 1841.

With reference to Department Order of the 25th November last, I request you will note that on letters for *France, the West Indies, Bermuda, Malta and Gibraltar*, the rates of postage therein prescribed may be pre-paid in this Country or not, at the option of the Sender.

On letters for places in the interior of France the French postage may be taken by you, if the party sending desires it, in conformity to the list of French Post Offices and Postage rates, transmitted to you with Department Order of 29th March, 1840.

12th June, 1841.

Ship Letters between Her Majesty's Colonies, and between the said Colonies and any Foreign Port, not passing through the United Kingdom.—The Deputy Post-Master General has received the following instructions with regard to the above named classes of Ship Letters.

The rate of Sea Postage chargeable upon such letters will be:—
For a Letter not exceeding half an ounce in weight, 4d. Currency.
Above half an ounce and not exceeding one ounce, 9d. "

And so on in proportion for packets of greater weight.

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Letters brought to this Province by private Ships from a British Colony or Foreign State, are to be delivered at the Port of the Ship's arrival for the above Sea-rate only—but if forwarded into the interior, the ordinary Provincial rates from the port to the place of destination are to be added.

In like manner if a letter addressed to go by private Ship, to a British Colony or Foreign State, is posted at the port of the Ship's departure, it is to be forwarded on pre-payment of the Sea-rate only—but if posted at an office in the interior, the Provincial inland rate to Quebec must be pre-paid in addition to the Sea-rate.

The Provincial inland rates are to be calculated upon the enclosure principle and not by weight.

Both Provincial and Sea-postage charges must invariably be pre-paid on letters intended to be sent from this Country by private Ship to another British Colony or to a Foreign State, or they cannot be forwarded.

Postage received on such letters at offices in the interior is to be brought to account in the Monthly Sheet in the same manner with other postage.

10th May, 1841.

INSTRUCTIONS relative to the payment, at Quebec and Montreal, of gratuities to Captains of Private Ships by whom Letters are brought from or sent to any Port in a British Colony or Foreign State.

Letters received.—You are to pay a gratuity of 2d. for every letter or packet received by Private Ship as above.

Letters Sent.—You are not to pay gratuity to the Captain on despatching a Mail of letters by Private Ship to any of the under-mentioned places :—

Halifax,	Nevis,	Trinidad,
Bermuda,	St. Kitts,	Berbice,
St. John's, N. s. d. land,	Tortola,	Demarara,
Jamaica,	St. Lucia,	Bahamas,
Barbadoes,	St. Vincent,	Carriacou,
Dominica,	Tobago,	Montserrat,
Antigua,	Grenada.	

For the Postmasters at each of the Ports and places above named have received Instructions from the General Post Office London, to pay to Ship Captains 2d. per letter gratuity on all letters brought by them from Canada.

On Letters sent by Private Ship, bound for a Port not included in the foregoing list, you are to pay the gratuity to the Captain on putting your Letter-bag on board, taking his receipt for the amount.

You will observe that all inter-Colonial Ship letters forwarded through the Post Office are to be prepaid; but as it may happen that some letters will arrive in the Ship's bag or as loose letters, not having been forwarded through a Post Office, you are to affix the Sea-rate of 4½d. per ½ ounce on such letters.

Letters from Foreign Ports will also in all cases be liable to this charge.

The Postage collected by you on inter-Colonial and Foreign Ship letters, is to be brought to account in the same way with Postage on Ship letters between this Province and the United Kingdom.

May, 1841.

On Soldiers' and Sailors' Letters.—Soldiers' and Sailors' letters are now restricted to the weight of half an ounce (subject to the existing Regulations and liabilities respecting the same)—if they exceed that weight they will be charged as ordinary letters.

31st March, 1840.

On printed votes and proceedings of Parliament, and of the Colonial Legislature.—The Lords of the Treasury having modified the rates of Postage upon printed votes and proceedings of the Imperial Parliament, and also upon those of the Colonial Legislatures, by their Warrant of the 31st ult.; *on and after the 11th instant*, all such printed votes and proceedings transmitted by Post between places in the United Kingdom and by Packet Boat between the United Kingdom and the Colonies, (subject, however, to all the existing regulations and restrictions) will be liable to the following rates of Postage:—

For any weight not exceeding <i>Four Ounces</i> ,	1d.
For any weight exceeding <i>Four Ounces</i> and not exceeding <i>Eight Ounces</i> ,	2d.
For any weight exceeding <i>Eight Ounces</i> and not exceeding <i>Twelve Ounces</i> ,	3d.
For any weight exceeding <i>Twelve Ounces</i> and not exceeding <i>Sixteen Ounces</i> ,	4d.
and so on in proportion, viz, for every additional <i>Four Ounces</i> in weight above the weight of sixteen Ounces, an additional rate of <i>One Penny</i> ; it being understood that any lesser Weight than <i>Four Ounces</i> shall be charged as <i>Four Ounces</i> .	

No additional charge will be made upon the said printed votes or proceedings when the Postage is not paid in advance.

These rates and regulations, however, do not extend to such votes and proceedings as shall be sent *through France*, or shall be transmitted to the *East Indies, via Falmouth and Alexandria*.

16th April, 1840.

What Letters Free.—Some inexperienced Post Masters appear to labor under the impression that the words "*On His Majesty's Service*," placed upon a Letter, entitle it to pass Free, and it has been reported to the Dy. P. M. Genl. that several Letters have recently been mailed in this way; this idea is quite erroneous, the mere circumstance of a Letter having the above words written or printed upon it, is not to affect the rating of it. As a general rule it should be understood that all letters passing through the Post in these Provinces are liable to postage, excepting the following, viz: Such as are franked by Post Masters under the restrictions pointed out in the Book of Instructions, Art. 13—Letters to or from the Dy. P. M. Genl., and letters to or from the principal Officers of His Majesty's Government in *England*, a detailed list of which will shortly be published for the more perfect guidance of Post Masters on this head. See Book of Instructions, Art. XVII.

25th June, 1830.

Post Masters in these Provinces are allowed to send and receive their own *bonâ fide* correspondence free—the intention was, and still is, that the Letters should not exceed half an ounce in weight, and though an occasional deviation from this Rule, in instances of actual necessity, may not be objected to; it is nevertheless hoped that it will seldom occur;—*but Post Masters have no right under any pretext, to free Letters of their friends and connexions*, which it is well known some are in the practice of doing—and to a great extent.

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Soldiers' and Sailors' letters—*Vid. Supr. App. (D). Art. 1. No. 13. On Parliamentary Letters.*

What letters free.

App. (D.) No. 13.

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In future, every Post Master in franking, must write his name, in words at length, and the date of the top of the letter—Assistant Post Masters *cannot frank*; except in the absence from home of their Principals, which must be stated on the Letter—otherwise the receiving Post Master will tax it, and bring the amount to account as *Additional Postage*.”

By “Free Postage” is meant simply *Provincial Postage*—United States Postage must of course be accounted for by Post Masters the same as by other individuals.

Post Masters cannot frank except at their own Offices.

30th March, 1829.

RATES ON NEWSPAPERS, PAMPHLETS, &c.—It appearing not to be clearly understood at some of the Offices in this Country, that United States' Newspapers and Pamphlets are liable to British Postage, I think it necessary to afford you the following Instructions on the subject, and to call your particular attention to the observance of them.

Those Newspapers and Pamphlets when conveyed by our Mails, are rateable at one penny British Postage for each of the former, and the same amount for every sixteen pages of the latter, in addition to any United States Postage they may bear—the British Postage is to be collected by the Post Master at whose Office the Paper is delivered, and brought into his Newspaper Account under the proper head. The United States Postage on Newspapers, as well as on Letters, is of course to be kept perfectly distinct from the British Postage, and accounted for by each Post Master, to the Offices respectively, which make up and receive American Mails.

Newspapers for Printers received in exchange for their own, to the extent of one of each impression, are not to be rated with British Postage.

15th August, 1828.

The Deputy Post Master General is sorry to observe, that notwithstanding the instructions contained in Circular No. 3, directing Post Masters to collect 1d. each as British Postage upon American Newspapers sent by the mails, several Post Masters have neglected to account for this Postage, and upon being called upon for explanation, have assigned reasons which prove that the order has not been understood by them; some thinking that they were not to demand it except it appeared noted on the Post Bill of the Forwarding Post Master; whilst others have considered that the word “Paid” which is sometimes stamped on the covers of the papers, signified that all the postage had been previously paid, whereas that word “Paid” is stamped in the United States, and applies only to the American Postage.—It is not expected, or intended, that the Post Master who receives those papers in the first instance from the United States, and forwards them to other Post Masters, is to enter the British Postage on the Letter Bill—this is not necessary—but the receiving Post Master is to make a uniform rule of collecting 1d. as British Postage, upon every American Newspaper which reaches him through our mails, excepting only such as may be for his own use, and Exchange Papers for Printers, which go free of British Postage. At the end of the Quarterly Period, each Post Master is to make up a statement of the number of American Papers delivered out by him and carry the Postage, at the rate of one Penny each, into his Newspaper Account, opposite the item prepared for it.

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It can scarcely be necessary again to acquaint Post Masters that should the above mentioned Papers at any time be chargeable with the *United States Postage*, they will be informed thereof by the Forwarding Post Master, to whom they must account for it, the same as for any other American Postage—that is, in a private account, as he (the Forwarding Post Master) is obliged to collect this Postage for the United States General Post Office.

12th December, 1829.

The following Regulations with respect to Newspapers and Pamphlets forwarded through the Post in these Provinces, are published for the information and guidance of Post Masters:—

Newspapers printed in the Provinces can be sent by the Post through the said Provinces—to any part of British North America, upon the payment by the Printers—Quarterly—at the office where the papers are posted) of the customary rates for sending such papers—viz. 4s. per annum for a weekly paper—and 5s. for a semi weekly paper—and 6s. for a paper published thrice a week:—This charge is payable at the end of the Quarter (on a satisfactory promise of the printer to pay) upon the number of papers sent—exclusive of exchange papers, which are forwarded free—one to each printing office.

Newspapers can also be sent through the Post by other persons than Printers, upon the payment of one penny each, at the time they are put into the Post Office, and so may other Periodicals—such as Pamphlets, &c. upon the payment at the time of posting of a penny a sheet.

Papers sent under the privilege of the above Regulation, must be so made up that the Post Masters can withdraw them from the wrappers to satisfy themselves that they contain no writing.—Printed papers and pamphlets thus forwarded, should be stamped “Paid,” but are not to be noticed in the Letter Bills.

If Printers or others do not think proper to avail themselves of this mode of forwarding their newspapers and pamphlets, it is then the Post Master's duty to send them “Unpaid,” rating them with full postage, and entering them in their Letter Bills, the same in every respect as if they were Letters.

The British charge of one penny each on American Newspapers, and a penny a sheet upon American pamphlets, must as heretofore be collected at the office where the said papers and pamphlets are delivered out.

Printed Circulars and other Letters, and printed notices and advertisements (other than those contained in Newspapers and Pamphlets) are on every occasion when sent by Post, to be considered as Letters, and rated with full Postage.

A separate account of the monies received for sending Newspapers and Pamphlets by Post, under the privilege which exempts them from the payment of Letter Postage, is to be kept by Post Masters—and the amount—less the Commission allowed for their trouble, is to be remitted by them to the Deputy Post Master General—Quarterly.

6th July, 1831.

I enclose for your information and guidance, Copy of a printed Instruction received from the General Post Office, London, by which you will perceive that Newspapers and printed Votes and Proceedings in

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Parliament, sent to and from the United Kingdom and these Provinces, by His Majesty's Packets (meaning the Route *via* Halifax and Falmouth,) will pass free of postage, under the Restrictions and Regulations there laid down; and I am to desire you will pay particular attention to the material duty of examining, as far as may be in your power, all such Newspapers, Votes and Proceedings, passing through your Office, whether British or Colonial, in order that those which you may discover to contain any thing contrary to the said Regulations may be charged with the treble duty of postage, *i. e.* with three times the amount to which a *Letter of equal weight* would be liable.

Extracts from enclosed Instruction.—Newspapers printed in the *British Colonies and Possessions* beyond the seas, and brought to Great Britain and Ireland by *Packet Boats*, without Covers, or in Covers open at the sides, are to be delivered to their first Address by the *General Post*, within the United Kingdom, *free of the duty of Postage*.

If any other Paper or thing whatsoever be enclosed or concealed in any such Printed Newspapers, or there shall be any *Words or Communications found to have been printed* on any such Paper after it was published, or any *writing or mark* upon any such printed Paper, or the Cover thereof, other than the Name and Address of the person to whom it is sent, you will *charge the same with treble the Duty of Letter Postage*, stating the cause of such Charge upon the Cover, which you will fasten to the Paper by affixing your Official Seal thereto.

29th October, 1834.

Some misunderstanding having lately arisen respecting Packages of Newspapers sent by Post, charged with Letter Postage—the Deputy Post Master General finds it necessary to afford the following Instructions, which he hopes will render any reference to him upon the subject unnecessary for the future:

If a Printer, or any other person, wishing to send a package of Newspapers with the Mails, refuses to pay (at the time of depositing the said Package at the Post Office) the customary acknowledgment for having it sent—it is the duty of the Post Master to forward it, weighing and rating the same as if it were a Packet of Letters, and of course entering the amount of Postage thereon in his Letter Bill; but should a Package of Newspapers brought to a Post Office under the above circumstances, be addressed to the "*Post Master*" or to the "*Post Office*" of the place to which it is destined, as is frequently the case with Printers' Packages, the Receiving Post Master is to consider himself answerable for the whole Postage charged thereon, should he open the Package; it is probable, therefore, that knowing this to be the Regulation, he will not encounter the risk of opening it; this should be distinctly explained to the Printer or other person who may insist upon having his packages forwarded, addressed in the manner described, and he be requested to put them up separately—addressed to the respective individuals for whom they are intended—if he decline adopting this advice, the Department is blameless of any damage or disappointment that may occur.

Single Newspapers put into a Post Office to be forwarded—without the customary penny being paid thereon at the time of deposit.—are to be treated in every respect as if they were Letters.

It is obvious that when Newspapers, whether in packages or single, have been rated with Letter Post-

age and refused—they are in all respects to be dealt with by the Receiving Post Master as if they were Letters—that is, they are to be sent in with the Quarterly Accounts—as Dead Letters.

15th December, 1834.

Certain Newspaper Proprietors having complained of the injury which they sustain from not receiving any intimation of the fact, when their papers remain in a Post Office uncalled for—(Post Masters confining themselves strictly to the observance of the Regulation which directs them to advise Printers of the actual refusal to take up a paper)—I am in consequence induced to instruct you as follows—That when a Newspaper remains in your Office uncalled for, for *one month*, you shall send a notice to that effect to the Printer. The printed notices to Editors now in use may easily be made to answer that purpose. This Regulation is not of course to prevent your sending immediate notice to the Printer when a paper is actually refused. As a satisfaction and security to yourself it would be advisable that you should keep a memorandum of all such notes despatched by you; because it does happen that sometimes Printers continue to forward Papers, after having been notified that they have been refused.

25th October, 1839.

UNITED STATES' POSTAGE.—Several Post Masters on the Frontier having opened *Public Communications* with Post Offices in the United States, without the sanction of the Head of the Department at Quebec, and confusion in the Accounts, and inconvenience in other respects having been created thereby, it had become imperatively necessary to put a stop to so great an irregularity, and to form some plan that should place the Post intercourse between the two countries, upon a more respectable and efficient footing than had hitherto existed—With this object in view, the Deputy Post Master General has concerted an arrangement with the General Post Office at Washington, in consequence of which the undermentioned Offices in the Canadas, will alone be recognized as in official and direct communication with the United States, and the different Post Masters in these Provinces will please to govern themselves accordingly, from and after the 5th of next month (February.)

In Lower Canada—STANSTEAD AND MONTREAL.

In Upper Canada—PRESCOTT, KINGSTON AND QUEENSTON.

The British Postage upon Letters for the United States must as heretofore be "Post Paid."

United States Postage may be paid or not (as heretofore) at the option of the writer.

The ferrage Postage, which applies only to the Offices in Upper Canada, is to be considered as *British*, and added to the Mail Postage. For example—A letter from York for the United States *via* Kingston, is to be rated one shilling instead of nine pence, and carried into the Letter Bill and Monthly Sheet as 1s. This ferrage Postage being simply for the purpose of defraying the expense of the transport from one territory to the other, is to be charged upon the principle of Ship Letter Postage—that is, the same amount, whether for single; double, or triple letter or packet.

The ferrage Postage between Queenston and Lewiston, and Prescott and Ogdensburg will be 2d.

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Vid. suppr.—
App. (D.) No.
13. Art. 29.

United States'
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Vid. infra.

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for a letter or packet—and between Kingston and Cape Vincent (the transport being more expensive) 3d.—This amount to be rated upon letters either to or from the United States.

All American Postage is to be accounted for by the different Post Masters to those Offices respectively with which they correspond that are in direct communication with the United States; 10 per cent, (which is a moiety of the allowance granted by the American Government) being retained out of the amount actually collected and remitted.

United States
Postage.

The Deputy Post Master General avails himself of this opportunity to observe, that as in order to effect the above arrangement, he has become personally responsible to the American Government for all their Postage collected in this country, he must insist upon the greatest punctuality being observed by Post Masters, in remitting *quarterly*, to the *proper offices*, all the United States' Postage in their hands, (with the exception of the 10 per cent above described) and thus prevent the necessity of further interference on the part of the Deputy Post Master General.

Especial care must be taken that no United States' Postage becomes blended with the Provincial Accounts; this can easily be guarded against in every instance, except in that of sending to the General Post Office, Dead Letters, bearing both American and British Postage, which case is provided for in the Affidavit and Note affixed to the new form of Account Current.

12th January, 1829.

A new arrangement having been concluded with the American Post Master General, for regulating the Post intercourse between Upper Canada and the United States, on the Niagara Frontier, the Office at Queenston will, from the 6th of next month, become the Distributing Office for the Correspondence with the United States, instead of Niagara.

For the accommodation of the inhabitants of Niagara and Fort Erie, it has been provided that they shall be afforded the means of a direct intercourse with the United States, the particulars of which arrangement have been specially communicated to the respective Post Masters at those Offices.

The new arrangement does not affect the Offices of Kingston and Prescott, which are still to be Distributing Offices for the United States, for their respective sections of country.

11th December, 1830.

Letters for the United States, post-paid to Dundee, Lower Canada, can be forwarded to the States from that Office, without going through the Montreal Office; and Letters for the same Country may be post-paid to Philipsburgh, and sent through that Office, without first going to Montreal; but the American Postage on such Letters cannot be collected at either of those Offices—consequently if the writer wishes to pay the American Postage, the Letters must be first sent to Montreal in the way ordinarily practised.

2d April, 1832.

It appearing to be necessary, to lay down some uniform plan, by which the Postage on Letters to and from the United States' Line, passing through the Montreal Distributing Office, may be readily ascertained, the Deputy Post Master General desires it to be understood throughout the Department, that the mileage from Montreal to the Line, whether by sum-

mer or winter travel, is to be considered Fifty Miles, which distance, in computing the Postage, is to be added to that which may intervene between Montreal and the Offices respectively, to or from which the Letters may come or go—thus the Mileage and Postage on Letters to or from the following Offices, will be computed as follows:—

Quebec,.....	230 Miles	.....	Postage, 11d.
Three Rivers,...	140 "	.....	9d.
Berthier,.....	95 "	.....	7d.
William Henry, .....	"	.....	7d.
Montreal,.....	50 "	.....	4½d.

All other Offices to be computed for, upon the same principle.

Offices lying between Montreal and the Lines—uniformly 4½d.

The Department is further informed that the distance from Quebec to the United States' Line, on the Kennebec Route, is 96 miles—which distance is to be computed upon all Letters passing to or from the United States, by that Route, through the Quebec Office, upon precisely the same principle as that laid down above for Letters passing through the Montreal Office—thus, a Letter from Three Rivers to the United States' Line, *via* Quebec, must be rated for 186 miles, 9d. Other Offices upon the same principle.

The above Regulations to take effect from the 1st of March inclusive.

20th February, 1837.

[NOTE.—No General Department Orders were issued on account of the erection of the Offices at Quebec, Toronto, &c. into Exchanging Offices.]

Ferry Postage.—From the 6th of March next, inclusive, the practice of adding *Ferry Postage* to Letters to and from the American Territory, passing through the distributing Offices in Upper Canada, in direct communication with the United States, is to be discontinued. That Postage will, in future, be confined to letters *originating in or addressed to* the Towns where those distributing Offices are situated.

Ferry Postage.
Vid. *supr.*

The Deputy Post Master General has felt it to be his duty to abolish the Ferry Postage in the case above described, as the object for which it is understood to have been adopted—that of forming a fund to support several Post communications with a foreign country—has been secured.

22d February, 1837.

The punctual discharge of claims for United States' postage is as imperatively necessary as that of paying in the balances due to the General Post Office at Quebec—and will be enforced under the same penalties.

28th December, 1839.

FREIGHT-MONEY.—The Proprietors of the lines of Sailing Packets between New York and Europe, having determined from henceforth to demand a Ship postage or tax of 12 and ½ Cents, or 7½d. for a single letter, and so in proportion for double and treble letters and packets, sent from this Country,—there appears to be no other mode of maintaining our Post Communication with the other side of the Atlantic, *via* New York, than by submitting to this new regulation, and explaining to those who choose to write

Freight-Money.

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by that Channel, that they must pay the above Ship charge in addition to the United States' and British Island postage.

This Ship postage therefore must be exacted upon all letters sent to Europe, *via* New York—and the readiest, and indeed the only admissible way of doing it, is by sending the said money to the Office in immediate communication with the United States, through which you forward such letters.

The Post Masters in communication with the United States through whom the letters are sent, will remit this Ship-money to me on the 1st of each month, in their usual way of remitting Post Office monies.

26th December, 1838.

The Deputy Post Master General having received orders from His Lordship the Post Master General, immediately to discontinue the collection of what is called "Freight-money" upon letters sent from this Country for Europe, intended to be forwarded by the Merchant Steamers and Sailing Packets from the United States, gives notice that henceforth he cannot permit the collection of this charge by the Post Office in these Provinces.

The Deputy Post Master General thinks it his duty to explain to the Public that the reasons assigned by Her Majesty's Post Master General under the approval of the Lords Commissioners of the Treasury, for putting a stop to the practice alluded to, are the great additional facilities afforded by the National Steam Packets, *via* Halifax and Liverpool, to the intercourse between the Mother Country and British North America, and the fact that persons in Canada, who may be willing to pay the heavy extra charge imposed by the owners of the private Vessels in the United States, have still the means of doing so by addressing their letters to the care of an Agent at New York.

4th December, 1840.

Accounts and
Remittances.

ACCOUNTS AND REMITTANCES.—With a view to avoid the risk of sending to the General Post Office, in Specie or Bank Notes, the Quarterly Balances on account of Post Office Revenue due by Post Masters who reside at a considerable distance from Quebec, the Deputy Post Master General has made arrangements with the Bank of Upper Canada, to the effect that the Agents of that Bank in different quarters of the Province shall, in future, receive the said Balances from the several Post Masters on his account, and grant receipts for the same, which receipts are to be sent in with the Accounts, and will be received as Cash.—The Names of those Agents and their places of residence, are as follows:—

T. G. Ridout, Esquire, Cashier	at Toronto City,
John Macaulay, do. do.	Kingston,
Thos. M'Cormick, do. do.	Niagara,
Joseph Venham, do. do.	Brockville,
Andrew Steven, do. do.	Hamilton,
Ed. Goldsmith, do. do.	Cobourg,
Hon. Jas. Gordon, Agent,	Amherstburgh,
Ed. Ermatinger, Esquire, do.	St. Thomas,
Andrew Mitchell, do. do.	Penetanguishene,
George Baker, do. do.	Bytown.

Wherever Post Masters are so situated that they can advantageously avail themselves of this arrangement, they will please to do so, and in default of this they are advised to send Drafts on Quebec or Montreal at sight, or at a short date; or if they send Bank Notes, they must cut them in two parts, send-

ing one portion at a time, and reserving the second portion, until the receipt of the first is acknowledged.

In several instances of late, Post Masters have remitted to Quebec in payment of their Quarterly Balances, the Notes of Unchartered Banks; the Deputy Post Master General acquaints Post Masters, that having experienced difficulty in disposing of those Notes, it has become necessary for him to announce that he will not hereafter receive as remittances in payment of Post Office Revenue, any Notes but those belonging to the legally Chartered Banks of the Province.

NOTE.—Any changes that may take place in the names of the gentlemen conducting the above Agencies, are not to affect the spirit of the Regulation; it is only necessary that the individual should be the recognized Officer of the Bank of Upper Canada to render his receipt, for monies deposited, valid.

23rd April, 1836.

The Post Master General of the United States having announced that he shall expect me hereafter to remit to him in *Specie*, all the American Post Office Revenue collected within these Provinces, I am under the necessity of directing that henceforth you receive nothing but *legally current Specie* in payment for United States' Postage, which *Specie* you will remit, at the regular periods, to the distributing Post Masters in direct communication with the United States, to whom it may respectively be payable, in order to its being put in train for transmission to Washington.

I avail myself of this opportunity of observing, that circumstances may shortly arise which will compel me to insist upon the payment of all Postages (British as well as American) in *Specie*, but being exceedingly loth to add to the embarrassments under which the public at present labor from the scarcity of hard money, I shall abstain from resorting to this measure, as long as I can do so with justice to the interests which it is my duty to protect; should it become imperative, you will be duly advised thereof.

NOTE.—When British Postage and United States Postage (appearing on the same letter) are to be paid, it is obviously necessary to require the payment of both Postages in *Specie*.

15th July, 1837.

From the date of the receipt of this Letter, and until the Banks throughout both the Canadas redeem their Notes in *Specie*, you will require the payment of *all Postages* (British as well as American) in the legally Current Coins of your Province. Wherever it can conveniently be done (more particularly in Upper Canada,) I wish you to deposit this *Specie* in Bank, on my account, provided the Cashier will give an acknowledgment promising to repay the money in kind when required by me.

The Banks at which you may deposit on my account, under the above stipulations, are:—

The Bank of Upper Canada and its Branches.
Montreal Bank and its Branches.
City Bank and its Branches.

As I wish as much as possible to avoid the transmission of *Specie* by Post, I will, in the event of your not having it in your power to pay into a Bank, or the Bank's refusing to give such an acknowledgment as I have described, endeavor to make some other arrangement for the final receipt of the Revenue at Quebec.

Should the amount of your balance be small—say under ten dollars—you can either send it by Post (properly secured and addressed) or by private hand, whichever you think safest.

I trust that the difficulties in the Money Market which create the necessity for these new regulations with regard to the payment of Post Office Revenue, will soon cease, and that we shall be able to revert to our former and much more convenient mode of collecting this revenue.

25th July, 1837.

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Adverting to my Circular of the 25th July last, relative to the collection of Postage, I beg now to inform you, that the Bank of Upper Canada having agreed with me to redeem at Toronto, in *Specie*, the Notes of the Gore Bank as well as of their own institution, I have consented that the Notes of those two Banks shall be accepted by this Department in payment for Postage, as an equivalent for hard money, and you will please to consider this as your authority in the matter. Should any change in this arrangement take place you will be immediately notified thereof, either by me or the Post Office Surveyor for Upper Canada.

30th September, 1837.

The Chartered Banking Institutions of Lower Canada having returned to the redemption of their Paper in *Specie*, you are now authorized to make your remittances of Post Office Revenue in Bank Notes of either of the undermentioned Institutions—but of no other, viz:—

QUEBEC BANK,
MONTREAL BANK,
CITY BANK (OF MONTREAL),
BANK OF BRITISH NORTH AMERICA.

29th May, 1838.

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Renewal of Bonds.

RENEWAL OF BONDS.—Many cases having transpired, proving that Post Masters and Mail Contractors are not attentive in reporting to the Deputy Post Master General when their Bonds to the Crown lapse through the death, insolvency, or departure from the Country, of their Securities—the Deputy Post Master General finds it incumbent upon him to announce to the Department in the most distinct and expressive terms, that it is so much a point of duty of every Post Master and Contractor to apprise him immediately when their Bonds become defective from either of the above causes, or from their own Bankruptcy, that any neglect of the same, for the time to come, will subject the Post Master to immediate removal from Office, and the Contractor to such punishment as the Law and the Regulations of the Establishment may authorize:—Every Post Master and Contractor will therefore now understand, that when one or more of his Securities shall die, or leave the Country as a place of residence, or be reputed Bankrupt or Insolvent, he is immediately to report the fact to the Deputy Post Master General, proposing some suitable person as a substitute, with such reference to substantiate his fitness, as may be necessary.—This order of course applies to all cases now existing, in which the Bonds may be inefficient from the causes above stated.

30th May, 1838.

No. 15.

BLANK FORMS IN USE WITHIN THE CANADA CHARGE.

I.—Form of LETTER BILL in common use.

No. 15.

Blank Forms.

Letter Bill in common use.

United States Postage on		Dollars.	Cents.	Mail for			
Letters.....				From the Post Office at			
Newspapers.....				184			
Sheets.....				P. M.			
Total.....							
No.	Unpaid.	No.	Paid.	Forwarded.	No. of Free Letters.	No. of Money Letters.	Address on Money Letters.
	£ s. d.		£ s. d.	£ s. d.			

Remarks of the Receiving Post Master on Contents of the Bill, &c. noting the difference between the amount sent and the amount received, additional Postage, &c.

Recg. P. M.

II.—Form of LETTER BILL exchanged between the thirteen Cross Post Offices.

Letter Bill for Cross Post Offices.

United States Postage on		Dollars.	Cents.	From the		Office,
Letters.....				the		18
Newspapers.....				day of		
Sheets.....						P. M.
Total.....						
Letters for		{ Unpaid, £ { Paid, £ { Forwarded, £		Amount Sent.	Amt. Received.	The Post Master is requested invariably to enter the correct amount received, in his column, whether it agrees with the entry of the amount sent or not. Also, to be very particular when transmitting his Quarterly Accounts, to enclose this Bill in the Voucher to which it belongs, keeping it separate from the rest, should the amount received differ from the amount sent.
Address of Money Letters,				Recg. P. M.		
				Additional Postage on Letters Examined and re-charged.		
				£ s. d.		

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(D.) Quarterly Abstract.

V.—Form of QUARTERLY ABSTRACT sent up with Monthly Sheets, &c., to Quebec.

Abstracts of the Monthly Sheets of the Office at Quarter ending 5th 18

MONTHS.		SENT.			RECEIVED.		
		Unpaid.	Paid.	Forwarded.	Unpaid.	Paid.	Forwarded.
		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
From the 6th	to the 5th						
From the 6th	to the 5th						
From the 6th	to the 5th						
Total, . . .							

(Signed in duplicate.)

P. M.

VI.—Form of WAY-LETTER ACCOUNT.

Way-Letter Account.

Account of Unpaid Way-Letters received at, and of Paid-Way-Letters sent from, the Post Office at in the Quarter ending 5th 18

One copy only required at the General Post Office.

Date.	Where received from or sent to.	Unpaid Way-Letters Received.		Paid Way Letters Sent.	
		No. of Letters and Packets.	Amount.	No. of Letters and Packets.	Amount.
	Totals, . . .				
	Add—Amount of Unpaid Way Letters Received,				
	General Total of Way-Letter Postage,				£

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VII.—Form of ACCOUNT CURRENT.

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26th March.	Dr.	The Post Office at	in Account with the General Post Office at Quebec.	Cr.	26th March.
(D.)		For the Quarter ending the 5th	18		(D.)
Account Current. To Postage on Letters remaining in Office last Quarter, To ditto on Paid Letters sent from, and Unpaid Letters received at this Office, this Quarter, (per Abstract) To ditto on Way Letters, per Account, To Undercharges, To Surcharges, established upon the cross examination of the Monthly Sheets of the Quarter ending 5th per notice from the Accountant, Lettered G, To Balance of Errors upon preceding Accounts, per notice from the Accountant, Lettered F, To	£ s. d.		£ s. d.		
			By Postage on Letters remaining in this Office this Quarter, By ditto on Dead Letters transmitted herewith to the General Post Office at Quebec, (per List,) By forwarded sent Postage, (per Abstract,) By Overcharges, (per Documents,) By Salary or Commission, (per Receipt,) By Courier's Wages, (per No. Receipts,) By Incidental Disbursements (per No. Receipts,) By Balance of Errors upon preceding Accounts, per Notice from the Accountant, lettered F, By Cash to Balance,		
	£		£		
Note.—No United States' Postage is to be brought into this account, excepting such as may be on "Dead Letters" transmitted, in which case (as it cannot be avoided) it must be included with the British Postage, and separated at the General Post Office. When no Magistrate is within a reasonable distance of the Post Town, the Post Master will certify the fact, sign and forward his accounts without attestation—holding himself in readiness to swear to them at a future period should he be required so to do.		On this day of 18 Post Master at came before me and made oath that the above is a just and true account. <div style="text-align: right;">Post Master.</div> Sworn before me at the day and year above mentioned.			

The mode of ascertaining the Net Letter Postage collected (in order to calculate the Commission thereon) is as follows:— From the amount of Postage opposite the Items of "Letters remaining last Quarter,"—"Paid and Unpaid Letters,"—"Way Letters,"—"Undercharges," and "Surcharges," you deduct the Sums which appear upon the Credit side of the Account, opposite the Items of "Letters remaining this Quarter,"—"Dead Letters,"—"Forwarded Postage," and "Overcharges;" and upon the Balance, the Commission on the Letter Postage is to be struck.
 In transmitting your DEAD LETTERS you should be careful to arrange them according to their rates, to facilitate the computation of the total postage thereon, when they are received at the General Post Office.

Newspaper-Money Account.

VIII.—Form of NEWSPAPER-MONEY ACCOUNT.

Account of Post Master at with the Deputy Post Master
 General, for Newspaper and Pamphlet dues collected at the Post Office, in the Quarter
 ending 5th
 To amount received for Provincial Newspapers and Pamphlets as follows:

Title of Newspaper, &c.	No. sent per Post.	Rate per Annum or per Sheet, as the case may be.	£ s. d.
To Pence on United States Newspapers and Pamphlets, exclusive of American Postage, (which is separately accounted for,) viz:			£
Newspapers or Sheets of Pamphlet, No.		at 1d. each.	£
To Pence on British or other European Newspapers, &c., not coming Free of Postage by Her Majesty's Packets, viz Halifax, viz:			£
Newspapers or Sheets, No.		at 1d. each.	£
Deduct Commission,.....			£
Balance due the Deputy Post Master General on this Account,.....			£
Balance per Account with the General Post Office herewith,.....			£
Total Amount of Cash sent to the Deputy Post Master General, this day,.....			£

Post Office.

[Date here.]

When no monies for Newspapers and Pamphlets are collected at a Post Office, the Deputy will please certify the same at the foot of this account.

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IX.—Form of TIME-BILL, sent with the Mails on these routes.

[Varied on different routes but not essentially].

Time Bill from Montreal to Sherbrooke, *via* Chambly.

The Post Masters will state whether the time is A. M. or P. M.

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Time Bill.

Date.	Post Towns.	Distance in Miles.	Hour of Arrival.	Hour of Departure.	Signatures of Post Masters.	No. of Bags in Courier's charge.	Remarks.
	Montreal,....						
	Longueuil,...	3					
	Chambly,....	15					
	St. Cesaire,..	15					
	Abbotsford,	6					
	Granby,.....	9					
	Sherbrooke,..	42					
	Total,.....	90					

The Post Master of Sherbrooke will transmit this Time Bill to the Deputy Post Master General by the first Mail after its receipt.

T. A. STAYNER, D. P. M. G.

Appendix (F.)
26th March.
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Return.
Names, &c. of Post Offices and Post Masters.

RETURN shewing the Names and Situations of all the Post Offices in the Provinces of Upper and Lower Canada, and of that part of New Brunswick under my immediate charge, stating when each was Established, the Names of the Deputy Post Masters now in charge of each, the Dates of their Appointments, the Names and Amount of their Sureties, with the Names of the Assistants or Clerks employed in each Office.—5th July, 1840.

Post Offices.	Province.	District.	Distance in miles from Quebec.	When established.	Deputy Post Master.	Date of Appointment.	Sureties.	Amount, or, except when otherwise stated.	Assistants or Clerks.
Abbotsford, ...	L. C.	Montreal, ...	219	Previous to 1828,	Ebenezer Fisk, ...	6th July, 1829, ...	{ Joseph Abbott, ... { John Dwyer, ...	200	Note.—Where no Assistant, or Clerk, is named, none has been reported. T. A. STAYNER.
Adelaide, ...	U. C.	London, ...	723	6th July, 1833, ...	Richard Winsor, ...	6th July, 1839, ...	{ John Church, ... { Peter Van Alstine Dorland, ...	200	
Adolphustown, ...	do.	Prince Edward, ...	411	Previous to 1828,	Steven Griffiths, ...	6th July, 1837, ...	{ James Johnston, ... { Henry Hatton Gowan, ...	200	
Albion, ...	do.	Home, ...	609	6th Oct., 1832, ...	Samuel Boyce Sterne, ...	23rd June, 1834, ...	{ Robert Alexander Ross, ... { George Munro, ...	100	Duncan McGugan.
Aldboro', ...	do.	London, ...	740	6th Oct., 1831, ...	Duncan McDermaid, ...	6th January, 1829, ...	{ Alexander Chisholm, ... { William Korke, ...	200	
Alexandria, ...	do.	Eastern, ...	263	Previous to 1828,	Roderick Chisholm, ...	5th January, 1835, ...	{ Cecil Mortimer, ... { Archibald McFaul, ...	200	
Allen's Mills, ...	do.	Prince Edward, ...	421	6th August, 1836,	Samuel Try, ...	6th July, 1839, ...	{ Owen McMahon, ... { James Caldwell, ...	200 stg.	
Ameliasburg, ...	do.	Ditto, ...	453	6th Oct., 1832, ...	Thomas McMahon, ...	6th October, 1836,	{ John Caldwell, ... { Walter McKenzie, ...	200	Ann McMahon.
Amherstburg, ...	do.	Western, ...	825	{ Oldest record, { 23rd July, 1810.	James Kevill, ...	6th April, 1838, ...	{ David McPherson, ... { Matthew Crooks, ...	400	Francis Caldwell.
Amiens, ...	do.	London, ...	730	6th Feb., 1837, ...	James Peet Bellairs, ...	6th January, 1837,	{ William Notman, ... { Thomas Cary, ...	200	James McKirdy.
Ancaster, ...	do.	Gore, ...	611	Previous to 1828,	James Chep, ...	6th July, 1831, ...	{ George Estcourt, ... { Charles G. A. Tozer, ...	200	James Murny.
Asphodel, ...	do.	Colborne, ...	498	6th January, 1836,	Thomas Walker, ...	6th July, 1836, ...	{ John Van Patter, ... { Christ. J. Bell, ...	200	Margaret Walker.
Aylmer, ...	do.	London, ...	634	6th Oct., 1836, ...	Philip Hodgkinson, ...	6th April, 1836, ...	{ Alpine McMullan, ... { James Kimball Andrews, ...	200	John P. Hodgkinson.
Aylmer, ...	L. C.	Montreal, ...	310	6th January, 1832,	C. Symmes, ...	6th January, 1832,	{ John Millar, ... { John Scrivier, ...	200	
Ayr, ...	U. C.	Gore, ...	637	6th May, 1840, ...	James Jackson, ...	6th May, 1840, ...	{ Frederick Scrivier, ... { Moses W. Copp, ...	200	
Babyville, ...	L. C.	Montreal, ...	210	6th Oct., 1831, ...	John Bigelow, ...	6th October, 1831,	{ John Mansur, ... { James F. Smith, ...	200	John McWatt.
Barnston, ...	L. C.	Ditto, ...	235	6th Oct., 1832, ...	Aaron A. Adams, ...	20th Dec., 1838, ...	{ William Laughton, ... { Benjamin Seymour, ...	500	
Barrie, ...	U. C.	Home, ...	608	6th Oct., 1835, ...	Sydney M. Sandford, ...	6th October, 1835,	{ Peter Davy, ...	200	John McWatt.
Bath, ...	U. C.	Midland, ...	397	Previous to 1828,	Wm. Johnston McKay, ...	6th April, 1836, ...	{ ...	400	Wm. Norton McKay.

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Batiscan, ...	L. C.	Three Rivers, ...	69	6th January, 1837,	J. B. Ferdinand Filteau, ...	6th January, 1837,	{ David Trudel, ... { Etienne Guilmet, ...	200	Anne Bowes.
Bayham, ...	U. C.	London, ...	685	6th January, 1830,	Joseph Bowes, ...	16th August, 1839,	{ James Gibbons, ... { James Ingersoll, ...	200	James Stewart.
Beachville, ...	do.	London, ...	673	6th July, 1836, ...	William Merrigold, ...	6th July, 1836, ...	{ Peter Carroll, ... { John Young, ...	200	
Beausville, ...	do.	Niagara, ...	627	6th October, 1832,	James Osborne, ...	20th Feb., 1837, ...	{ Edmund Ritchie, ... { Lawrence George Brown, ...	200	Edward Brown.
Beauharnois, ...	L. C.	Montreal, ...	205	6th April, 1829, ...	John Ross, ...	18th Dec., 1839, ...	{ Robert Howden Norval, ... { Robert Cathart, ...	400	
Beaverton, ...	U. C.	Home, ...	629	6th January, 1836,	James Ellis, ...	6th January, 1836,	{ Thomas Cooper, ... { John Barlow, ...	300	
Bécancour, ...	L. C.	Three Rivers, ...	85	6th April, 1832, ...	François Beauchemin, ...	5th January, 1840,	{ Angus McDonald, ... { Robert Jones, ...	200	D. B. McNeil, Jun.
Bedford, ...	do.	Montreal, ...	225	6th January, 1830,	Nelson Adams, ...	6th April, 1840, ...	{ N. S. Brown, ... { Anthony Marshall, ...	200	Alex. Menzies.
Belleville, ...	U. C.	Midland, ...	438	Previous to 1828,	Donald Cameron, ...	6th April, 1839, ...	{ Angus Cameron, ... { François Rémi Tranchemontagne, ...	200	{ Louis Levesque, { François X. Lafond.
Berthier, ...	L. C.	Montreal, ...	135	{ Oldest record, { 7th April, 1800.	Anselme Douaire Bondy, ...	6th April, 1840, ...	{ François Boucher, ... { Duncan Campbell, ...	200	
Beverly, ...	U. C.	Johnstown, ...	349	Previous to 1828,	Peter Schofield, ...	6th January, 1830,	{ Isaac Loper, ... { Cornelius White, ...	200	John Richmond.
Bloomfield, ...	do.	Prince Edward, ...	423	6th July, 1836, ...	John Thirkell, ...	6th July, 1836, ...	{ Jonathan Clarke, ... { A. B. Johnson, ...	200	Ransom Stone.
Bolton, ...	L. C.	Montreal, ...	244	6th April, 1831, ...	Jonathan Merry, ...	6th July, 1839, ...	{ Walker Buswell, ... { Jeremiah Wilks Dawson, ...	200	
Bond Head, ...	U. C.	Home, ...	600	6th August, 1837,	Joel Fiesher Robinson, ...	6th August, 1837,	{ George Bayeroff, ... { Ths. René Boucher de Boucherville, ...	200	Frs. X. Montmarquet.
Boucherville, ...	L. C.	Montreal, ...	187	Previous to 1828,	Augustin Deisle, ...	5th January, 1828,	{ Joseph de la Broquerie, ... { James Drury, ...	200	
Bradford, ...	U. C.	Home, ...	595	5th July, 1840, ...	John Peacock, ...	5th July, 1840, ...	{ Thomas Drifill, ... { William Home, ...	200	{ Robert Walker, { James Muirhead.
Brantford, ...	do.	Gore, ...	629	Previous to 1828,	William Richardson, ...	5th July, 1828, ...	{ Matthias Wilson, ... { Charles Short, ...	200	
Brighton, ...	do.	Newcastle, ...	454	6th July, 1831, ...	Joseph Lockwood, ...	6th January, 1837,	{ Richard Stevens, ... { Daniel B. O. Ford, ...	200	Henry E. Russell.
Brockville, ...	do.	Johnstown, ...	323	{ Oldest record, { July, 1810.	Henry Jones, ...	5th July, 1828, ...	{ Sydney Jones, ... { Benon Peet Warner, ...	400	E. A. Foss.
Bronx, ...	L. C.	Montreal, ...	250	6th April, 1831, ...	Benjamin Hayes Foss, ...	6th April, 1840, ...	{ Jacob Cooke, ... { William Douglas, ...	200	Sarah Bagshaw.
Brock, ...	U. C.	Home, ...	556	6th August, 1836,	William Bagshaw, ...	6th August, 1836,	{ John Asling, ... { Charles F. H. Goodhue, ...	200	
Brompton, ...	L. C.	St. Francis, ...	173	6th July, 1831, ...	Jeremiah Dennet, ...	6th July, 1835, ...	{ L. C. Ball, ... { George Barnes, ...	200	
Brougham, ...	U. C.	Home, ...	541	6th August, 1836,	Nicholas Howell, ...	13th Dec., 1837, ...	{ William Barnes, ... { Nathaniel Jones, ...	200	Alexander Parker.
Buckingham, ...	L. C.	Montreal, ...	285	6th January, 1832,	Levi Bigelow, ...	6th January, 1832,	{ ...	100	

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Barford, ...	U.C.	London, ...	639	Previous to 1828,	Willard M. Whitehead,	5th January, 1839,	John Moore, ...	200	
Burritt's Rapids, ...	do.	Johnstown, ...	347	6th October, 1839,	Stephen Burritt, ...	6th October, 1839,	John Weir, ...	200	
Bytown, ...	do.	Dalhousie, ...	303	6th April, 1829, ...	George W. Baker, ...	5th October, 1834,	Truceman Hurd, ...	300	
Cacana, ...	L.C.	Quebec, ...	120	6th January, 1832,	Paschal Dumais, ...	6th April, 1835, ...	Thomas M'Caragat,	200	
Caledon, ...	U.C.	Home, ...	605	6th October, 1839,	George Bell, ...	6th October, 1839,	John Le Breton, ...	200	
Caledonia, ...	do.	Ottawa, ...	257	6th May, 1837, ...	William Parker, ...	5th May, 1837, ...	Horace C. Wells, ...	200	
Camden East, ...	do.	Midland, ...	411	6th October, 1832,	Samuel Clarke, ...	6th October, 1832,	Simon Fraser, ...	200	W. H. Clark.
Campbelltown, ...	N.B.	New Brunswick, ...	303	6th July, 1837, ...	Arthur Ritchie, ...	20th June, 1837,	Alexis Pelletier, ...	200	
Canboro, ...	U.C.	Niagara, ...	639	6th April, 1836, ...	William Fitch, ...	6th April, 1836, ...	John Landsay, ...	200	
Cape Cove, ...	L.C.	Gaspé, ...	441	6th January, 1837,	William Tilly, ...	6th January, 1837,	Adam Baird, ...	100	Nathaniel E. Moore.
Cap Santé, ...	do.	Quebec, ...	30	Previous to 1828,	George Alfred Allsopp,	2nd January, 1838,	David Pattee, ...	200	Felix Gaudrie.
Carleton, ...	do.	Gaspé, ...	330	6th January, 1830,	Joseph Meagher, ...	6th January, 1837,	Charles Hershey, ...	200	
Carleton Place, ...	U.C.	Bathurst, ...	350	6th October, 1830,	Robert Bell, ...	10th April, 1834,	Matthew Clark, ...	200	Henry Burritt.
Castleford, ...	do.	Ditto, ...	352	6th January, 1832,	Thomas O'Neile, ...	6th July, 1837, ...	Archibald McNeill,	200	
Cavan, ...	do.	Newcastle, ...	514	6th January, 1830,	John Knowlson, ...	6th January, 1830,	David Gilmour, ...	233	
Cedars, ...	L.C.	Montreal, ...	217	6th April, 1837, ...	William Waters, ...	6th April, 1837, ...	Andrew Patterson,	200	
Chambly, ...	do.	Ditto, ...	195	Previous to 1828,	William Henry Dixon,	6th July, 1836, ...	Whison C. Moore,	200	
Champlain, ...	do.	Three Rivers, ...	75	6th April, 1837, ...	J. Edward Lanouette,	6th April, 1837, ...	Thaddeus Folmsbec,	200	
Chateauguay, ...	do.	Montreal, ...	196	6th April, 1829, ...	Alexander Ross, ...	6th April, 1837, ...	William Baker, ...	200	Edw. Adol. Lanouette.
Château Richer, ...	do.	Quebec, ...	15	6th April, 1832, ...	Wm. Henry Lemoine,	6th April, 1838,	Laurent A. de St. Georges,	200	Andrew Lang.
Chatham, ...	do.	Montreal, ...	228	1st May, 1829, ...	Alexis E. Montmarquet,	6th January, 1832,	Hypolite Landry,	100	Louis Lemoine.
Chelsea, ...	do.	Ditto, ...	313	6th Feb., 1837, ...	Ths. Brigham Prentis,	6th Feb., 1837, ...	Hilary Michaud, ...	200	L. M. Coutlée.

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Chinguacousy, ...	U.C.	Home, ...	590	6th October, 1832,	Peleg Howland, ...	6th April, 1840, ...	John Elliot, ...	200	
Chippawa, ...	do.	Niagara, ...	666	{ Oldest record, 23rd July, 1801, }	William Hepburne, ...	26th Dec., 1832,	James Cummings,	200	
Churchville, ...	do.	Home, ...	584	6th October, 1830,	Abijah Lewis, ...	6th April, 1840, ...	James Macrim, ...	200	
Churchville, ...	L.C.	Montreal, ...	242	6th April, 1831, ...	Albert Barney, ...	13th May, 1835,	William Tead, ...	200	
Clarenceville, ...	do.	Ditto, ...	227	6th April, 1832, ...	Curtis Goodsill, ...	5th January, 1838,	Augustus Winchester,	200	
Clarendon, ...	U.C.	Ditto, ...	355	6th Nov., 1837, ...	John Maitland, ...	6th Nov., 1837, ...	Daniel Smith, ...	200	
Clarke, ...	do.	Newcastle, ...	502	6th April, 1835, ...	John Beavis, ...	6th April, 1836, ...	Albert Chipman, ...	200	
Clearville, ...	do.	Western, ...	745	6th October, 1831,	David H. Gesner, ...	6th April, 1836, ...	Robert Stephens, ...	200	
Cobourg, ...	do.	Newcastle, ...	484	Previous to 1828,	Frederick Henry Hall,	13th Nov., 1834,	Peter Maitland, ...	200	John Maitland, Jun.
Colborne, ...	do.	Ditto, ...	468	Ditto, ...	Joseph A. Keeler, ...	5th July, 1828, ...	Albert Chipman, ...	200	John Brown.
Colchester, ...	do.	Western, ...	815	6th October, 1831,	Gordon Buchanan, ...	6th April, 1835, ...	Robert Stephens, ...	200	
Coldwater, ...	do.	Home, ...	657	6th October, 1835,	Edmund Moon, ...	5th July, 1838, ...	David Smart, ...	200	
Compton, ...	L.C.	St. Francis, ...	200	6th July, 1829, ...	Alden W. Kendrick, ...	6th July, 1830, ...	John Crawford, ...	200	
Consecon, ...	U.C.	Prince Edward, ...	438	6th January, 1836,	Elias D. Smith Wilkins,	6th January, 1836,	William Andrew, ...	300	
Cooksville, ...	do.	Home, ...	572	6th January, 1829,	Francis Bangs Morley,	6th October, 1839,	Pierre Laviolette, ...	200	
Cornwall, ...	do.	Eastern, ...	262	{ Oldest record, 24th August, 1803, }	Guy C. Wood, ...	5th July, 1828, ...	Ozam Strong, ...	200	Chs. F. Fewitt.
Côteau du Lac, ...	L.C.	Montreal, ...	223	Previous to 1828,	John Bell, ...	15th August, 1835,	Prentiss Farrar, ...	200	Charles Page.
Credit, ...	U.C.	Home, ...	574	6th October, 1831,	James Magrath, Junior,	6th April, 1835, ...	Peter Taylor, ...	200	Alex. McDonell.
Danville, ...	L.C.	Montreal, ...	153	6th Nov., 1836, ...	Paul Hervieux, ...	5th Nov., 1836, ...	Thomas Elliot,	200	James McDonell.
Darlington, ...	do.	St. Francis, ...	171	6th January, 1832,	Thomas Cutter Allis, ...	6th January, 1832,	John Carthew, ...	200	William M. McGrath.
Down Mills, ...	U.C.	Newcastle, ...	513	Previous to 1828,	Robert Fairbairn, ...	5th July, 1828, ...	William Boyd, ...	200	Eulalie Panet.
Delaware, ...	do.	Western, ...	773	6th Feb., 1837, ...	William Taylor, ...	6th Feb., 1837, ...	Stephen Bartlett, ...	200	Lewis B. Morrison.
Demorestville, ...	do.	London, ...	705	Previous to 1828,	Wilson Mills, ...	17th August, 1838,	Elijah Warren, ...	200	James Gower Sadd.
	do.	Prince Edward, ...	428	5th April, 1829, ...	Thomas Demorest,	6th April, 1829, ...	Robert Charles Wilkins,	200	Edmund Johnson.
							Charles Bigger, ...	200	Harriette Demorest.
							George Hunter, ...	200	Elihu Stewart.
							Joseph Silverthorn,	200	
							John Strachan, ...	200	
							Archibald McLean,	200	
							G. Beaudet, ...	200	
							Thomas G. Ridout,	200	
							James M'Grath, A. M.,	200	
							William Berczy, ...	200	
							Fernan Cornellier, alias	200	
							Granchamps,	200	
							Andrew Lovejoy,	200	
							Samuel Street Wilnot,	200	
							William M'Intosh,	200	
							Alexander J. Wallen,	200	
							John A. Wilkes, ...	200	
							Edmund Mills, ...	200	
							James Craig,	200	
							Gilman Demorest,	200	
							Samuel Munro, ...	200	

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Deschambault	L. C.	Quebec	42	6th January, 1837	Francis Hamelin	6th July, 1837	Remi Arcand, Paul Perrault, Peter McArthur, James Milhar, William Falconbridge	200	Henry Menut, Josiah M. Babington, Alexander Davidson
Dewittville	do.	Montreal	232	6th October, 1832	James Davidson	3th Dec, 1833	James Milhar, William Falconbridge	100	John Armour, Alfred Gilson
Drummondville	U. C.	Niagara	663	6th April, 1830	Samuel Falconbridge	6th July, 1832	John Lewis Poyart	200	Jeremiah D. Rodgers, Maria C. Casselmann
Drummondville	L. C.	Three Rivers	136	Previous to 1828	James Milhar	3th July, 1828	James Crooks, Andrew Steven, John McGibbon, Laughlan McBean, William Baker, Stevens Baker, Oliver Phelps, George Keefer, George Alexander, Simon Stephens, Samuel Wood, Alfred Nash, John Moore, Asker H. Rodgers, Peter Shawer, Peter Bowen, John McIntosh, Gilcon Cornell, Alexander Campbell, James McPherson, William Reynolds, David Gilkison, Angus McKay, William Gordon, William Cottingham, George Dixon, Thomas Kees Brock, William Clark, Henry Jones, Jeremiah D. Clute, Joseph Smith, Daniel McMillan, William Clark, John Schlinger, John Kyllin, Arthur Wellington Watson, A. Lewis, Allan McPherson	200	W. I. White, Edw. P. Toulmin, James Campbell
Dundas	U. C.	Gore	608	Ditto	James B. Ewart	20th Dec, 1837		200	
Dundee	L. C.	Montreal	253	6th July, 1830	John Davidson	6th July, 1830		200	
Dunham	do.	Ditto	234	Previous to 1828	Edward Baker	6th July, 1830		400	
Dunville	U. C.	Niagara	676	6th July, 1830	Alpheus Spencer St. John	6th July, 1830		200	
Durham	L. C.	Three Rivers	150	6th July, 1836	Robert More	6th July, 1837		200	
East Farnham	do.	Montreal	247	6th Feb, 1837	Whipple Wells	6th Feb, 1836		200	
Eaton	do.	St. Francis	204	5th July, 1830	Joshua Foss	6th July, 1837		200	
Edwardsburg	U. C.	Johnstown	382	6th April, 1837	Martin Casselman	6th April, 1837		200	
Ekfrid	do.	London	719	6th Feb, 1837	James McIntyre	6th July, 1839		200	
Eldon	do.	Colborne	619	6th Nov, 1837	Duncan Cameron	6th Nov, 1837		200	
Elorn	do.	Gore	657	6th October, 1839	Andrew Geddes	6th October, 1839		200	
Embroy	do.	London	691	6th July, 1836	John Matheson	6th July, 1836		200	
Emily	do.	Colborne	542	6th August, 1836	J. Leadbeater Hughes	30th Jan, 1838		200	
Eramosa	do.	Gore	650	6th October, 1839	George Forster	6th October, 1839		200	
Erieus	do.	Western	770	6th October, 1831	James W. Little	6th October, 1831		200	
Erin	do.	Gore	603	6th October, 1839	William Cornock	6th October, 1839		200	
Errol	do.	Western	751	6th Feb, 1837	Alfred Toulmin	6th Feb, 1837		200	
Esquesing	do.	Gore	589	6th October, 1832	Alexander Campbell	6th January, 1837		200	

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Etiobicoke	U. C.	Home	565	6th April, 1832	Daniel Perry	6th January, 1840	Duncan Murchison, Charles Stotesbury, Sterling Dimming, Joseph Wits, Robert Dennistown, John Langton, Hugh Black, Alexander de Terrier, Andrew Dickson, Alexander McDonell, George Dawson, Alexander Laing, Charles Jones, Samuel Uphet, Jacques Voyer, George Desbarats, Thomas Ketcheson, John Tompkins, James Hume, Robert Harvey, John P. Anderson, Andrew H. Young, Oren J. Kemp, Levi Kemp, Sevel Foster, Edmund Winchester, William Dickson, Sen, William Dickson, Jun., Colin McDonald, Joel Stone, Alexander Anelinode, John Douglas McConnell, Felix Stewart, Laurent Genest, Antoine Chaudonnais, Joseph Copp, Richard Copp, John Thomson, William B. Robinson, Daniel Lizars, Henry Hyndam, John Wigle, Windle Wigle, Gardner Childs, Washington Frost, James Dean, John Thomson, Charles Pamer, James Sonerville	200	Wellington Landon, Kenneth Reid, Alonzo Wood, James Fergus, John McEwan, Francois Laroche, William Wallace Copp, Charlotte Lynam
Farmersville	do.	Johnstown	339	6th July, 1836	Joshua Bates	6th July, 1836		200	
Fenelon Falls	do.	Newcastle	566	6th July, 1838	James Wallis	30th May, 1838		200	
Fergus	do.	Gore	658	6th April, 1836	James McQueen	6th April, 1837		200	
Fitzroy Harbour	do.	Dalhousie	334	6th January, 1832	Alpine McMillan	6th January, 1832		200	
Flos	do.	Home	636	6th August, 1837	John Craig	6th April, 1840		200	
Fort Erie	do.	Niagara	679	{ Oldest record, } 23rd July, 1801	James Kerby	6th July, 1836		200	
Frampton	L. C.	Quebec	44	6th October, 1836	John Ross	6th October, 1836		200	
Frankford	U. C.	Midland	454	6th July, 1838	William Bowen	11th May, 1838		200	
Franktown	do.	Bathurst	341	6th October, 1832	John Drysdale	6th January, 1834		200	
Fredericksburg	do.	Midland	406	Previous to 1828	William Anderson	1st August, 1838		200	
Frelightsburg	L. C.	Montreal	243	Ditto	Joshua Chamberlin	6th October, 1832		200	
Frost Village	do.	Ditto	242	Ditto	David Wood	5th July, 1828		200	
Galt	U. C.	Gore	627	Ditto	Absalom Shade	5th July, 1828		200	
Gananoque	do.	Johnstown	355	Ditto	John McDonald	5th July, 1828		200	
Gaspé Basin	L. C.	Gaspé	487	6th January, 1837	John Eder	6th October, 1837		200	
Gentilly	do.	Three Rivers	76	6th January, 1831	Adolphus Stein	28th Nov, 1839		200	
Georgeville	do.	Montreal	284	Previous to 1828	Taylor Lougee Parsons	5th October, 1839		200	
Georgina	U. C.	Home	609	6th October, 1831	Jas. O'Brien Dourchiet	6th October, 1831		200	
Godertich	do.	London	711	6th October, 1835	Thomas Kydd	6th April, 1840		200	
Gosfield	do.	Western	802	6th October, 1831	Peter Scratch	6th October, 1831		200	
Granby	L. C.	Montreal	228	Previous to 1828	Hornee Lynam	6th April, 1833		200	
Grand Falls	N. B.	...	227	6th January, 1837	John H. Ryan	22nd Nov, 1836		200	
Greenville	L. C.	Montreal	240	Previous to 1828	Edwin Pridham	12th April, 1829		200	

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Grimsby, ...	U.C.	Ningara, ...	624	Previous to 1828,	Henry Nelles, ...	6th July, 1829, ...	Robert Nelles, ...	200	
Grondines, ...	L.C.	Quebec, ...	48	6th January, 1836,	Augustin Houde, ...	6th January, 1836,	John H. Kilbourn, ...	200	
Guelph, ...	U.C.	Gore, ...	642	6th July, 1828, ...	Robert Corbet, ...	6th July, 1837, ...	Richard P. O'Donnell, ...	400	
Haldimand, ...	do.	Newcastle, ...	475	6th April, 1832, ...	John Taylor, ...	11th Sept., 1833,	Jos. Parkinson, Sen., Geoffrey Lynch, ...	200	William Cox Clarke, G. Begg, W. P. Street.
Hamilton, ...	do.	Gore, ...	604	Previous to 1828,	Edmund Ritchie, ...	6th October, 1831,	Benjamin Faving, ...	600 stg.	Roswell Albert Ellis.
Hatley, ...	L.C.	St. Francis, ...	207	Ditto, ...	Wm. Grannis Cook, ...	10th May, 1839,	James Jones, ...	200	
Hawkesbury, ...	U.C.	Ottawa, ...	242	Ditto, ...	Charles Hersey, ...	10th Nov., 1832,	William A. Draper, ...	200	
Henryville, ...	L.C.	Montreal, ...	221	Ditto, ...	Horace Wells, ...	6th October, 1831,	Isaac Hazeltine, ...	100	
Hemmingford, ...	do.	Montreal, ...	218	6th October, 1831,	John Scriven, ...	6th October, 1833,	David Pattee, ...	200	
Herford, ...	do.	St. Francis, ...	221	6th October, 1831,	Alexander Ren, ...	5th October, 1831,	Isaac Hogle, ...	200	
Hillier, ...	U.C.	Prince Edward, ...	434	Previous to 1828,	James Rogers, ...	6th October, 1838,	Oliver Flegg, ...	200	
Holland Landing, ...	do.	Home, ...	590	6th October, 1831,	Wm. Jas. Sloane, ...	29th Nov., 1833,	Joshua Odell, ...	200	Catherine Rodgers.
Howard, ...	do.	Western, ...	753	6th October, 1831,	Amelia Wheatley, ...	28th March, 1835,	Benjamin Pomroy, ...	200	W. J. Sloane, Jun.
Hull, ...	L.C.	Montreal, ...	304	6th April, 1833, ...	James Anderson, ...	6th April, 1837, ...	Joseph Longey, ...	200	Geo. W. H. Ambridge.
Huntingdon, ...	do.	Montreal, ...	238	6th July, 1830, ...	Donn K. Lighthall, ...	6th July, 1830, ...	John Arthur, ...	200	
Huntley, ...	U.C.	Dalhousie, ...	409	6th April, 1837, ...	John Graham, ...	6th January, 1840,	Samuel Lount, ...	200	
Industry, ...	L.C.	Montreal, ...	176	6th July, 1833, ...	Peter Charles Loedel, ...	6th July, 1833, ...	George Lount, ...	200	
Inverness, ...	do.	Quebec, ...	57	6th January, 1832,	Joseph Reefer, ...	6th July, 1837, ...	Robert Wood, ...	200	
Isle aux Noix, ...	do.	Montreal, ...	220	Previous to 1828,	George Gunn, ...	6th July, 1838, ...	John Unsworth, ...	200	
Isle Verte, ...	do.	Quebec, ...	132	6th January, 1837,	Louis Bertrand, ...	6th Nov., 1831, ...	John Martin, ...	200	
Jordan, ...	U.C.	Ningara, ...	637	6th April, 1840, ...	William Bradt, ...	6th April, 1840, ...	James Inglis, ...	200	
Kamouraska, ...	L.C.	Quebec, ...	90	Previous to 1828,	Alexis Gagné, ...	14th Sept., 1838,	William Howron, ...	200	

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Katesville, ...	U.C.	London, ...	720	6th Feb., 1837, ...	Richard Brown, ...	6th Feb., 1837, ...	Duncan McKeiler, ...	200	Robert Leslie.
Kemprville, ...	do.	Johnstown, ...	338	6th April, 1831, ...	W. H. Bottom, ...	6th October, 1831,	George Joseph Brown, ...	200	
Keithburn, ...	L.C.	Montreal, ...	228	6th May, 1837, ...	William Barrett, ...	30th May, 1837, ...	Ruman Hurd, ...	200	
Keswick, ...	U.C.	Home, ...	603	6th January, 1836,	Benj. Walker Smith, ...	6th January, 1836,	John Edwards, ...	200	John Robertson.
Kilmarnock, ...	do.	Johnstown, ...	366	6th August, 1829,	James Maitland, ...	5th August, 1829,	William Morris, ...	200	James Maitland, Jun.
Kingsy, ...	L.C.	Three Rivers, ...	169	6th April, 1836, ...	Henry Evans, ...	6th April, 1836, ...	Josias Taylor, ...	200	
Kingston, ...	U.C.	Midland, ...	379	{ Oldest record, 22nd Oct., 1801. }	Robert Deacon, ...	29th Nov., 1837,	Richard Baird, ...	1000	{ Daniel McKinnon, A. Bristol, and J. Gross.
Kitley, ...	do.	Johnstown, ...	345	6th January, 1832,	Wyatt Chamberlain, ...	6th July, 1835, ...	John Plant Bower, Henry Cassidy, ...	200	
La Baie, ...	L.C.	Three Rivers, ...	114	6th April, 1829, ...	William McDonald, ...	13th June, 1837,	Isaac Marshall, ...	200	
La Beauce, ...	do.	Quebec, ...	31	6th October, 1831,	Louis Romualde Fortier, ...	14th July, 1836,	Joseph Eusebe Bourice, ...	200	
L'Acadie, ...	do.	Montreal, ...	202	6th October, 1835,	Isaac Coote, ...	5th Feb., 1838, ...	Jean Baptiste Bonneville, ...	200	John Godso.
Lachine, ...	do.	Ditto, ...	189	6th April, 1829, ...	John England, ...	6th July, 1836, ...	Octave Curille Fortier, ...	200	
Lachute, ...	do.	Ditto, ...	232	6th October, 1835,	Hawley Hutchins, ...	6th October, 1835,	Timoleon Quesnel, ...	200	Benjamin Hutchins.
Lacolle, ...	do.	Ditto, ...	216	6th April, 1832, ...	Traver Van Vliet, ...	1st Feb., 1838, ...	Joseph Donegani, ...	200	
Lanark, ...	U.C.	Bathurst, ...	378	Previous to 1828,	John Hall, ...	6th July, 1834, ...	William Watson, ...	200	
Lancaster, ...	do.	Eastern, ...	246	Ditto, ...	William McIntosh, ...	5th July, 1828, ...	Abner Rice, ...	200	John Kennedy.
Laprairie, ...	L.C.	Montreal, ...	189	Ditto, ...	John Fairbairn, ...	6th October, 1838,	Moses Davis, ...	200	
L'Assomption, ...	do.	Ditto, ...	159	{ Oldest record, 4th Sept., 1809. }	Joseph Guilbeau, ...	6th April, 1840, ...	Thomas Hewson, ...	200	James McDougall.
Leeds, ...	do.	Quebec, ...	46	6th January, 1833,	II. Courtney Wharton, ...	6th July, 1836, ...	Cornelius Van Vliet, ...	200	
Lennoxville, ...	do.	St. Francis, ...	191	6th April, 1831, ...	C. Anderson Richardson, ...	6th January, 1837,	Stephen G. Coleman, ...	200	Charles Pennayn.
Les Eboulemens, ...	do.	Quebec, ...	69	6th April, 1832, ...	John Slevin, ...	6th April, 1832, ...	John A. Murdoch, ...	200	
Lindsay, ...	U.C.	Colborne, ...	556	6th August, 1836,	David Culbert, ...	6th April, 1840, ...	Alexander McMartin, ...	200	William Culbert.
L'Islet, ...	L.C.	Quebec, ...	48	6th July, 1833, ...	James Ballantyne, ...	6th July, 1833, ...	Neil McIntosh, ...	200	
Loydstown, ...	U.C.	Home, ...	599	6th October, 1831,	Joseph Powley, ...	6th April, 1838, ...	John Redpath, ...	200	

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Post Offices.	Province.	District.	Distance in miles from Quebec.	When established.	Deputy Post Masters.	Date of Appointment.	Suratties.	Amount, cy. except when otherwise stated.	Assistants or Clerks.
Lochaber, ...	L. C.	Montreal, ...	280	6th January, 1833,	Donald McLean, ...	20th Dec., 1832,	James Campbell, ...	200	{ Lawrence Lawtonson, Lawrence Lawless.
Lochiel, ...	U.C.	Eastern, ...	257	Previous to 1828,	Duncan McLeod, ...	9th March, 1835,	John McLean, ...	200	
London, ...	do.	London, ...	694	Ditto, ...	George J. Goothuc, ...	6th April, 1830, ...	Alexander McLeod, ...	200	
Longueuil, ...	L. C.	Montreal, ...	183	6th Feb., 1837, ...	Joseph Lecour, ...	6th Feb., 1837, ...	Simon Morrill, ...	200	
L'Orignal, ...	U.C.	Ottawa, ...	248	6th April, 1829, ...	Thos. Hall Johnston, ...	6th April 1831, ...	Dennis O'Brien, ...	150	
Lotbinière, ...	L. C.	Quebec, ...	46	6th July, 1831, ...	Joseph Filteau, ...	6th July, 1831, ...	Joseph Felix Laroque, ...	100	
Loughboro', ...	U.C.	Midland, ...	395	6th July, 1836, ...	Hugh Madden, ...	6th July, 1836, ...	William Wait, ...	200	William Adamson.
McGillivray, ...	do.	London, ...	714	6th October, 1836,	Isaac Adamson, ...	6th October, 1836,	Olinstead Gates, ...	200	
McKillop, ...	do.	Ditto, ...	688	6th October, 1836,	Adolphus Meyer, ...	6th October, 1836,	David Noel, ...	200	
McNab, ...	do.	Bathurst, ...	360	6th May, 1839, ...	James Morris, ...	6th May, 1839, ...	Louis Le Gendre, ...	200	James Morris.
Madawaska, ...	New Bk.	... ..	192	6th July, 1837, ...	Peter Canivet Amiraux, ...	1st August, 1839,	Peter Switzer, ...	200	
Madoc, ...	U.C.	Midland, ...	480	6th July, 1836, ...	Simon McKenzie, ...	14th June, 1838,	Thomas Rail, ...	200	
Maitland, ...	do.	Johnstown, ...	320	5th July, 1828, ...	George Longley, ...	6th October, 1836,	Honatio Cobleigh, ...	200	{ Charles Dunham, William Garvey.
Manningville, ...	L. C.	Montreal, ...	234	6th October, 1831,	John Manning, ...	17th April, 1833,	William Chalk, ...	200	
March, ...	U.C.	Dalhousie, ...	316	Previous to 1828,	Thomas Reid, ...	5th July, 1828, ...	William Lewis, ...	200	
Markham, ...	do.	Home, ...	576	6th January, 1829,	Archibald Barker, ...	6th January, 1830,	Gustavus Meyer, ...	200	
Mariposa, ...	do.	Colborne, ...	566	6th August, 1836,	Jacob Ham, ...	23rd Jan., 1838,	John Martin, ...	200	Hector McDonald.
Marmora, ...	do.	Midland, ...	468	Previous to 1828,	James Fidler, ...	12th March, 1836,	Leonard Reid Coombes, ...	100	
Marshville, ...	do.	Niagara, ...	662	6th April, 1836, ...	John Graybiel, ...	6th April, 1836, ...	Antoine Bellefleur, ...	200	
Marintown, ...	do.	Eastern, ...	275	Previous to 1828,	Alexander McMartin, ...	5th July, 1828, ...	James Gillin, ...	200	
Maskinongé, ...	L. C.	Three Rivers, ...	118	6th October, 1839,	Joseph Giroux, ...	6th October, 1839,	Donald McKenzie, ...	200	
Matilda, ...	U.C.	Eastern, ...	296	Previous to 1828,	George Brouse, ...	5th July, 1828, ...	Peter Paterson, ...	200	

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Melbourne, ...	L. C.	St. Francis, ...	169	5th July, 1835, ...	Thomas Tait, ...	6th July, 1835, ...	Isaac Brndely Burnham, ...	200	
Merrickville, ...	U.C.	Johnstown, ...	372	6th July, 1829, ...	E. Hulbert Whitmarsh, ...	1st October, 1838,	Job Adams, ...	200	
Mersea, ...	do.	Western, ...	793	6th October, 1835,	William Ambridge, ...	6th October, 1835,	John Bogert, ...	200	
Metis, ...	L. C.	Quebec, ...	207	6th April, 1836, ...	A. L. McNider, ...	6th April, 1838, ...	Daniel Coste, ...	200	F. Adolphus Ambridge.
Middleton, ...	U.C.	London, ...	666	6th July, 1831, ...	Nelson Eagles, ...	... ..	Charles Fortier, ...	200	
Milford, ...	do.	Prince Edward, ...	426	6th October, 1832,	Wm. Young Church, ...	16th March, 1839,	James Kevell, ...	200	
Mill Creek, ...	do.	Midland, ...	391	6th January, 1839,	Timothy Fraser, ...	5th October, 1838,	(Declined furnishing any Bond, and I had no alternative but to employ him.)	200	
Milton, ...	do.	Gore, ...	600	6th April, 1836, ...	George Brown, ...	6th April, 1836, ...	Benjamin Richards, ...	200	
Mohawk, ...	do.	Ditto, ...	634	6th April, 1836, ...	Abraham Cook, ...	6th April, 1836, ...	David Barker, ...	200	
Montreal, ...	L. C.	Montreal, ...	180	{ Oldest record, 7th April, 1800, } (But date not known, supposed to have been at the time of the Conquest.)	Andrew Porteous, ...	1st July, 1828, ...	Isaac Fraser, ...	200	Philip D. Booth.
Mono Mills, ...	U.C.	Home, ...	618	6th October, 1839,	Alexander Lewis, ...	6th October, 1839,	David Barker, ...	200	{ H. A. Wicksteed, W. Gillespie, P. W. Cooper, F. O'Neil.
Moore, ...	do.	Western, ...	775	6th Feb., 1837, ...	James Baby, ...	6th Feb., 1837, ...	John Wallace, ...	200	
Moss, ...	do.	London, ...	729	6th April, 1832, ...	George Gibb, ...	5th October, 1833,	Wm. McFarland, ...	200	Jas. Henderson.
Moulinette, ...	do.	Eastern, ...	269	6th October, 1835,	Beuj. French, ...	6th April, 1840, ...	Louis Rend, ...	200	Nicholas Gallagh.
Murray, ...	do.	Newcastle, ...	444	Previous to 1828,	Charles Biggar, ...	5th July, 1828, ...	James Henderson, ...	200	
Murray Bay, ...	L. C.	Quebec, ...	90	6th April, 1832, ...	Edw. Tremblay, ...	6th July, 1834, ...	William Gardiner, ...	100	
Nanticoke, ...	U.C.	Niagara, ...	667	6th August, 1839,	John Sayers Gray, ...	6th August, 1839,	James Gardiner, ...	200	
Napanee, ...	do.	Midland, ...	409	Previous to 1828,	Allan McPherson, ...	5th July, 1828, ...	Guy C. Wood, ...	200	{ Donald McPherson, Hugh Falconer.
Napierville, ...	L. C.	Montreal, ...	207	6th April, 1832, ...	Loop Odell, ...	5th Feb., 1832, ...	Benj. French, Sen., ...	200	
Nassagaweya, ...	U.C.	Gore, ...	611	6th January, 1840,	Donald Black, ...	5th January, 1840,	Robert Charles Wilkins, ...	200	
Nelson, ...	do.	Ditto, ...	591	Previous to 1828,	Timothy Cooper, ...	6th October, 1835,	George Tremblay, ...	200	
Newborough, ...	do.	Johnstown, ...	364	6th January, 1836,	Benj. Pett, ...	6th July, 1836, ...	Samuel Gamble, ...	200	George H. Todd, James McDonald.

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Post Offices.	Province.	District.	Distance in miles from Quebec.	When established.	Deputy Post Masters.	Date of Appointment.	Sureties.	Amount, except when otherwise noted.	Assistants or Clerks.
New Carlisle, ...	L. C.	Gaspé, ...	380	6th January, 1837, ...	John McLellan, ...	6th January, 1839, ...	(A subordinate Office, and under the responsibility of the Post Master at Carleton.)	100	
New Glasgow, ...	do.	Montreal, ...	216	6th April, 1833, ...	Hoyes Lloyd, ...	6th January, 1834, ...	Roderick McKenzie, ...	200	Thomas Atkinson.
New Ireland, ...	do.	Quebec, ...	67	6th January, 1837, ...	Amos Hall, Sen., ...	6th January, 1837, ...	Ira Hall, ...	200	James Alex. Davidson.
Newmarket, ...	do.	Home, ...	586	Previous to 1828, ...	William Roe, ...	6th July, 1837, ...	George Munro, ...	200	G. L. Marier.
Niagara, ...	U. C.	Niagara, ...	660	{ Oldest record, } 22nd Nov., 1802, ...	Alexander Davidson, ...	6th January, 1837, ...	George B. Willard, ...	500	Donald C. Curtis.
Nicolet, ...	L. C.	Three Rivers, ...	102	Previous to 1828, ...	Luc Michel Gressé, ...	6th October, 1828, ...	John Crawford, ...	200	
North Augusta, ...	U. C.	Johnstown, ...	332	5th July, 1840, ...	James Ross, ...	5th July, 1840, ...	James Robertson, ...	200	
North Georgetown, ...	L. C.	Montreal, ...	218	6th July, 1830, ...	Alexander Reeves, ...	6th July, 1830, ...	William Crosby Hanson, ...	200	Isaac Robinson.
North Port, ...	U. C.	Prince Edward, ...	432	6th August, 1836, ...	Samuel Solmes, ...	1st Nov., 1838, ...	George Leonard Marler, ...	200	
Norton Creek, ...	L. C.	Montreal, ...	214	6th October, 1831, ...	Thomas Cantwell, ...	6th July, 1838, ...	George Sanderson, ...	200	
Norval, ...	U. C.	Gore, ...	584	6th October, 1836, ...	William Clay, ...	6th October, 1836, ...	Arthur McDonald, ...	200	
Norwich, ...	do.	London, ...	651	6th January, 1830, ...	Thomas Wallace, ...	19th Feb., 1838, ...	William Ogilvie, ...	200	
Oakville, ...	do.	Gore, ...	594	6th October, 1835, ...	William Chisholm, ...	5th October, 1835, ...	Abel Land, ...	200	Robert K. Chisholm.
Oakland, ...	do.	London, ...	639	6th April, 1840, ...	John Joynes, ...	6th April, 1840, ...	William Muirhead, ...	200	Henry Liman.
Orillia, ...	do.	Home, ...	693	6th October, 1835, ...	Gerald Alley, ...	6th October, 1835, ...	Finlay Malcolm, ...	200	
Ormsdown, ...	L. C.	Montreal, ...	225	6th October, 1836, ...	Robert Cross, ...	16th April, 1839, ...	William Roe, ...	200	William Cross.
Oro, ...	U. C.	Home, ...	630	6th October, 1835, ...	J. Douglas Allingham, ...	21st Nov., 1837, ...	Thomas Bell, Jun., ...	200	M. A. S. Allingham.
Osgoode, ...	do.	Dalhousie, ...	329	6th July, 1838, ...	Daniel Cameron, ...	5th July, 1838, ...	William Stewart Hunter, ...	200	
Osnabruck, ...	do.	Eastern, ...	275	6th January, 1829, ...	Joseph Lockus, ...	18th Dec., 1828, ...	Robert Cornwall Stewart, ...	200	
Otonabee, ...	do.	Colborne, ...	502	6th April, 1832, ...	Thomas Carr, ...	6th April, 1836, ...	Charles Rubidge, ...	200	
Otterville, ...	do.	London, ...	657	6th August, 1837, ...	John H. Cornell, ...	6th August, 1837, ...	Francis Conner, ...	200	
Oxford, ...	do.	Ditto, ...	665	Previous to 1828, ...	James Ingersoll, ...	6th October, 1832, ...	Jesse Cornell, ...	200	Edward Merigold.
							Samuel P. Cornell, ...		
							Thomas Ingersoll, ...		
							William Hamilton Merritt, ...		

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Pakenham, ...	U. C.	Bathurst, ...	346	6th April, 1832, ...	Andrew Dickson, ...	6th April, 1832, ...	Archibald McNab, ...	200	James Nagle.
Palermo, ...	do.	Gore, ...	586	6th April, 1837, ...	Joseph Gage, ...	6th October, 1839, ...	Christopher James Bell, ...	200	
Paris, ...	do.	Ditto, ...	632	6th January, 1832, ...	George Macartney, ...	6th July, 1837, ...	John I. Smith, ...	200	Margaret McCartney.
Penetanguishene, ...	do.	Home, ...	661	6th January, 1830, ...	Jas. Matthew Hamilton, ...	6th July, 1831, ...	William H. Macartney, ...	200	W. B. Hamilton.
Percy, ...	do.	Newcastle, ...	471	6th January, 1836, ...	John Platt, ...	6th January, 1836, ...	Isaac Webster, ...	200	James Douglas.
Perth, ...	do.	Bathurst, ...	365	Previous to 1828, ...	Francis Allan, ...	3rd June, 1837, ...	Andrew Mitchell, ...	400	John Allan.
Peré, ...	L. C.	Gaspé, ...	450	6th January, 1837, ...	William Annett, ...	6th January, 1837, ...	Thos. Gunnarsal Anderson, ...	200	
Peterboro, ...	U. C.	Colborne, ...	527	5th January, 1830, ...	Ephraim Sandford, ...	6th January, 1838, ...	Isaac S. Blair, ...	400	
Petite Nation, ...	L. C.	Montreal, ...	270	Previous to 1838, ...	Denis Benj. Papineau, ...	5th July, 1828, ...	Isaac S. Platt, ...	200	
Phillipsburg, ...	do.	Ditto, ...	231	Ditto, ...	Wm. Willard Smith, ...	6th April, 1837, ...	John Ferguson, Alex. Fraser, James Allan, ...	200	
Pickering, ...	U. C.	Home, ...	534	6th January, 1829, ...	Francis Leys, ...	6th April, 1837, ...	John Leboutillier, ...	200	Chas. P. Smith.
Pictou, ...	do.	Prince Edward, ...	418	Previous to 1828, ...	William Rorke, ...	6th January, 1831, ...	Thos. Moriarty, ...	200	
Plantagenet, ...	do.	Ottawa, ...	267	6th July, 1838, ...	John Carson Kearnes, ...	1st August, 1838, ...	Alex. McDonell, ...	200	Samuel Rorke.
Point Abino, ...	do.	Niagara, ...	690	6th July, 1838, ...	John Haun, ...	2nd June, 1838, ...	A. B. Hawke, ...	200	Peter McMarrin.
Point St. Peter, ...	L. C.	Gaspé, ...	465	6th January, 1837, ...	Hy. Bisset Johnston, ...	6th October, 1836, ...	Dennis Lennan, ...	200	
Port Burwell, ...	U. C.	London, ...	693	6th January, 1830, ...	John Burwell, ...	6th July, 1831, ...	W. M. Dole, ...	200	
Port Colborne, ...	do.	Niagara, ...	662	6th April, 1836, ...	James Black, ...	6th April, 1836, ...	Anthony Rhodes, ...	200	
Port Dalhousie, ...	do.	Ditto, ...	643	6th July, 1831, ...	Nathan Paulings, ...	6th January, 1837, ...	Hortio Nelson May, ...	200	
Port Dover, ...	do.	London, ...	660	6th July, 1831, ...	Alex. Jenkins, ...	6th October, 1838, ...	Jas. W. Sharrard, ...	200	
Port Hope, ...	do.	Newcastle, ...	491	Previous to 1828, ...	David Smart, ...	5th July, 1828, ...	Joseph Wilson, ...	200	
Port Neuf, ...	L. C.	Quebec, ...	35	Ditto, ...	A. Gaudric, ...	15th August, 1828, ...	Andrew Austin, ...	200	David Morris Wright.
Port Robinson, ...	U. C.	Niagara, ...	650	6th April, 1836, ...	Duncan McFarland, ...	6th April, 1836, ...	Norman Ballard, ...	200	John Martin.
Port St. Francis, ...	L. C.	Three Rivers, ...	99	6th July, 1836, ...	Smith Leith, ...	6th July, 1836, ...	John Kearnes, ...	200	Smith Leith.
Port Sarnia, ...	U. C.	Western, ...	765	6th Feb., 1837, ...	George Durand, ...	6th Feb., 1837, ...	James Sheehan, ...	200	James Porter.
							Isaac S. Haun, ...		
							Jehoiadah Schooley, ...		
							Charles Varon, ...		
							H. Jas. Creighton, ...		
							Mahlon Burwell, ...		
							Samuel Edson, ...		
							William Hamilton Merritt, ...		
							John Clark, ...		
							Henry Mittleberger, ...		
							Jno. Fred. Mittleberger, ...		
							George Kent, ...		
							Robert Waddle, Jun., ...		
							John Tucker Williams, ...		
							Dougald Campbell, ...		
							Edward Hale, ...		
							John Donaldson, ...		
							Peter Knifer, ...		
							David Chisholm, ...		
							Guy C. Colclough, ...		
							William Jones, ...		
							Thomas Neill, ...		

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Port Stanley, ...	U.C.	London, ...	713	6th January, 1830,	John Bostwick, ...	6th January, 1830,	Joseph Smith, ...	200	John McKenzie.
Port Talbot, ...	do.	Ditto, ...	721	Previous to 1828,	Mahlon Burwell, ...	5th July, 1828, ...	Alex. McIntosh, ...	200	
Port Trent, ...	do.	Newcastle, ...	449	Ditto, ...	Wm. Robertson, ...	6th April, 1831, ...	Robert C. Wilkins, ...	200	
Pointe Claire, ...	L.C.	Montreal, ...	199	6th October, 1835,	John Mount, ...	6th October, 1835,	Jas. Bell Forsyth, ...	200	
Prescott, ...	U.C.	Johnstown, ...	311	Previous to 1828, (Supposed to have been in 1800.)	Alpheus Jones, ...	5th July, 1828, ...	Alex. McMillan, ...	200	Moss Kent Dickinson.
Preston, ...	do.	Gore, ...	630	6th Feb., 1837, ...	Adam Ferric, Jun., ...	6th Feb., 1837, ...	John Earl, ...	200	T. Howard McKenzie.
Princeton, ...	do.	London, ...	642	6th May, 1836, ...	Jeremiah Cowin, ...	9th May, 1837, ...	William Scofield, ...	200	John Charles.
Quebec, ...	L.C.	Quebec, ...	...	(Date not known, supposed to have been at the time of the Conquest.)	John Sewell, (First Clerk in charge.)	10th Oct., 1834, ...	Wm. Smith Sewell, ...	2000	David Logic. Alex. Henderson.
Queenston, ...	U.C.	Niagara, ...	653	{ Oldest record, } 23rd July, 1801.	John Stayner, ...	9th April, 1839, ...	James Hastings Kerr, ...	500	William Chisholm. Henry Gee.
Raleigh, ...	do.	Western, ...	757	Previous to 1828,	James Read, ...	15th July, 1839, ...	Walter Eberts, ...	400	John McGregor. Matt. Mark Sterling.
Ramsay, ...	do.	Bathurst, ...	358	6th April, 1837, ...	James Wylie, ...	6th April, 1837, ...	Andrew Dickson, ...	200	W. G. Wylie.
Rawdon, ...	do.	Midland, ...	453	6th April, 1832, ...	Edward Fidler, ...	6th April, 1833, ...	Robert Bell, ...	200	James Spence.
Rawdon, ...	L.C.	Montreal, ...	180	6th October, 1831,	Thomas Griffiths, ...	6th April, 1832, ...	Thomas Parker, ...	200	
Repenigny, ...	do.	Ditto, ...	165	6th Feb., 1837, ...	Antoine E. Deschamps,	6th Feb., 1837, ...	Breakey Orr, ...	200	
Richmond, ...	U.C.	Dalhousie, ...	397	Previous to 1828,	George Lyon, ...	6th April, 1835, ...	J. Baptiste Meilleur, ...	200	
Richmond, ...	L.C.	St. Francis, ...	160	Ditto, ...	Geo. King Foster, ...	6th July, 1836, ...	Joseph Deschamps, Jun., ...	200	W. R. K. Lyon. George Brown.
Richmond Hill, ...	U.C.	Ilome, ...	626	6th January, 1836,	James Sinclair, ...	6th January, 1836,	John Foster Dressee, ...	200	Artemas Cushing.
Rigaud, ...	L.C.	Montreal, ...	225	6th October, 1835,	Stephen Fournier, ...	6th October, 1835,	William Crooksland, ...	200	
Rimouski, ...	do.	Quebec, ...	180	6th January, 1832,	Pierre Gauvreau, ...	6th Nov., 1831, ...	William Weller, ...	200	
Rivière du Loup, ...	do.	Three Rivers, ...	119	Previous to 1828,	Tim. Loiseau Châlon,	5th July, 1828, ...	Donald McMillan, ...	200	J. B. Peltier.

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Rivière du Loup, ...	L.C.	Quebec, ...	114	6th January, 1832,	Henry Davidson, ...	6th Nov., 1831, ...	John Hodgson Miller, ...	200	Narcisse Dionne.
Rivière Ouelle, ...	do.	Ditto, ...	78	Previous to 1828,	Nazaire Têtu, ...	6th April, 1837, ...	Timothy Donohue, ...	200	
Robinson, ...	do.	St. Francis, ...	215	6th January, 1839,	George Hawley, ...	6th January, 1839,	Charles E. Casgrain, ...	200	
Ronney, ...	U.C.	Western, ...	794	6th October, 1831,	Thos. Kenwick, ...	6th October, 1831,	Lemuel Pope, Jun., ...	200	
Russelltown, ...	L.C.	Montreal, ...	223	6th October, 1831,	Alex. McFee, ...	6th April, 1837, ...	Charles O'Connor, ...	200	
St. André, ...	do.	Quebec, ...	109	6th January, 1832,	Edouard Michaud, ...	6th Nov., 1831, ...	Joseph Heatherington, ...	200	
St. Andrews, ...	U.C.	Eastern, ...	269	6th April, 1830, ...	Dovald McDonald, ...	6th July, 1838, ...	John Edwards, ...	200	
St. Andrews, ...	L.C.	Montreal, ...	225	Previous to 1828,	W. G. Blanchard, ...	6th April, 1830, ...	William Barrett, ...	200	
St. Anne de la Perade, ...	do.	Three Rivers, ...	60	Ditto, ...	Pierre Antoine Dorion,	18th Dec., 1828,	Jean Baptiste Taché, ...	100	
St. Anne la Pevrière, ...	do.	Quebec, ...	74	6th July, 1831, ...	Remy Fizeu, ...	28th April, 1832,	Benjamin Levasseur, ...	50	
St. Anne bas de l'Isle, ...	do.	Montreal, ...	207	6th October, 1835,	Edw. McNaughton, ...	6th October, 1835,	Edward Thomas Jones, ...	200	
St. Antoine, ...	do.	Quebec, ...	25	6th July, 1831, ...	Jean Bte. Isains Noel,	6th October, 1835,	Thomas Booth, ...	200	
St. Catharines, ...	U.C.	Niagara, ...	638	Previous to 1828,	Wm. Hamilton Merritt,	5th July, 1828, ...	Lazare Lefevre, ...	200	John McWilson.
St. Césaire, ...	L.C.	Montreal, ...	213	Ditto, ...	W. U. Chaffers, ...	15th Aug., 1828,	Thomas Merritt, ...	200	
St. Charles, ...	do.	Ditto, ...	165	Ditto, ...	Peter Spink, ...	6th January, 1838,	P. L. Letourneaux, ...	200	
St. Croix, ...	do.	Quebec, ...	34	6th July, 1831, ...	Elie Godin, ...	6th July, 1831, ...	Isaiah Bunker, ...	100	
St. Denis, ...	do.	Montreal, ...	159	Previous to 1828,	Olivier Chamard, ...	6th August, 1838,	A. M. B. Deblois, ...	200	
St. Elizabeth, ...	do.	Ditto, ...	144	6th Nov., 1836, ...	G. E. Bull, ...	5th Nov., 1836, ...	Jean David Bourdages, ...	200	
St. Eustache, ...	do.	Ditto, ...	201	Previous to 1828,	David Mitchell, ...	6th April, 1836, ...	Xavier Lenoir, ...	200	Janet Mitchell.
St. Francis, ...	do.	Three Rivers, ...	123	5th July, 1831, ...	Ignace Gill, ...	6th July, 1833, ...	George Gordon, ...	100	
St. George, ...	U.C.	Gore, ...	625	6th October, 1835,	George Stanton, ...	6th October, 1835,	John Morris, ...	200	Samuel Stanton.
St. Hilaire, ...	L.C.	Montreal, ...	172	Previous to 1828,	J.B.R. Hertel de Rouville	6th July, 1828, ...	John Doby, ...	200	
St. Hyacinthe, ...	do.	Ditto, ...	179	6th October, 1828,	William Honey, ...	6th January, 1838,	Antoine Bazin, ...	200	
St. Jacques, ...	do.	Ditto, ...	171	6th October, 1835,	Joseph Dufresne, ...	6th October, 1835,	François Dupin, ...	200	

Appendix (F.) 26th March. (D.)

Table with columns: Post Offices, Province, District, Distance in miles from Quebec, When established, Deputy Post Masters, Date of Appointment, Sureties, Amount of salary, Assistants or Clerks.

Appendix (F.) 26th March. (D.)

Table with columns: Post Offices, Province, District, Distance in miles from Quebec, When established, Deputy Post Masters, Date of Appointment, Sureties, Amount of salary, Assistants or Clerks.

Appendix (F.)
26th March.
(1.)

Post Offices.	Province.	District.	Distance in miles from Quebec.	When established.	Deputy Post Masters.	Date of Appointment.	Sureties.	Amount, except when otherwise stated.	Assistants or Clerks.
Thorold, ...	U.C.	Niagara, ...	642	Previous to 1828, ...	Peter Keefer, ...	6th April, 1834, ...	James Black, ...	200	
Three Rivers, ...	L.C.	Three Rivers, ...	90	{ Oldest record, } { 7th April, 1800. }	John Robertson, ...	6th January, 1836, ...	Mathew Bell, ...	500	
Temiscouata, ...	do.	...	144	23rd Nov., 1839, ...	George Chapman, ...	23rd Nov., 1839, ...	Henry Davison, ...	200	{ F. Evatt, J. Thomson, } { John Armstrong. }
Toronto, ...	U.C.	Home, ...	556	{ Oldest record, } { 23rd July, 1801. }	Charles Berezy, ...	2nd April, 1838, ...	Francis Caldwell, ...	1000	
Trafalgar, ...	do.	Gore, ...	579	Previous to 1828, ...	Alexander Proudfoot, ...	5th July, 1828, ...	William Proudfoot, ...	200	
Trois Pistoles, ...	L.C.	Quebec, ...	146	6th January, 1832, ...	Felix Tétu, ...	6th Nov., 1831, ...	Louis Bertrand, ...	200	C. Bernier.
Tyreconnel, ...	U.C.	London, ...	729	6th Feb., 1837, ...	Joseph Patterson, ...	6th Feb., 1837, ...	Joshua Robber, ...	200	
Uxbridge, ...	do.	Home, ...	541	6th August, 1836, ...	Joseph Bascom, ...	6th August, 1836, ...	Ezekiel James, ...	200	
Vankleekhill, ...	do.	Ottawa, ...	248	6th July, 1831, ...	Neil Stuart, ...	6th July, 1831, ...	Thomas F. McCann, ...	200	
Varennes, ...	L.C.	Montreal, ...	182	Previous to 1828, ...	Joseph Marceneu, ...	19th Oct., 1838, ...	Charles Thomas Primeaux, ...	200	
Vaudreuil, ...	do.	Ditto, ...	210	6th October, 1835, ...	J. O. Bastien, ...	6th July, 1838, ...	Antoine Manseau, ...	200	
Vaughan, ...	U.C.	Home, ...	569	6th Nov., 1837, ...	Geo. Siegmund, ...	6th October, 1837, ...	Thomas Milburn, ...	200	
Verehères, ...	L.C.	Montreal, ...	175	Previous to 1828, ...	Joseph Dansereau, ...	5th July, 1829, ...	Paschal Chagnon, ...	200	
Victoria, ...	do.	St. Francis, ...	226	6th January, 1839, ...	Stephen Yarwood, ...	6th January, 1839, ...	Etiene Gauvreau, ...	200	
Vittoria, ...	U.C.	London, ...	690	6th April, 1836, ...	Thos. Jenkins, ...	6th April, 1836, ...	Charles Anderson, ...	200	Robert M. Jenkins.
Wallaceburgh, ...	do.	Ditto, ...	667	Previous to 1828, ...	Simpson McCall, ...	5th January, 1835, ...	Stephen H. Elliot, ...	200	Robert Hunter.
Walpole, ...	do.	Western, ...	782	6th Feb., 1837, ...	Lionel H. Johnston, ...	5th July, 1840, ...	Peter Wycoff Rasselye, ...	200	
Walsingham, ...	do.	Niagara, ...	677	6th April, 1836, ...	William Mudie, ...	12th June, 1838, ...	James Johnston, ...	200	
Warwick, ...	do.	London, ...	680	6th July, 1831, ...	Andrew McLennon, ...	5th July, 1834, ...	Robert Mowbray, ...	200	Robert Hunter.
Waterloo, ...	L.C.	Ditto, ...	737	6th Feb., 1837, ...	Chas. Richard Nixon, ...	6th October, 1838, ...	Alexander McLeod, ...	200	
Waterloo, ...	U.C.	Montreal, ...	239	6th April, 1836, ...	Hezekiah Robinson, ...	6th April, 1836, ...	Angus McLeod, ...	200	
Waterloo, ...	U.C.	Gore, ...	641	6th October, 1831, ...	Daniel Snyder, ...	6th October, 1831, ...	James Ellis, ...	200	Elij. Stewart Reynolds.

Wellington, ...	U.C.	Prince Edward, ...	429	6th April, 1830, ...	Archibald McPaul, ...	6th April, 1830, ...	Benjamin S. Cory, ...	200	
Wellington Square, ...	do.	Gore, ...	597	Previous to 1828, ...	Hiram Smith, ...	6th October, 1836, ...	James Thompson Lane, ...	200	
West Flamboro', ...	do.	Ditto, ...	611	6th April, 1840, ...	J. Brackenbridge Strathly, ...	5th April, 1840, ...	William Johnson Kerr, ...	200	
Westmeath, ...	do.	Bathurst, ...	382	6th May, 1837, ...	Caleb Strong Bellows, ...	6th May, 1837, ...	James Hamilton, ...	200	Esther M. Bellows.
Westminster, ...	do.	London, ...	701	6th January, 1840, ...	David McPherson, ...	6th January, 1840, ...	Noth Jackson, ...	200	
West Shefford, ...	L.C.	Montreal, ...	252	6th Feb., 1837, ...	Schuyler Johnson, ...	6th Feb., 1837, ...	Cyrenus Hall, ...	200	
Whitby, ...	U.C.	Home, ...	525	Previous to 1828, ...	Alexander McPherson, ...	6th April, 1839, ...	John D. Clark, ...	400	
Whitchall, ...	do.	Western, ...	769	6th Feb., 1837, ...	John White, ...	6th January, 1837, ...	Peter A. Wood, ...	200	{ Peter F. Loucks, } { James Ault. }
Williamsburg East, ...	do.	Eastern, ...	284	6th October, 1835, ...	Michael Pillar, ...	6th January, 1839, ...	Richard Loucks, Jun., ...	200	W. R. Corbeya.
Williamsburg West, ...	do.	Ditto, ...	288	6th July, 1830, ...	James Holden, ...	6th October, 1836, ...	Alfred Hooker, ...	200	
William Henry, ...	L.C.	Montreal, ...	140	Previous to 1828, ...	Edw. Langley Hayden, ...	5th July, 1828, ...	Francis Renoir, ...	200	
Williamstown, ...	U.C.	Eastern, ...	252	6th April, 1833, ...	Donald McNicol, ...	2nd April, 1833, ...	John Lanning, ...	200	
Wilmot, ...	do.	Gore, ...	647	6th May, 1837, ...	Robert Hays, ...	6th May, 1837, ...	John McGillivray, ...	200	
Wilton, ...	do.	Midland, ...	405	6th October, 1832, ...	Sydney Warner, ...	5th October, 1832, ...	David Thomson, ...	200	
Woodstock, ...	New Bk.	...	300	6th July, 1838, ...	Richard English, ...	1st Sept., 1838, ...	Thomas Rutledge, ...	300	James Grover.
Woodstock, ...	U.C.	London, ...	655	6th October, 1835, ...	Thos. Spunner Shortt, ...	6th October, 1835, ...	Francis Pruy, ...	200	{ H. Crawford Barwick, } { Ham. Merritt Carroll. }
Woolwich, ...	do.	Gore, ...	643	6th May, 1837, ...	John Davidson, ...	6th April, 1837, ...	Stephen Warner, ...	200	F. Dusseault.
Yamachiche, ...	L.C.	Three Rivers, ...	108	6th January, 1833, ...	Modeste Ritcher, ...	6th July, 1837, ...	Frederick Morehouse, ...	200	Emilie Phineas.
Yamaska, ...	do.	Ditto, ...	127	Previous to 1828, ...	Felix Hebert, ...	6th January, 1836, ...	Charles Jones, ...	200	OKill Jones.
Yonge, ...	U.C.	Johnstown, ...	333	6th January, 1839, ...	John Weatherhead, ...	27th Dec., 1832, ...	Paul Laffeur, ...	200	
York, ...	do.	Niagara, ...	623	6th April, 1836, ...	Alexander Scobie, ...	6th October, 1837, ...	James Barwick, ...	200	
York Mills, ...	do.	Home, ...	562	6th January, 1836, ...	William Hamilton, ...	6th October, 1839, ...	John Shortt, ...	200	
Zone Mills, ...	do.	Western, ...	764	6th January, 1840, ...	George Pigeon Kerby, ...	5th January, 1840, ...	Absalom Shade, ...	200	

GENERAL POST OFFICE, Quebec, January, 1841.

T. A. STAYNER, D. P. M. G.

Appendix (F.)
26th March.
(1.)

Appendix
(F.)

No. 17.

Appendix
(F.)

26th March.

GENERAL POST OFFICE,
Montreal, 26th Jan. 1841.

26th March.

(D.) No. 17.
Vid. Infr.—

(D.)

No. 18.

SIR,—I have the honor to lay before the Commissioners, a return of all Post Offices established by me in the Canadas within the last three years, (up to 5th July, 1840,) with a return of the applications for new Offices, which have been refused during that period, and the grounds of refusal, &c. as required by the Commission. And in reference to the desire of the Commission, as expressed in No. 9 of the requisition upon Mr. Howe, I beg to state that the form of application required by me for new Offices is as follows:—The inhabitants of the place where the Post Office is needed, address me by Memorial or Letter, stating their want, and recommending a person as Post Master; the merits of the application are then enquired into by the Surveyor, who visits the place indicated for the Office, ascertains the fitness of the individual nominated as Post Master, and reports the result of his investigation to me. By this report I am in most cases governed; but I beg to observe that the question of creating a new Post Office, or changing a Post route, or increasing the travel of the Mail upon a line of post, frequently involves a necessity for much research and correspondence, and that there is no branch of my duty which calls more forcibly for the exercise of the best judgment I can command than this.

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

T. A. STAYNER,
Deputy Post Master General.

C. Dunkin, Esq., &c. &c. &c.

Return.
Post Offices
established
during three
years ended
5th July, 1840.

A RETURN of all the Post Offices erected in the Provinces of Upper and Lower Canada and in that part of New Brunswick under my immediate charge, within the three years ending the 5th July, 1840.

6th July, 1837,	Ste. Scholastique.....	L. C.	6th July, 1839,	McNab.....	U. C.
	Campbelltown.....	N. B.		Merses.....	do.
6th Aug. 1837,	Madawaska.....	do.	6th Oct. 1839,	Maskinongé.....	L. C.
	Bond Head.....	U. C.		Burrit's Rapids.....	U. C.
6th Nov. 1837,	Flos.....	do.	6th Feb. 1840,	Caledon.....	do.
	Otterville.....	do.		Elora.....	do.
6th Aug. 1838,	Clarendon.....	do.	6th April, 1840.	Eramosa.....	do.
	Eidon.....	do.		Erin.....	do.
6th Sept. 1838,	Vaughan.....	do.	6th May, 1840,	Mono Mills.....	do.
	Penelon Falls.....	do.		Nanticoke.....	do.
6th Jan. 1839,	Frankford.....	do.	5th July, 1840,	Temiscouata.....	L. C.
	Osgoode.....	do.		Nasngiweya.....	U. C.
6th July, 1839,	Plantagenet.....	do.	6th April, 1840.	Thamesville.....	do.
	Point Abino.....	do.		Westminster.....	do.
6th Aug. 1839,	St. Andrews.....	do.	6th May, 1840,	Zone Mills.....	do.
	St. Denis.....	L. C.		Jordan.....	do.
6th Sept. 1839,	Robinson.....	do.	6th May, 1840,	Oakland.....	do.
	Victoria.....	do.		West Flamboro'.....	do.
6th Oct. 1839,	Mill Creek.....	U. C.	6th May, 1840,	Ayr.....	do.
	Seneca.....	do.		Moulinette.....	do.
6th Nov. 1839,	East Williamsburg.....	do.	6th May, 1840,	Bradford.....	do.
				North Augusta.....	do.

The above (43) are all the New Offices created within the last three years. That the number is so small must be ascribed to the check brought upon the affairs of the Provinces, generally, by the outbreaks in 1837-38 and 1838-39.—As a proof of this, it will be only necessary to cite the fact that in the two years preceding the above period, no less than One Hundred and Thirty-four new Offices were established and placed in successful operation.

T. A. STAYNER, D. P. M. G.

General Post Office,
Montreal, 26th Jan. 1841. }

Appendix (F.)

No. 18.

Appendix (F.)

26th March.

A RETURN of the applications for New Offices which have been Refused during the three years ended the 5th July, 1840, with the grounds for such Refusal.

26th March.

(D.)

(D.) No. 18.

Name of Person applying for New Post Office, and date of Application.	Place.	The Reasons for not granting the Application.
James Read Esq., and other Inhabitants of the settlement. 1st Jan. 1839.	South West River Bridge, Ste. Marie de Monnoir, District of Montreal, Lower Canada.	Refused until the projected improvements on the Road leading from St. Césaire through this settlement to St. Johns are completed:—the correspondence of the place could not be expected to defray more than a fourth of the expense of serving it as an independent bye-Route.
Hiram Cotton, Esq. and other Inhabitants of the Township. Date not known.	Litchfield, On the Ottawa, District of Montreal, Lower Canada.	Because in the present state of the Litchfield Road, the expense of supplying an Office in this Township would exceed, in an unreasonable proportion, the correspondence to be accommodated.
Mr. Thomas Quilliam. 12th March, 1839.	St. Rémi, District of Montreal, Lower Canada.	In consequence of the paucity of correspondence, and the impossibility of finding any one who would correctly discharge the duty of Post Master—it having for the latter reason chiefly, been already found necessary twice to close the Office.
J. B. Aylesworth, Esq. 20th May, 1839.	Newburg, Camden East, Midland District, Upper Canada.	Because this location is in too close proximity to an established Office, being only distant two and a half miles from Camden East, without possessing any of the peculiar claims to consideration which have in some instances induced me to waive objections of a somewhat similar character.
Stephen Payment, Esq. September, 1839.	Sto. Geneviève, District of Montreal, Lower Canada.	An Office was in operation in this place in the years 1836 and 1837, but during that time the correspondence was so insignificant, not averaging more than 8s. a quarter, that I declined to accede to this application for its re-establishment, and with less hesitation, as the village is distant but five miles from the Pointe Claire Office.
Adiel Sherwood, Esq. 16th March, 1840.	Easton's Corner, Johnstown District, Upper Canada.	This settlement was not deemed to be sufficiently advanced to require a separate Post Office, having already the advantage of Post accommodation in tolerable proximity, viz.—at Kilmarnock, distant five miles, and Merrickville, seven miles.

Return Applications for New Offices refused during three years ended 5th July, 1840.

It may be proper to mention that besides the above, about Twenty-four other Applications for New Offices from both Provinces, have been received by me, some of which will be acceded to as soon as the Post Office Surveyor can be spared from other important duties to superintend their erection. The remainder are under consideration.

T. A. STAYNER, D. P. M. G.

General Post Office, }
Montreal, 26th July, 1841. }

No. 19.

No. 19.

SUPPLEMENTARY RETURN of Post Offices established in the year ending 6th July, 1841.

Name of Office.	District.	Name of Post Master.
Bradford.....	Home.....	John Peacock.
North Augusta.....	Johnstown.....	James Ross.
Reach.....	Home.....	James Leitch.
Waterdown.....	Gore.....	John Barnard.
Dercham.....	London.....	Benjamin Van Norman.
Innisfil.....	Home.....	Benjamin Ross.
Sharon.....	Home.....	John Hogaboom.
Williamsburg North.....	Eastern.....	Walter Bell.
Adjala.....	Home.....	James Hart.
Arnprior.....	Bathurst.....	Isaac Gregory.
King.....	Home.....	Donald McCallum.
Moria.....	Victoria.....	William Mallett.
Halmer.....	Home.....	John Little.
Nottawasaga.....	Home.....	Angus Campbell.
Sandy Hill.....	Home.....	Henry Yeoman.
St. Vincent.....	Home.....	Wm. Stephenson.
Sunnidale.....	Home.....	Alexander Gillespie.
Sparta.....	London.....	Duncan Wilson.
Chatham.....	Montreal.....	Lemuel Cushing.
Pointe à Cavagnol.....	Montreal.....	P. T. C. Desclermiers.
St. Michel.....	Quebec.....	Michel Bacquet.

Return Post Offices established during year ended 5th July, 1841.

T. A. STAYNER, D. P. M. G.

General Post Office, }
Kingston, 8th July, 1841. }

Appendix
(F.)
26th March.
(D.)

No. 20.

Appendix
(F.)
26th March.
(D.)

A RETURN, showing the Amount of Revenue as composed of the several Items of Unpaid Received, Paid Sent, Way Letter and Ship Letter Postage; and also the Amount of Mis-directed, Forwarded, and Dead Letter Postage accruing at each Office in the Canadas, for the year ended 5th July, 1838.

Towns.	Gross.	Amount of Mis-directed, forwarded, &c.	Net.	Towns.	Gross.	Amount of Mis-directed forwarded, &c.	Net.
	£ s. d.	£ s. d.	£ s. d.		£ s. d.	£ s. d.	£ s. d.
Abbotsford,	12 9 2h	1 2 3h	11 6 11	Daillebout,	10 11 9	0 11 5	10 0 4
Adelaide,	42 2 2	16 16 8	25 5 6	Danville,	33 15 7	2 2 9h	31 12 9h
Adolphustown,	20 4 11	4 7 8	15 17 3	Darlington,	94 12 11	9 6 11	85 6 0
Albion,	18 2 8h	8 8 9	9 13 11h	Dawn Mills,	19 17 1h	2 3 10h	17 13 3
Aldboro,	14 5 7h	1 3 7	13 2 0h	Delaware,	51 17 1	9 4 5h	42 12 7h
Alexandria,	27 14 10	3 5 8h	24 9 1h	Demorestville,	34 12 9	9 16 5h	24 16 3h
Allen's Mills,	7 18 4h	0 13 6	7 4 10h	Deschambault,	10 13 7h	0 0 9	10 12 10h
Ameliasburg,	12 8 10	1 12 2	10 16 8	Dewittville,	7 18 5	0 12 5	7 5 11h
Amherstburg,	268 13 1	22 18 10h	245 14 2h	Drummondville, L. C. ...	32 17 5	4 3 3	28 14 2
Amiens,	11 6 9h	2 3 7	9 3 2h	Drummondville, U. C. ...	158 10 11	21 3 2	137 7 9
Ancaster,	99 7 9	15 8 4h	83 19 4h	Dundas,	280 1 8	31 6 4h	248 15 3h
Asphodel,	4 7 10	0 5 7h	4 2 2h	Dundee,	15 7 8	1 0 0h	14 7 7h
Aylmer, L. C.	39 6 11h	3 10 0	35 16 11h	Dunham,	26 13 4	5 7 7h	21 5 8h
Aylmer, U. C.	41 19 0h	9 13 5h	32 5 7	Dunnville,	102 6 11h	13 2 9h	89 4 2
Babyville,	13 15 10h	2 7 1h	11 8 9	Durham,	26 3 10	1 16 11h	24 6 10h
Barnston,	14 3 8	1 5 10	12 17 10	East Farnham,	6 19 5	0 11 10h	6 7 6h
Barrie,	62 7 3h	17 13 0	44 14 3h	Eastville,	0 7 11	0 0 0	0 7 11
Bath,	99 11 6	11 1 11h	88 9 6h	East Williamsburg,	36 15 7	5 9 8	31 5 11
Batiscan,	13 14 3h	0 17 5	12 16 10h	Eaton,	35 8 7h	4 1 3h	31 7 3
Bayham,	30 4 10h	13 19 11	16 4 11h	Edwardsburg,	12 15 3	2 7 5h	10 7 9h
Beachville,	47 2 9	8 4 6h	38 18 2h	Ekfried,	13 18 3	1 13 9h	12 4 5h
Beamsville,	46 5 2h	4 10 10h	41 14 4	Eldon,	3 3 5	0 5 0	2 18 5
Beauharnois,	30 0 7h	4 0 3h	26 0 4	Emboro,	42 9 1	9 16 0h	32 13 0h
Beaverton,	20 11 1h	3 2 11h	17 8 2	Emily,	23 4 0	5 2 7h	18 1 4h
Bécancour,	6 6 1	0 8 1	5 18 0	Erieus,	16 5 11	1 7 3h	14 18 7h
Bedford,	28 0 10	2 13 11	25 5 11	Errol,	15 4 4	0 13 9	14 10 7
Belleville,	391 12 5	41 16 8	349 15 9	Esquesing,	44 2 3	6 19 7h	37 2 7h
Berthier,	124 2 2h	12 6 7h	111 15 7	Etobicoke,	8 19 9	1 9 6h	7 10 2h
Beverly,	70 3 1	28 1 6	42 1 7	Farmersville,	22 17 11	8 3 4h	14 14 6h
Bloomfield,	11 7 2h	0 17 5h	10 9 9	Fergus,	49 19 10h	3 15 10h	46 4 0
Bolton,	9 13 8h	2 17 5	6 16 3h	Fitzroy Harbour,	74 11 8h	17 10 7	57 1 1h
Bond Head,	16 4 10	1 8 2h	14 16 7h	Flos,	6 8 10	0 17 8	5 11 2
Boucherville,	6 6 1h	0 0 0	6 6 1h	Port Erie,	104 11 11h	9 6 1	95 5 10h
Brantford,	388 6 18h	33 4 4h	355 2 6	Frampton,	14 7 0	1 9 9h	12 17 2h
Brighton,	37 11 9	2 16 5h	34 15 3h	Frankford,	1 19 10	0 0 0	1 19 10
Brock,	14 11 10	1 16 0	12 15 10	Franktown,	22 6 4h	1 17 10	20 8 6h
Brockville,	427 16 5h	36 14 7	391 1 10h	Fredericksburg,	21 2 3	6 1 5	15 0 10
Brome,	12 19 9h	1 13 5	11 6 4h	Frelighsburg,	18 12 3	2 5 4	16 6 11
Brompton,	14 9 9	3 7 2h	11 2 6h	Frost Village,	20 14 5	5 4 5	15 10 0
Brougham,	13 3 1	0 16 0h	12 7 0h	Galt,	148 5 10	33 19 3h	114 6 6h
Buckingham,	49 19 6h	1 16 11	48 2 7h	Gananoque,	52 15 1	5 1 2h	47 13 10h
Burford,	59 9 11h	14 5 0h	45 4 11	Gaspé Basin,	28 0 4	6 10 10h	21 9 5h
Bytown,	868 3 8	125 1 0h	743 2 7h	Gentilly,	3 13 4h	0 4 2	3 9 2h
Cacana,	7 11 0	1 17 1	5 13 11	Georgeville,	13 3 8h	1 9 7h	11 14 1
Caledonia,	14 19 7h	2 9 11h	12 9 8	Georgina,	23 16 1h	5 2 4	18 13 9h
Campbelltown,	5 18 9h	0 10 8	5 8 1h	Goderich,	192 19 5	22 7 2	170 12 3h
Camden East,	27 0 10h	3 14 9h	23 6 1	Gosfield,	13 18 2	1 18 2	11 19 11h
Camden West,	23 10 2h	2 2 9	21 7 5h	Granby,	26 10 4h	2 1 6h	25 8 10h
Canboro,	5 13 9	0 18 2	4 15 7	Grand Falls,	29 7 1h	4 17 1h	24 10 0
Cape Cove,	6 14 8	5 19 5h	5 15 2h	Grenville,	56 6 2	4 7 3h	51 18 10h
Cap Santé,	15 0 0h	0 0 0	15 0 0h	Grimby,	46 13 6h	6 9 8	40 3 10h
Carlton, Bay Chaleurs,	67 10 0h	40 2 6	27 7 6h	Grondures,	4 16 9	0 2 5h	4 14 3h
Carleton Place,	47 1 8	5 4 6h	41 17 2	Guelph,	219 14 3h	39 14 3	180 0 0h
Cascades,	8 15 10h	0 19 2h	7 16 8	Halldimand,	79 12 6h	8 14 8	70 17 10h
Castleford,	33 8 9h	8 17 0	24 11 9h	Hamilton,	806 9 3	92 11 9	713 17 6
Cavan,	48 15 4	11 8 2	37 7 2	Hatley,	34 1 7h	3 19 11h	30 1 8
Cedars,	10 0 5	0 19 6h	9 0 10h	Hawkesbury,	68 12 1	8 9 8	60 2 5
Chambly,	186 8 3h	13 9 8	167 18 7	Hemmingford,	22 13 6	3 12 3	19 1 3
Champlain,	10 1 8h	0 16 3h	9 5 5	Henryville,	25 1 5	3 1 5	22 0 0
Chateauguay,	20 7 1	9 4 10h	11 2 2h	Heresford,	0 7 3	0 0 0	0 7 3
Chateau Richer,	3 8 6	0 6 9	3 1 9	Hillicr,	30 18 7	7 3 3h	23 15 3h
Chatham,	95 1 2	20 5 4	74 15 9h	Holland Landing,	75 14 8	20 17 5	54 13 3
Chelsea,	5 8 0	0 16 3h	4 11 8h	Hope,	10 16 8h	2 3 7h	8 12 8
Chingacousey,	42 11 11h	12 3 5	30 8 6h	Howard,	28 14 6	3 0 11	25 13 7
Chippawa,	171 7 3h	26 10 7	144 16 8h	Hull,	60 12 8	8 7 1	52 5 7
Churchville, L. C.	13 17 0	1 16 9h	12 0 2h	Huntingdon,	67 0 3h	8 0 8h	58 19 7
Churchville, U. C.	9 6 0	0 12 8	8 3 4	Huntley,	13 17 4h	1 19 11h	11 18 3
Clarenceville,	13 8 10h	1 6 6h	12 2 4	Industry,	13 5 11	3 9 1	9 16 10
Clarendon,	11 6 7h	0 0 0	11 6 7h	Inverness,	16 15 9	2 11 1	14 4 8
Clarke,	49 7 6	11 3 9	38 3 9	Isle aux Noix,	41 10 10	3 18 9	37 12 1
Clearville,	12 13 0	1 16 4	10 16 8	Isle Verte,	11 3 9	0 6 2	10 17 7
Cohourg,	455 0 5	37 6 8	417 13 9	Kamouraska,	18 9 4	0 0 0	18 9 4
Colborne,	68 11 2	5 5 5	63 5 9	Katesville,	12 14 9	0 15 10h	11 18 10h
Colchester,	15 2 1h	0 17 7	14 4 6h	Kemptville,	60 9 1	6 19 1h	53 9 11h
Coldwater,	19 6 6	2 11 4	16 15 2	Keswick,	8 6 7	0 8 7h	7 17 11h
Compton,	42 19 0h	2 16 7	40 2 5h	Kilmarnock,	9 4 6h	0 14 3h	8 10 3
Consecon,	42 17 2h	5 14 1h	37 3 1	Kingsey,	23 4 4	0 18 11	2 5 5
Cooksville,	37 3 1	13 19 0h	23 4 0h	Kingston,	1404 0 3	136 14 0h	1267 6 2h
Cornwall,	395 13 5	59 17 4	335 16 1	Kitley,	31 11 2h	5 16 7	25 14 7h
Coteau du Lac,	78 14 3	4 8 6	74 5 9	La Baie,	30 0 5	2 9 4h	27 11 0h
Credit,	50 1 5	10 8 1	39 13 4	La Beauce,	40 3 11h	5 11 2h	34 12 9

* NOTE.—The letter h denotes the fraction 1/4.

Appendix (F.)

A RETURN, shewing the Amount of Revenue, &c.,—(Continued.)

Appendix (F.)

26th March. (D.)

26th March. (D.)

Towns.	Gross.	Amount of Mis-directed, forwarded, &c.	Net.	Towns.	Gross.	Amount of Mis-directed, forwarded, &c.	Net.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
L'Acadie,.....	43 5 7h	7 10 11	35 14 8h	Port Colborne,.....	16 5 2h	1 8 7	14 16 7h
La Chine,.....	53 0 6h	6 16 3	46 4 3h	Port Dalhousie,.....	3 11 11	0 19 4	2 12 7
La Chute,.....	50 19 5h	4 6 4	46 13 1h	Port Dover,.....	45 15 6	10 5 8h	35 9 9h
La Colle,.....	24 8 5h	2 12 9h	21 15 8	Port Hope,.....	259 19 7	39 8 9h	220 10 9h
Lanark,.....	47 3 10h	5 0 11h	42 2 11	Portland,.....	12 3 3h	3 0 0	9 3 3h
Lancaster,.....	60 0 2h	17 4 5h	42 15 9	Port Neuf,.....	9 19 4h	0 0 0	9 19 4h
Laprairie,.....	76 11 9h	18 12 3h	57 19 6	Port Robinson,.....	16 5 7	2 10 8	13 14 11
L'Assomption,.....	36 7 11	8 0 1	28 7 10	Port St. Francis,.....	14 4 1	2 7 3	11 16 10
Leeds,.....	23 17 0	3 19 7h	19 17 4h	Port Sarnia,.....	52 0 1h	4 8 7	47 11 6h
Lennoxville,.....	47 12 5	2 13 3h	44 19 1h	Port Stanley,.....	33 1 7	6 4 8	26 16 11
Les Eboulemens,.....	6 8 4h	0 14 2h	5 14 2	Port Talbot,.....	21 3 10h	9 8 10h	11 14 11h
Lindsay,.....	24 7 0h	1 10 5	22 16 7h	Port Trent,.....	142 9 3	18 9 0	124 0 3
L'Islet,.....	10 10 4	0 15 1	9 15 3	Potton,.....	4 16 1	3 4 9	1 11 3h
Lochaber,.....	8 14 11h	0 12 2h	8 2 9	Prescott,.....	249 11 10	50 11 2h	199 0 8
Lloyd Town,.....	27 18 2h	7 4 6	20 13 8h	Preston,.....	60 16 11	4 4 0h	56 12 11
Lochiel,.....	23 0 0h	1 11 5h	21 8 7	Princeton,.....	17 12 7	3 17 6	13 15 1
London,.....	605 6 9	76 8 4	528 18 5	Quebec,.....	9775 5 1	3031 4 1h	6744 0 11h
Longueil,.....	10 11 4	1 17 2	8 14 2	Queenston,.....	120 13 6	44 5 6	76 8 0
L'Orignal,.....	91 1 11h	9 18 3	81 3 8h	Raleigh,.....	209 3 5h	42 2 7	167 0 10h
Lotbinière,.....	13 15 0h	1 18 7	11 16 5	Ramsay,.....	48 16 4h	4 11 11h	44 4 5
Loughboro,.....	15 6 5h	1 10 5	13 16 0h	Rawdon, L. C.....	19 3 0h	0 19 5	18 3 7h
Lyndhurst,.....	10 1 11h	1 0 1	9 1 10h	Rawdon, U. C.....	24 18 5h	4 5 11	20 12 6h
M'Gillivray,.....	12 7 1	1 18 6	10 8 7	Richmond, L. C.....	55 7 7h	11 3 7	24 4 0h
M'Killop,.....	19 2 9	5 17 10	13 4 11	Richmond, U. C.....	74 3 8h	19 10 1h	54 13 7
Madawaska,.....	9 7 6h	0 19 8	8 7 10h	Richmond Hill,.....	43 9 9h	8 16 1	34 13 8h
Madoc,.....	7 0 6h	1 5 9	5 14 9h	Rigaud,.....	17 11 5h	1 11 1	16 0 4h
Maidstone,.....	2 15 9	0 9 4h	2 6 4h	Rimouski,.....	38 5 0h	6 13 5	31 11 7h
Maitland,.....	26 0 4h	4 3 10h	21 16 6	Rivière du Loup,.....	78 0 7h	5 17 8h	72 2 11
Manningville,.....	3 13 11	0 0 4h	3 13 6h	Rivière du Loup enbas,.....	27 12 2h	1 14 0h	25 18 2
March,.....	26 6 8	3 1 3h	23 5 4h	Rivière Ouelle,.....	18 19 2h	0 0 0	18 19 2h
Mariposa,.....	8 13 2	1 4 4	7 8 10	Robinson,.....	4 6 4	1 1 10	3 4 6
Markham,.....	51 6 2h	14 7 11h	36 18 3	Romney,.....	10 4 5	0 11 10h	9 12 6h
Marmora,.....	4 18 4	1 1 6	3 16 10	Russelltown,.....	7 5 7	0 13 6	6 12 1
Marshville,.....	7 16 9	2 9 8h	5 7 0h	St. André,.....	72 10 10	19 6 2	53 4 8
Martintown,.....	44 19 11h	6 9 10h	38 10 1	St. Andrews, L. C.....	5 8 6h	2 3 5	3 5 1h
Maltilda,.....	44 2 11	8 9 9h	35 13 1h	St. Andrews, U. C.....	7 5 6	1 2 11h	6 2 6h
Melbourne,.....	83 11 9h	7 17 5	75 14 4h	Stc. Anne de la Perade,.....	25 13 6	5 3 5h	20 10 0h
Merrickville,.....	58 14 7	7 2 3h	51 12 3h	Stc. Anne la Pocatière,.....	7 19 0	0 0 0	7 19 0
Mersea,.....	8 12 4h	1 0 11	7 11 5h	St. Antoine,.....	3 12 4h	0 18 3	2 14 1h
Metis,.....	11 15 5h	1 7 2h	10 8 3	St. Benoit,.....	4 10 5	1 0 11	3 9 6
Middleton,.....	13 11 6h	1 18 0h	11 13 6	St. Catherines,.....	293 3 4	26 1 9	267 1 7
Milford,.....	11 10 9	5 11 8h	5 19 0h	St. Césaré,.....	18 19 6	1 3 3h	17 16 2
Milton,.....	13 16 0h	1 14 10	12 1 2h	St. Charles,.....	26 3 0	4 11 7h	21 11 4h
Mohawk,.....	37 0 10	8 1 3	28 19 7	St. Croix,.....	5 12 0	0 14 10	4 17 2h
Montreal,.....	5466 9 10h	671 2 7h	4795 7 3	St. Denis,.....	0 14 9	0 0 0h	0 14 9
Moore,.....	26 18 10	3 10 3	23 8 7	St. Elizabeth,.....	13 4 3	1 5 1h	11 19 1
Mosa,.....	25 16 11h	2 1 6	23 15 5h	St. Francis,.....	34 12 3	2 16 7h	31 15 7h
Moulinette,.....	66 10 1	18 0 10h	48 9 2h	St. Geneviève,.....	1 4 1h	0 7 6h	0 16 7h
Murray,.....	43 10 10h	10 7 1h	33 3 9	St. George,.....	37 3 11h	2 7 2h	34 16 9
Murray Bay,.....	19 12 0	1 18 2h	17 13 9h	St. Giles,.....	5 9 4	3 6 1	2 3 3
Napanee,.....	121 6 10	12 19 2h	108 7 7h	St. Gregoire,.....	3 7 2h	0 12 6	2 14 8h
Napierville,.....	24 15 0h	2 0 6	22 14 6h	St. Hilaire,.....	17 13 7h	2 14 4	14 19 3h
Nelson,.....	87 5 9	18 16 6	68 9 3	St. Ilyacinthe,.....	36 9 7h	2 14 1	33 15 6h
Newboro,.....	23 12 5	1 12 8	21 19 9	St. Jacques,.....	9 11 10	0 18 8	8 13 2
New Glasgow,.....	27 4 0h	2 6 10	24 17 2h	St. Jean Port Joli,.....	7 6 2	0 0 0	7 6 2
New Ireland,.....	7 4 9h	2 1 11	5 2 10h	St. Johns, L. C.....	121 19 4h	16 4 3	105 15 1h
Newmarket,.....	123 4 7	23 0 8h	100 3 10h	St. Johns, U. C.....	17 14 6	4 18 10h	12 15 7h
Niagara,.....	388 17 6h	48 3 4	340 14 2h	St. Laurent,.....	5 0 0	0 3 7h	4 16 4h
Nicolet,.....	46 14 8h	2 15 8h	43 19 0	St. Luc,.....	4 11 0	0 3 11h	4 7 0h
North Georgetown,.....	21 17 5h	3 1 10	18 15 7h	St. Luce,.....	3 17 11	0 2 3	3 15 8
North Port,.....	9 12 3h	1 6 10	8 5 5h	Stc. Marie de Monnoir,.....	10 18 5	1 16 3	9 2 2h
Norton Creek,.....	14 11 1	2 5 5	12 5 8	St. Martin,.....	6 7 10h	1 2 10h	5 5 0
Norval,.....	13 17 0h	0 5 1h	13 11 11	Stc. Martine,.....	12 2 0	1 8 8h	10 13 3h
Norwich,.....	39 10 6h	6 9 4h	33 1 2	St. Mathias,.....	7 18 7	1 5 9h	6 12 9h
Oakville,.....	55 4 9	5 13 10	49 10 11	St. Nicholas,.....	5 11 4	1 9 4h	4 1 11h
Orillia,.....	44 1 3	5 19 5	38 1 10	St. Ours,.....	31 8 7	3 19 5h	27 9 1h
Orinstown,.....	17 16 9	0 17 8	16 19 1	St. Paul's Bay,.....	12 0 11	1 8 5h	10 12 5h
Oro,.....	20 6 8h	3 12 9	16 13 11h	St. Pie,.....	8 17 9	0 4 2h	8 13 7
Osnabrock,.....	80 4 3	6 7 4	73 16 11h	St. Pierre des Bécquets,.....	14 15 7h	1 3 8	13 11 11
Otonabee,.....	28 6 11	5 15 2	22 11 9	St. Roch des Aulnais,.....	5 0 8	0 0 0h	5 0 8
Otterville,.....	14 13 9h	1 6 11h	13 6 10	St. Roch l'Achigan,.....	7 18 5h	1 6 8h	6 11 9
Oxford,.....	146 16 3h	53 8 1	93 8 2h	St. Stanislaus,.....	6 12 5h	0 0 0	6 12 5h
Pakenham,.....	43 6 8	2 9 4	40 17 4	St. Sylvester,.....	25 0 6	2 19 9h	22 0 8h
Palermo,.....	20 1 0	1 7 0h	18 13 11h	St. Thérèse,.....	6 13 5h	0 17 11h	5 15 6
Paris,.....	31 9 10	12 14 1	68 15 9	St. Thomas, L. C.....	10 3 9	0 0 0	10 3 9
Penetanguishene,.....	309 9 3h	10 15 6h	298 13 9	St. Thomas, U. C.....	249 12 2	26 13 17	222 19 0h
Percé,.....	18 7 2	3 13 8	14 13 6	St. Vincent de Paul,.....	3 14 4h	0 9 7	3 4 9h
Percy,.....	18 15 9	2 5 0	16 10 9	Sandwich,.....	282 8 4	24 13 3h	257 15 0h
Perth,.....	339 16 10	30 13 7	309 3 3	Scarboro,.....	25 9 1	3 0 4	22 8 9
Peterboro,.....	310 7 8h	57 6 8	253 1 9h	Seymour East,.....	34 12 10	10 17 8	10 15 2
Petite Nation,.....	34 7 8h	3 3 6h	31 4 2	Seymour West,.....	60 13 2	18 3 6	18 9 8
Philipsburg,.....	23 9 2h	6 17 3	16 11 11h	Shannonville,.....	19 6 11h	5 9 7	5 17 4h
Pickering,.....	62 16 0h	21 3 3h	41 12 9	Sheffield,.....	14 13 10h	4 3 0h	4 10 10
Pictou,.....	228 2 3h	32 11 10h	195 10 5	Sherrbrooke,.....	146 7 8h	19 17 3h	126 10 5
Point Claire,.....	3 12 0h	0 0 0	3 12 0h	Sidney,.....	4 10 7	2 1 0	2 9 7
Point St. Peter,.....	10 15 6	2 10 0h	8 5 5h	Simcoe,.....	138 14 1	21 3 3h	21 10 9h
Port Burwell,.....	29 7 11	4 4 4h	25 3 6h	Smith's Falls,.....	75 9 4	6 4 3h	6 5 0h

Appendix (F.)

A RETURN, shewing the amount of Revenue, &c.—(Continued.)

Appendix (F.)

26th March. (D.)

Towns.	Gross.	Amount of Mis-directed, forwarded, &c.	Net.	Towns.	Gross.	Amount of Mis-directed, forwarded, &c.	Net.
	£ s. d.	£ s. d.	£ s. d.		£ s. d.	£ s. d.	£ s. d.
Smithville,.....	16 7 2	3 4 3	13 2 11	Vittoria,.....	88 9 1h	24 19 1h	63 10 0
South Gower,.....	12 12 4h	2 0 7	10 11 9h	Wallacburgh,.....	5 18 11	0 9 1h	5 9 9h
South Potton,.....	4 6 1h	0 11 0h	3 15 1	Walpole,.....	21 7 10h	1 14 5	19 13 5h
Stanbridge East,.....	18 12 8	5 18 11h	12 13 8h	Walsingham,.....	20 7 0h	2 3 8h	18 3 4
Stanley's Mills,.....	41 15 8h	9 1 4	32 14 4h	Warwick,.....	21 13 11	3 5 4	18 8 7
Stanstead,.....	53 11 1	9 3 4h	44 7 8h	Waterford,.....	15 3 6h	1 8 0h	13 15 6
Stoney Creek,.....	33 18 6h	7 4 9h	28 13 9	Waterloo, L. C.,.....	15 13 2h	1 6 11h	14 6 3
Stratford,.....	33 7 11	9 12 9	23 15 2	Waterloo, U. C.,.....	55 0 5	29 1 11h	34 18 5h
Streetsville,.....	80 12 6	5 8 11	75 3 7	Wellington,.....	33 14 7	5 6 6h	28 8 0h
Stukely,.....	9 1 0	0 6 4h	8 14 7h	Wellington Square,.....	27 9 1h	4 3 5	23 5 8h
Sutton,.....	6 11 5h	1 9 7	5 1 10h	Westmeath,.....	17 15 5	2 18 4h	14 17 0h
Terrebonne,.....	29 14 7	3 2 5h	26 12 1h	West Shefford,.....	4 1 7	0 2 0	3 19 7
Thornhill,.....	82 10 1	23 16 3	58 13 1h	West Williamsburg,.....	44 8 11h	9 16 10h	34 12 1
Thorold,.....	42 9 10h	8 10 1	33 19 9h	Whitby,.....	203 9 0h	16 7 11h	187 1 1
Three Rivers,.....	268 2 0h	21 19 0h	246 3 0	William Henry,.....	216 0 3	13 3 7h	202 16 7h
Toronto,.....	4979 15 4h	333 17 7h	4596 17 9	Williamstown,.....	63 0 4	8 9 2h	54 11 1h
Trafalgar,.....	56 16 0	19 5 4h	37 10 7h	Wilmot,.....	9 17 9	0 9 8h	9 8 0h
Trois Pistoles,.....	-11 12 11	0 7 4	11 5 7	Wilton,.....	9 17 2	1 8 4	8 8 10
Tyrconnel,.....	9 10 10h	0 14 2h	8 16 8	Woodstock, U. C.,.....	208 10 4h	18 8 3	190 2 1h
Uxbridge,.....	6 0 6h	0 10 3h	5 10 3	Woolwich,.....	15 14 7	2 14 10	12 19 9
Vankleekhill,.....	20 15 9	1 18 10	19 13 11	Yamachiche,.....	12 17 2	2 0 7	17 16 7
Varenes,.....	14 15 1	1 18 10h	12 16 2h	Yamaska,.....	26 13 7h	4 6 0	22 7 7h
Vaudreuil,.....	4 19 9h	0 7 8	4 12 1h	Yonge,.....	25 5 9h	7 7 3	17 18 6h
Vaughan,.....	16 1 8	8 9 7	12 12 1	York,.....	71 13 4	14 2 1	57 11 3
Verchères,.....	8 15 9h	0 0 0	8 15 9h	York Mills,.....	45 18 6	7 11 3h	38 7 2h
Vienna,.....	33 15 9h	4 9 11	29 5 10h				

No. 21.

A RETURN, shewing the amount of Revenue as composed of the several Items of Unpaid Received, Paid Sent, Way Letter and Ship Letter Postage; and also the amount of Mis-directed, Forwarded, and Dead Letter Postage accruing at each Office in the Canadas, for the year ended 5th July, 1839.

Towns.	Gross.	Amount of Mis-directed, forwarded, &c.	Net.	Towns.	Gross.	Amount of Mis-directed, forwarded, &c.	Net.
	£ s. d.	£ s. d.	£ s. d.		£ s. d.	£ s. d.	£ s. d.
Abbotsford,.....	10 0 7h	0 12 8h	9 7 11	Calcedonia,.....	12 9 2	2 11 11	9 17 3
Adelaide,.....	42 3 9h	12 9 9	29 14 0h	Camden East,.....	26 11 11h	4 12 9	21 19 2h
Adolphustown,.....	20 19 4h	3 15 5	17 3 11h	Camden West,.....	21 14 4h	3 17 6	17 16 10h
Albion,.....	22 11 6h	5 14 0h	16 17 6	Campbelltown,.....	24 0 5h	2 14 6h	21 6 0
Aldboro,.....	6 3 4h	0 1 10h	6 1 6	Canboro,.....	5 15 11h	0 9 11h	5 6 0
Alexandria,.....	20 19 2h	2 2 3	18 16 11h	Cape Cove,.....	10 10 10	2 11 11	7 18 11
Allan's Mills,.....	2 5 3	0 2 0h	2 3 2h	Cap Santé,.....	16 1 0	0 0 0	16 1 0
Ameliasburg,.....	13 10 3h	1 14 1h	11 16 2	Carlton, Bay Chaleurs,...	71 12 9	49 0 7h	22 12 1h
Amherstburg,.....	1361 14 7h	36 15 8h	1324 18 11	Carleton Place,.....	46 14 2	4 3 5	42 10 9
Amiens,.....	15 4 5	3 8 9	11 15 8	Cascades,.....	9 14 6	1 16 8	7 17 10
Ancaster,.....	87 6 5h	9 18 2	77 8 3h	Castelford,.....	33 4 11h	9 11 5h	23 13 6
Asphodel,.....	13 3 11h	0 18 8	12 5 3h	Cavan,.....	47 14 5h	9 15 11h	37 18 6
Aylmer, L. C.,.....	51 2 9	2 18 7h	48 4 1h	Cedars,.....	10 6 3h	0 16 4h	9 9 11
Aylmer, U. C.,.....	38 18 3h	5 19 3	32 19 0h	Chambly,.....	295 11 3h	34 2 3h	261 8 11
Babyville,.....	12 7 5	1 16 0	10 11 5	Champlain,.....	10 18 2h	0 17 0h	10 1 2
Barnston,.....	12 8 7h	1 19 4h	10 9 3	Chateauguay,.....	20 18 2h	11 0 7	9 17 7h
Barrie,.....	49 0 9	7 4 11h	41 15 9h	Chateau Richer,.....	3 11 1	0 6 11	3 4 2
Bath,.....	93 8 9h	5 12 5h	87 16 4	Chatham,.....	80 8 2	11 0 9h	69 7 4h
Batiscan,.....	13 10 10	1 13 9	11 17 1	Chelsea,.....	4 18 6	0 6 4h	4 12 1h
Bayham,.....	27 3 7h	9 3 6	18 0 1h	Chingoucousey,.....	40 14 6	13 7 11h	27 6 6h
Beachville,.....	41 12 5h	4 4 0h	37 8 5	Chippawa,.....	119 17 1	11 7 4	108 9 9
Beamsville,.....	41 15 1	1 18 11h	39 16 1h	Churchville, L. C.,.....	7 5 9h	0 9 6h	6 16 3
Beauharnois,.....	26 12 2	2 10 3h	24 1 10h	Churchville, U. C.,.....	11 3 7h	0 13 6	10 10 1h
Beaverton,.....	25 0 5	2 5 3h	22 15 1h	Clarenceville,.....	11 8 9	0 11 8h	10 17 0h
Bécancour,.....	7 5 4	0 4 0	7 1 4	Clarendon,.....	17 7 6h	0 15 1h	16 12 5
Bedford,.....	28 1 4h	1 18 7h	26 2 9	Clarke,.....	41 18 7h	6 4 2	35 14 5h
Belleville,.....	376 7 9	46 4 9h	330 2 11h	Clearville,.....	18 5 7h	1 18 0	16 7 7h
Berthier,.....	124 13 10	10 11 5h	114 2 4h	Colbourg,.....	475 2 9h	37 14 5	437 8 4h
Beverly,.....	58 9 9	17 6 2	41 3 7	Colborne,.....	59 7 2h	5 10 8	53 16 6h
Bloomfield,.....	13 7 1	2 0 9	11 6 4	Colchester,.....	14 12 9	1 13 1h	12 19 7h
Bolton,.....	8 18 10h	2 9 11	6 8 11h	Coldwater,.....	17 18 8h	1 18 4	15 14 11h
Bond Head,.....	26 12 3	4 11 1	22 1 2	Compton,.....	39 12 10h	2 5 10	37 7 0h
Boucherville,.....	10 5 4	0 0 0	10 5 4	Consecon,.....	36 9 9	5 14 11	30 14 10
Brantford,.....	401 12 5h	32 3 7h	369 8 10	Cooksville,.....	97 7 10	28 3 0h	69 4 9h
Brighton,.....	53 3 2h	5 3 2h	48 0 0	Cornwall,.....	545 7 5h	51 11 6	493 15 11h
Brock,.....	15 0 2	1 9 3	13 10 11	Coteau du Lac,.....	76 19 10h	4 9 2h	72 10 8
Brockville,.....	545 17 2	42 0 5h	503 16 8h	Credit,.....	36 0 11	5 18 9h	30 2 1h
Brome,.....	12 4 3	0 12 9	11 11 6	Daillebout,.....	11 10 3	0 2 5	11 7 10
Brompton,.....	9 7 1h	0 7 1	9 0 0h	Danville,.....	28 10 2h	3 17 9	24 12 5h
Brougham,.....	21 10 0	5 0 6h	16 9 5h	Darlington,.....	107 0 6	7 2 2	99 18 4
Buckingham,.....	46 11 3	1 15 3h	44 15 11h	Dawn Mills,.....	17 6 1	1 16 11h	15 9 1h
Burford,.....	48 4 11h	8 11 10	39 13 1h	Delaware,.....	61 10 0	12 2 11h	49 7 0h
Bytown,.....	618 6 2	71 18 14h	546 7 9h	Demorestville,.....	30 17 10	8 9 10	22 8 0
Cacona,.....	9 1 3	1 12 6	79 8 9	Deschambault,.....	12 13 6	0 8 1h	12 5 4h

Appendix (F.)

A RETURN, shewing the amount of Revenue, &c.—(Continued.)

Appendix (F.)

26th March. (D.)

26th March. (D.)

Towns.	Gross.	Amount of Misdirected, Forwarded, &c.	Net.	Towns.	Gross.	Amount of Misdirected, Forwarded, &c.	Net.
	£ s. d.	£ s. d.	£ s. d.		£ s. d.	£ s. d.	£ s. d.
Dewittville,.....	6 18 3h	0 14 4h	6 3 11	Lloyd Town,.....	33 14 11h	7 1 11.	26 13 0h
Drummondville, L. C.,...	40 18 2h	5 2 8	35 15 6h	Lochaber,.....	9 6 11	1 16 9h	7 10 1h
Drummondville, U. C.,...	463 3 2h	38 3 3h	424 19 11	Lochiel,.....	21 18 75h	1 7 1	20 11 4h
Dundas,.....	246 16 1h	20 8 3	226 7 10h	London,.....	1059 7 10	82 9 11h	976 17 10h
Dundee,.....	14 10 8	0 14 10h	13 15 9h	Longueuil,.....	12 18 2h	2 0 2h	10 18 0
Dunham,.....	21 4 3	4 5 11h	16 18 3h	L'Orignal,.....	75 14 2	7 9 11	68 4 3
Dunnville,.....	120 3 9h	14 5 8	105 18 1h	Lotbiniere,.....	13 14 8h	0 14 11h	12 19 9
Durham,.....	29 1 3	1 10 3.	27 11 0	Loughboro,.....	19 11 5h	1 2 3	18 9 2h
Eastville,.....	0 11 0	0 0 0	0 11 0	Lyndhurst,.....	0 9 6	0 0 0	0 9 6
East Farnham,.....	5 15 4	0 4 1h	5 11 2h	M'Gillivray,.....	8 18 2h	0 8 10h	8 9 4
East Williamsburg,.....	11 10 11	2 19 2	8 11 9	M'Killop,.....	11 10 1h	1 18 10	9 11 3h
Eaton,.....	34 3 9h	4 13 0h	29 10 9	M'Nab,.....	2 0 8h	0 0 0	2 0 8h
Edwardsburg,.....	11 14 1h	1 14 5h	9 19 8	Madawaska,.....	16 7 6	4 2 10	12 4 8
Eksfried,.....	9 4 8h	1 4 5h	8 0 3	Madoc,.....	5 16 6	0 6 8h	5 9 9h
Eldon,.....	4 5 11h	0 12 10h	3 15 1	Maidstone,.....	1 5 0	0 13 6h	0 11 5h
Emboro,.....	35 9 8h	3 19 9h	31 9 11	Maitland,.....	22 4 5h	2 18 2	19 6 3h
Emily,.....	19 9 5h	5 11 2h	13 18 3	Manningville,.....	3 6 9h	0 4 5h	3 2 4
Eriens,.....	15 7 9h	2 7 5h	13 0 4	March,.....	28 14 8h	3 7 8	25 7 0h
Errol,.....	15 15 4	1 18 4	13 17 0	Mariposa,.....	9 10 5	1 12 7h	7 17 9h
Esquicing,.....	38 17 7	9 5 6	29 12 1	Markham,.....	49 18 10h	9 7 9h	40 11 1
Etobicoke,.....	39 7 8	7 14 11h	31 12 8h	Marmora,.....	4 9 2	1 6 4h	3 2 9h
Earmersville,.....	26 17 1	4 0 11h	22 16 1h	Marshville,.....	8 11 0h	1 2 3	7 8 9h
Fencelon Falls,.....	17 9 11	0 8 10h	17 1 0h	Martintown,.....	32 15 6	4 13 6h	28 1 11h
Fergus,.....	56 14 6h	4 7 11	52 6 7h	Matilda,.....	34 13 4	7 8 5h	27 4 10h
Fitzroy Harbour,.....	78 6 2h	15 19 11	62 6 3h	Melbourne,.....	67 15 5	5 4 9	62 10 8
Flos,.....	4 6 3	0 9 1	3 17 2	Merrickville,.....	51 13 10	3 13 3	48 0 7
Port Erie,.....	107 6 7h	13 13 11	93 12 8h	Mersea,.....	8 1 9h	0 19 3h	7 10 6
Frampton,.....	20 1 3	1 15 4h	18 5 10h	Metis,.....	9 7 11h	1 16 2	7 11 9h
Frankford,.....	6 16 6h	1 8 4h	5 8 2	Middletown,.....	10 3 4	1 6 6	8 16 10
Franktown,.....	15 6 8h	1 9 2h	13 17 6	Millford,.....	13 11 5	6 7 2h	7 4 2h
Fredericksburg,.....	21 18 7	5 10 5	19 8 2	Mill Creek,.....	2 9 5	0 1 6	2 7 1h
Frelighsburg,.....	18 7 11	1 10 5h	16 17 5h	Milton,.....	9 18 1	1 6 3h	8 11 9h
Frost Village,.....	20 15 1h	2 8 2h	18 6 11	Mohawk,.....	37 8 2	6 9 5	30 18 9
Galt,.....	124 1 10h	13 11 6h	110 10 4	Montreal,.....	8463 11 7	815 17 8	7647 13 11
Gananoque,.....	57 16 11	4 0 3h	53 16 7h	Moore,.....	38 9 8h	3 1 5h	35 8 3
Gaspé Basin,.....	37 3 7	5 11 2	31 12 5	Mosa,.....	23 7 9h	1 16 9h	21 11 0
Gentilly,.....	7 16 8	0 11 1h	7 5 6h	Moulinette,.....	31 4 8	7 17 5	23 7 3
Georgeville,.....	10 17 2h	1 10 5h	9 6 9	Murray,.....	34 5 8h	6 13 6	27 12 2h
Georgina,.....	17 12 0	2 8 9h	15 3 2h	Murray Bay,.....	21 19 3	2 13 10	19 5 5
Goderich,.....	164 16 5	10 0 11	154 15 6	Napanee,.....	109 4 0	14 16 0	94 8 0
Gosfield,.....	37 12 6h	3 8 5h	34 4 1	Napierville,.....	32 13 11h	3 4 3h	29 9 8
Granby,.....	26 18 5h	0 17 5h	26 1 0	Nelson,.....	68 16 9h	12 14 4	56 2 5h
Grand Falls,.....	40 18 3h	2 19 2h	37 19 1	Newboro,.....	21 6 5	1 11 2	19 15 3
Grenville,.....	57 4 7	2 14 1h	54 10 5h	New Carlisle,.....	61 3 6	18 5 5	42 18 1
Grimsbv,.....	48 13 1h	6 2 6	42 10 7h	New Glasgow,.....	22 16 4	1 4 6	21 11 10
Grondines,.....	6 2 6	0 7 3	5 15 3	New Ireland,.....	10 17 1	0 19 11	9 17 2
Guelph,.....	199 3 11	31 14 5h	167 9 5h	Newmarket,.....	130 4 3	24 6 2	105 18 1
Haldimand,.....	60 8 0	5 19 3h	54 8 8h	Niagara,.....	591 7 3	68 2 2	523 5 1
Hamilton,.....	961 10 3	66 17 6h	894 12 8h	Nicolet,.....	50 1 11h	3 11 10	46 10 1h
Halley,.....	29 9 3	3 3 5h	26 5 9h	North Georgetown,.....	16 10 9h	2 11 8	13 19 1h
Hawkesbury,.....	69 17 2h	7 19 4	61 17 10h	North Port,.....	7 13 8h	1 5 0h	6 8 8
Hemmingford,.....	23 1 3	5 18 1h	17 3 1h	Norton Creek,.....	14 0 7h	1 12 6h	12 8 1
Henryville,.....	24 9 8h	4 3 5	20 6 3h	Norval,.....	11 9 8h	0 19 3h	10 10 5
Hereford,.....	0 6 8	0 0 0	0 6 8	Norwich,.....	52 12 2h	10 1 9h	42 10 5
Hillier,.....	16 12 2	3 6 3h	13 5 10h	Oakville,.....	60 19 1h	5 6 6h	55 12 7
Holland Landing,.....	70 17 5	21 2 0h	49 15 4h	Orillia,.....	47 2 4	2 1 2h	45 1 1h
Howard,.....	29 19 4h	4 5 9h	25 13 7	Ormsdown,.....	16 17 9	0 12 8h	16 5 0h
Hull,.....	51 2 8h	8 10 1	42 12 7h	Oro,.....	18 15 7	3 16 1	14 19 6
Huntingdon,.....	61 0 9	4 5 7	56 15 2	Osgoode,.....	9 16 0h	0 10 0h	9 6 0
Huntley,.....	17 13 11h	0 10 0	17 3 11h	Osnabrock,.....	57 8 3h	1 9 4h	55 18 11
Industry,.....	13 11 6	3 17 4h	9 14 1h	Otonabee,.....	26 15 3	9 0 8	17 14 7
Inverness,.....	12 16 6h	1 9 3	11 16 3h	Oterville,.....	13 7 4	1 13 11	11 13 5
Isle aux Noix,.....	65 15 2	8 8 1	57 7 1	Oxford,.....	113 7 2	36 11 7h	76 15 6h
Isle Verte,.....	14 9 4	0 5 3h	14 4 0h	Pakenham,.....	35 12 8h	3 0 5h	32 12 3
Kamouraska,.....	34 1 7	0 0 0	34 1 7	Palermo,.....	24 0 1h	2 18 10	21 1 3h
Katesville,.....	13 15 4h	1 5 2	12 10 2h	Paris,.....	76 11 8	9 9 8h	67 1 11h
Keithburn,.....	8 6 11h	2 0 8	6 6 3h	Penetanguishene,.....	319 7 1h	8 2 10	311 4 3h
Kemptville,.....	50 10 1h	4 18 8	45 11 5h	Percé,.....	19 0 4	5 10 1h	13 10 2h
Keswick,.....	10 10 1	3 1 4h	7 8 8h	Perey,.....	18 6 5h	2 16 1h	15 10 4
Kilmarnock,.....	11 8 9h	1 11 3h	9 17 6	Perth,.....	313 7 9h	21 4 10h	292 2 11
Kingscy,.....	22 12 2	0 17 4h	21 14 9h	Peterboro,.....	302 3 5	51 1 11	251 1 6
Kingston,.....	2213 6 10h	120 5 10h	2093 1 0	Petite Nation,.....	30 1 11h	1 19 9h	28 2 2
Kitley,.....	27 8 6	5 18 9h	21 9 8h	Phillipsburg,.....	36 14 6	5 13 2	31 1 4
La Baie,.....	24 5 9h	1 6 0	22 19 9h	Pickering,.....	60 17 10h	20 6 1h	40 11 9
La Beauce,.....	20 17 4h	3 9 10h	17 7 6	Pictou,.....	203 10 10h	27 5 9h	176 5 1h
L'Acadie,.....	49 6 1	23 1 10h	26 4 2h	Plantagenet,.....	8 10 8	0 14 10	7 15 10
Lachine,.....	58 13 8h	3 0 0	55 13 8h	Point Albino,.....	11 4 3h	1 6 2	9 18 1h
Lachute,.....	48 4 1	3 3 10	45 0 3	Point Claire,.....	4 17 11	0 1 1h	4 16 9h
Lacolle,.....	15 11 0h	1 14 0h	13 17 0	Point St. Peter,.....	12 10 4h	4 16 9h	7 13 7
Lanark,.....	44 5 1	4 8 5h	39 16 7h	Port Burwell,.....	19 8 1	2 9 8h	16 18 6h
Lancaster,.....	54 17 1	13 19 2h	40 17 10h	Port Colborne,.....	36 10 6h	4 10 8	31 19 10h
Laprairie,.....	128 4 10h	22 17 10	105 7 0h	Port Dalhousie,.....	4 8 6	0 12 7	3 15 11
L'Assomption,.....	34 2 9h	6 5 10	27 16 11h	Port Dover,.....	39 7 1h	3 14 5	35 12 8h
Leeds,.....	23 15 7h	1 19 1h	21 16 6	Port Hope,.....	233 1 10h	33 10 9h	199 11 1
Lennoxville,.....	41 3 9	2 14 3h	38 9 5h	Portland,.....	5 2 11h	2 12 4h	2 10 7
Les Eboulements,.....	6 6 2h	0 19 1	5 7 1h	Port Neuf,.....	5 15 19	0 0 0	5 15 10
Lindsay,.....	21 11 10h	0 9 5h	21 2 5	Port Robinson,.....	14 12 0	1 1 9h	13 10 2h
L'Islet,.....	8 5 1h	0 11 1h	7 14 0	Port St. Francis,.....	11 9 1	1 16 11	9 12 2

Appendix (F.)

A RETURN, shewing the Amount of Revenue, &c.—(Continued.)

Appendix (F.)

26th March. (D.)

Towns.	Gross.	Amount of Mis-directed, Forwarded, &c.	Net.	Towns.	Gross.	Amount of Mis-directed, Forwarded, &c.	Net.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Port Sarnia,	48 0 4	4 10 8h	43 9 7h	St. Thomas, L. C...	9 17 0	0 0 0	9 17 0
Port Stanley,	28 16 11	5 1 5	23 15 6	St. Thomas, U. C...	306 17 1h	44 14 6	262 2 7h
Port Talbot,	20 5 1h	7 7 10	12 17 3h	St. Vincent de Paul,	4 11 11h	0 10 4h	4 1 7
Port Trent,	114 12 11	21 12 11	93 0 0	Sandwich,	284 9 3h	33 12 4h	250 16 11
Potter,	4 5 9h	2 11 1h	1 14 8	Scarboro,	23 17 1	2 8 2h	21 8 10h
Prescott,	379 6 8h	31 0 3	348 6 5h	Seneca,	9 3 1h	0 4 4	8 18 9h
Preston,	60 14 4	2 17 11h	57 16 4h	Seymour East,	28 16 8	8 17 9	19 17 11
Princeton,	13 9 1	1 6 7h	12 2 5h	Seymour West,	29 13 4	7 7 10h	22 5 5h
Quebec,	13313 4 3h	3208 9 8	10104 14 7h	Shannonville,	13 9 7h	1 8 11	12 0 8h
Queenston,	104 3 11	41 13 2	62 10 9	Sheffield,	16 11 9h	2 9 10	14 1 11h
Raleigh,	395 14 4	34 18 2	360 16 2	Sherbrooke,	236 16 8h	27 13 10h	209 2 11
Ramsay,	45 15 11h	4 13 10h	41 2 1	Simcoe,	177 11 7	22 5 8h	155 5 10h
Rawdon, L. C.	18 19 8h	1 7 1h	17 12 7	Smith's Falls,	69 9 10	5 9 4h	63 11 5h
Rawdon, U. C.	17 3 2	2 19 7h	14 3 6h	Smithville,	16 16 6h	2 19 5	13 17 1h
Repenigny,	1 12 5h	0 7 6	11 4 11h	South Gower,	12 4 10	1 17 8	10 7 2
Richmond, L. C.	24 7 3h	5 14 0	18 13 3h	South Potton,	3 0 8	0 11 6h	2 9 1h
Richmond, U. C.	66 6 9h	11 18 2h	54 8 7	Stanbridge East,	13 18 6	5 0 11h	8 17 6h
Richmond Hill,	39 11 1h	5 13 9h	33 17 4	Stanley's Mills,	25 14 9	10 12 4h	25 2 4h
Rigaud,	11 12 9	1 1 11h	10 10 9h	Stanstead,	67 7 5	7 14 8	59 12 9
Rimouski,	39 19 11h	3 6 3h	36 13 8	Stoney Creek,	34 14 1h	5 14 0h	29 0 1
Rivière du Loup,	82 16 9h	4 10 5	78 6 4h	Stratford,	29 3 6	2 9 8h	26 13 0h
Rivière du Loup en bus,	33 1 6h	1 4 8	31 16 10h	Streetsville,	51 4 11	7 5 11	53 19 0
Rivière Ouelle,	21 1 5h	0 0 0	21 1 5h	Stukely,	7 5 4h	0 12 5h	6 12 11
Robinson,	4 4 5h	0 1 0	4 3 5h	Sutton,	4 11 4h	1 2 1	3 9 3h
Romney,	4 12 7h	0 13 9h	3 18 10	Terrebonne,	32 4 4h	3 8 8h	28 15 8
Russelltown,	9 6 2	0 8 8	8 17 11	Thornhill,	80 1 1	17 10 3	62 10 10
St. André,	8 6 7h	0 3 5	8 3 2h	Thorold,	49 0 11h	4 0 6	45 0 5h
St. Andrews, L. C.	69 13 2	15 10 1h	55 3 0h	Three Rivers,	327 6 11h	31 14 8h	295 12 3
St. Andrews, U. C.	20 10 4	3 16 1	16 14 3	Toronto,	7809 12 4	390 13 9h	7418 18 6h
St. Anne bout de l'Isle,	5 5 9	0 7 10h	4 17 10h	Trafalgar,	47 10 9h	14 15 2h	32 15 7
St. Anne de la Perade,	23 4 2	2 16 7h	20 7 6h	Trois Pistoles,	11 13 1	0 11 4h	11 1 8h
St. Anne la Pocatière,	6 13 11h	0 0 0	6 19 11h	Tyreconnell,	9 19 6	1 0 1	8 19 5
St. Antoine,	3 18 3h	1 13 1h	2 5 2	Uxbridge,	6 7 4	0 8 11h	5 18 4h
St. Catherine,	285 9 1h	14 1 9h	271 7 4	Vankleek Hill,	18 14 3	0 8 0h	18 5 2h
St. Césaire,	16 14 2h	1 2 6h	15 11 8	Varencennes,	14 7 1h	0 9 10	14 1 3h
St. Charles,	31 11 7	5 7 0	26 4 7	Vaudreuil,	18 10 10	1 5 3h	16 15 6h
St. Croix,	6 19 3h	1 6 7	5 12 8h	Vaughan,	21 1 0	5 15 8h	15 19 3h
St. Denis,	33 8 4	2 15 3h	30 13 0h	Verehères,	8 17 5	0 1 0	8 17 5
St. Elizabeth,	11 17 1	1 2 4	10 14 9	Victoria,	5 12 1h	1 0 3	4 19 10h
St. Eustache,	84 18 4h	9 2 10h	75 15 6	Vienna,	24 17 0h	2 13 1	22 3 11h
St. Francis,	48 14 2	1 16 11	36 17 3	Vittoria,	68 12 11	6 18 10	61 14 1
St. George,	42 8 8	21 12 1h	21 16 6h	Wallaceburg,	28 4 9h	0 7 3	27 17 6h
St. Hilaire,	20 3 1h	3 9 6h	16 13 7	Walpole,	17 19 2	1 6 11	16 12 3
St. Hyacinthe,	68 10 7	6 7 1	62 3 6	Walsingham,	24 8 6h	3 13 6	20 15 0h
St. Jacques,	9 13 2h	0 14 11h	8 18 3	Warwick,	20 17 6	2 3 8	18 13 10
St. Jean B. de Rouville,	2 12 7h	0 0 4h	2 12 3	Waterloo, L. C.	16 11 4h	1 11 5h	14 19 11
St. Jean Port Joli,	6 0 10h	0 0 0	6 0 10h	Waterloo, U. C.	43 17 11	15 12 9	33 5 2
St. Johns, L. C.	217 7 10h	20 18 10	196 9 0h	Wellington,	35 15 6	10 2 10	25 12 8
St. Johns, U. C.	15 7 3	3 19 11h	11 7 3h	Wellington Square,	38 14 2	8 2 10h	30 11 3h
St. Laurent,	5 5 3h	0 3 7h	5 1 8	Westmeath,	20 6 4	1 19 11h	18 6 4h
St. Luc,	3 11 1	0 0 11h	3 10 1h	West Shefford,	3 1 6h	0 2 7	2 18 11h
St. Luce,	6 9 2	0 6 6h	6 2 7h	West Williamsburg,	62 10 11	9 0 8h	53 10 2h
St. Marie de Monnoir,	12 9 0	0 13 7	11 15 5	Whitby,	216 3 1	13 2 5h	205 0 7h
St. Martin,	9 11 5h	2 12 1	6 19 4h	William Henry,	349 4 0	33 3 3h	316 0 8h
St. Martine,	12 15 4h	4 9 8h	8 5 8	Williamstown,	58 2 1h	3 16 4h	49 5 9
St. Nicholas,	7 7 0h	1 7 2	5 19 10h	Wilmot,	12 10 6	0 18 3h	11 12
St. Ours,	43 5 7	3 5 4h	40 0 2h	Wilton,	9 2 3h	1 1 4	8 0 11h
St. Paul's Bay,	14 18 2	1 19 8h	12 18 5h	Woodstock, N. B. ...	268 3 8	43 11 6h	224 12 1h
St. Pie,	11 9 8h	0 2 10	11 6 10h	Woodstock, U. C. ...	179 1 7h	18 10 2h	160 11 5
St. Pierre les Bacquets,	17 9 0h	1 2 10h	16 6 2	Woolwich,	12 1 9	2 1 9h	10 0 11h
St. Roch les Aulnais, ...	5 18 3h	0 0 0	5 18 3h	Yamachiche,	22 1 3h	2 5 2h	19 16 1
St. Roch l'Achigan, ...	9 5 11h	0 16 8h	8 9 3	Yamaska,	34 9 3h	3 0 4	31 8 11h
St. Stanislas,	11 16 1h	0 1 4	11 14 9h	Yonge,	22 12 6h	5 1 6	17 11 0h
St. Sylvester,	19 14 9	1 12 6	18 2 3	York,	6 15 6	11 6 4h	52 9 1h
St. Thérèse,	14 6 4h	1 3 7h	13 2 9	York Mills,	47 4 3h	8 3 0	39 1 3h

T. A. STAYNER, D. P. M. G.

General Post Office, }
Montreal, January, 1841. }

Appendix (F.)

No. 22.

Appendix (F.)

26th March.

A RETURN, shewing the Amount of Revenue as composed of the several Items of Unpaid Received, Paid Sent, Way Letter, and Ship Letter Postage; and also the amount of Mis-directed, Forwarded, and Dead Letter Postage arising at each Office, for the year ended 5th July, 1840.

26th March.

(D.)

(D.)

Towns.	Gross.	Amount of Mis-directed, Forwarded, and Dead Letter Postage. (Deduct.)	Net.	Towns.	Gross.	Amount of Mis-directed, Forwarded, and Dead Letter Postage. (Deduct.)	Net.
	£ s. d.	£ s. d.	£ s. d.		£ s. d.	£ s. d.	£ s. d.
Abbotsford,.....	11 9 7h	0 13 3	10 16 4h	Cornwall,.....	555 18 2	41 11 11	514 0 3
Adelaide,.....	40 2 4h	10 0 2h	30 2 2	Côteau du Lac,.....	95 17 7h	7 17 10	87 19 9h
Adolphustown,.....	20 1 7	3 4 7	16 17 0	Credit,.....	52 11 0h	6 19 1	45 11 11h
Albion,.....	24 4 8h	7 13 4	16 11 4h	Daillebout,.....	13 13 11	0 15 1h	12 13 9h
Aldboro,.....	11 18 0	1 9 1	10 8 11	Danville,.....	32 18 5	2 1 6h	30 16 10h
Alexandria,.....	27 9 2	2 0 2	25 9 0	Darlington,.....	114 17 4	7 12 1	107 5 3
Allen's Mills,.....	9 2 11h	0 15 2	8 7 9h	Dawn Mills,.....	21 9 9	3 0 0h	18 9 8h
Ameliaburg,.....	15 0 8	2 17 11	12 2 9	Delaware,.....	74 6 7h	10 19 9	63 6 10h
Amherstburg,.....	1302 5 4	26 7 9	1275 17 7	Demorestville,.....	27 16 10h	9 17 8	17 19 2h
Amiens,.....	19 1 1h	2 4 10	16 16 3h	Deschambault,.....	13 19 1h	0 3 2h	13 15 11
Ancaster,.....	83 6 3h	11 0 11	72 5 4h	Dewittville,.....	6 13 2	0 8 8	6 4 6
Asphodel,.....	15 9 10h	1 7 1h	14 2 9	Drummondville, L. C.	38 6 10h	3 2 6	35 4 4
Aylmer, L. C.	60 14 7	3 4 8h	57 9 10h	Drummondville, U. C.	445 14 9	28 9 10	417 4 11
Aylmer, U. C.	46 18 2	6 17 4h	40 0 9h	Dundas,.....	256 0 11h	29 1 7h	226 19 4
Ayr, (established May 5) ..	0 14 0	0 0 0	0 14 0	Dundee,.....	17 17 10h	1 5 7	16 12 3h
Babyville,.....	15 16 4	3 3 10	12 12 6	Dunham,.....	28 5 3h	4 5 11	23 19 4h
Barnston,.....	14 10 9	2 3 6	12 7 3	Dunville,.....	130 10 0	15 14 9	114 15 3
Barrie,.....	60 16 11	7 5 5h	53 11 5h	Durham,.....	38 5 7h	2 5 4	36 0 3h
Bath,.....	97 5 5h	12 10 3	84 15 2h	East Farnham,.....	7 7 11h	0 14 10	6 13 1h
Batisan,.....	13 5 7h	3 5 4	10 0 3h	East Williamsburg,.....	33 0 0	9 12 4	23 7 8
Bayham,.....	38 3 9	9 1 8	29 2 1	Eaton,.....	30 11 9	3 15 5	26 16 4
Beachville,.....	45 0 7	4 7 0h	40 13 6h	Edwardsburg,.....	14 1 5	1 19 0	12 2 5
Beamsville,.....	58 7 0h	3 6 6	45 0 6h	Ekfried,.....	13 15 10h	1 5 1	12 10 9h
Beaverton,.....	28 4 5h	5 7 0	32 17 5h	Eldon,.....	7 19 2h	0 18 0	7 1 2h
Beauharnois,.....	58 14 11h	5 16 2	52 18 8h	Elora,.....	9 12 5h	0 12 6h	8 19 11
Bécancour,.....	9 13 7	0 12 0	9 1 7	Emboro,.....	37 10 10	7 10 9	30 0 1
Bedford,.....	33 0 7h	2 3 9h	30 16 10	Emily,.....	27 10 0	4 7 11	23 2 1
Belleville,.....	403 11 2	24 7 4	379 3 10	Eramosa,.....	2 12 6h	0 10 4h	2 2 2
Berthier,.....	131 2 7h	9 4 4	121 18 3h	Eriacus,.....	14 14 3h	2 0 11	12 13 4h
Beverly,.....	66 8 8	20 7 8	46 1 0	Erin,.....	8 11 0	1 1 10	7 9 2
Bloomfield,.....	14 17 4	2 19 9	11 17 7	Errol,.....	19 17 9h	1 10 3	18 7 6h
Bolton,.....	10 0 10h	3 0 7h	7 0 3	Esquesing,.....	41 9 8h	13 15 5h	27 14 3
Bond Head,.....	44 2 10h	12 1 10h	32 1 0	Etobicoke,.....	65 1 0	7 12 5h	57 8 6h
Boucherville,.....	13 8 6	0 0 0	13 8 6	Farmersville,.....	32 1 0h	4 15 6h	27 5 6
Brantford,.....	371 8 3h	41 16 4h	329 12 11	Fenelon Falls,.....	21 2 7	0 13 8h	20 8 10h
Brighton,.....	59 4 8	4 4 9	54 19 11	Fergus,.....	61 3 9h	4 16 11h	56 6 10
Brock,.....	20 19 11	2 2 4	18 17 7	Fitzroy Harbour,.....	92 1 0h	15 1 0	77 0 0h
Brockville,.....	468 14 3h	41 11 5h	427 2 9	Flos,.....	7 2 11h	0 13 4	6 9 7h
Brome,.....	11 6 0	0 8 5	10 17 7	Fort Erie,.....	111 13 0	9 2 6h	102 10 5h
Brompton,.....	11 7 7	0 13 3	10 14 4	Frampton,.....	24 9 9h	1 8 4h	23 1 5
Brougham,.....	21 16 4	2 4 11h	19 11 4h	Frankford,.....	10 16 2	0 11 2	10 5 0
Buckingham,.....	58 9 2	3 12 2	54 17 0	Franktown,.....	16 5 2	1 0 11h	15 4 2h
Burford,.....	58 8 1h	11 18 7h	46 9 6	Fredericksburg,.....	23 2 5h	6 6 11h	16 15 6
Burrit's Rapids,.....	8 16 1	2 0 3h	6 15 9h	Frelighsburg,.....	22 10 0h	1 11 11	20 18 1h
Bytown,.....	722 2 1	62 1 2	660 0 11	Frost Village,.....	25 1 11h	1 13 6h	23 8 5
Cacouna,.....	13 10 11h	1 15 5	11 15 6h	Galt,.....	128 7 0h	16 9 1	111 19 11h
Caledon,.....	13 14 7h	2 17 3	10 17 4h	Gananoque,.....	67 17 2h	4 18 9h	62 18 5
Caledonia,.....	26 1 1h	5 6 9h	20 14 4	Gaspé Basin,.....	44 6 10h	7 12 0h	36 14 10
Camden East,.....	41 3 3h	3 13 0h	37 10 3h	Gentilly,.....	8 11 1h	2 11 7	5 19 6h
Campbelltown,.....	27 12 0h	1 17 4h	25 14 8	Georgetown,.....	14 8 2h	0 14 9h	13 13 5
Canboro,.....	6 5 7h	0 9 4h	5 16 3	Georgina,.....	23 12 11	3 9 11h	20 2 11h
Capé Cove,.....	19 6 7	10 4 10	9 1 9	Goderich,.....	200 4 9h	8 16 3h	191 8 6
Cap Santé,.....	11 11 11h	0 0 0	11 11 11h	Gosfield,.....	36 15 4	3 9 7h	33 5 8h
Carlton,.....	87 9 9	53 2 9h	34 6 11h	Granby,.....	30 2 8h	1 11 1	28 11 7h
Carlton Place,.....	60 14 2	4 1 4	56 12 10	Grand Falls,.....	31 2 10	1 17 9	29 5 1
Castleford,.....	24 8 3h	10 12 3h	23 16 0	Gravelle,.....	77 0 11	4 9 5	72 11 6
Cavan,.....	57 13 5h	9 14 1h	47 19 4	Grimsbay,.....	52 8 8	6 13 11h	45 11 8h
Cedars,.....	17 2 11h	3 7 3	13 5 8h	Grondines,.....	6 4 3	0 9 2	5 15 1
Chambly,.....	295 9 7h	25 3 5h	270 6 2	Guelph,.....	211 8 5	16 9 4	194 19 1
Champlain,.....	10 2 7	0 18 7h	9 3 11h	Haldimand,.....	59 4 3	6 13 5	52 10 10
Cascades,.....	3 6 9h	0 11 1h	2 15 8	Hamilton,.....	1552 2 4h	60 14 11h	1491 7 5
Chateauguay,.....	27 12 10	10 14 1	16 17 9	Hatley,.....	49 7 5h	5 5 7	44 1 10h
Château Richer,.....	4 12 1h	0 14 4	3 17 9h	Hawkesbury,.....	72 17 9h	8 8 1h	63 9 8
Chatham,.....	88 16 8h	11 14 6	77 2 2h	Hemmingford,.....	26 7 0h	4 5 2	22 1 10h
Chelsea,.....	7 3 3h	0 11 1	6 12 2h	Henryville,.....	31 4 3h	2 11 10	28 12 5h
Chingawacoucy,.....	46 15 7h	8 15 2h	38 0 5	Hereford,.....	0 5 0h	0 0 0	0 5 0h
Chippawa,.....	154 0 10h	10 1 9h	143 19 1	Hillier,.....	15 16 10h	6 4 2h	9 12 8
Churchville, L. C.	13 13 5h	0 14 9h	12 18 8	Holland Landing,.....	82 5 6	11 7 7h	70 17 10h
Churchville, U. C.	21 2 0h	3 0 6h	18 1 6	Howard,.....	30 11 10	3 5 5h	27 6 4h
Clarenceville,.....	22 4 7	1 6 4h	20 18 2h	Hull,.....	59 9 1h	11 2 5	48 6 8h
Clarendon,.....	24 1 2h	0 11 10	23 9 4h	Huntingdon,.....	79 14 7h	4 9 5h	73 5 2
Clarke,.....	51 10 4	9 13 8	41 16 9	Huntley,.....	18 10 2h	2 3 7	16 6 7h
Clearville,.....	14 19 4h	2 8 6h	12 10 0	Industry,.....	17 5 1h	5 4 1	12 1 0h
Cobourg,.....	563 14 1h	30 18 0h	532 16 1	Inverness,.....	16 6 9	1 3 1h	15 3 7h
Colborne,.....	71 3 2	8 11 11h	62 11 2h	Isle aux Noix,.....	83 14 11	13 7 5	70 7 6
Colchester,.....	25 4 10	1 3 11	24 0 11	Isle Verte,.....	11 11 2	0 0 0	11 11 2
Coldwater,.....	19 10 1h	2 0 9h	17 9 4	Jodons,.....	1 18 4h	0 8 5	1 9 11h
Compton,.....	57 10 11	5 16 3h	51 13 7h	Kamouraska,.....	36 0 2h	0 0 0	36 0 2h
Consecon,.....	33 0 8h	4 8 7h	28 12 1	Katesville,.....	21 15 8h	1 8 1	20 7 7h
Cooksville,.....	64 6 3h	23 7 11	40 18 4	Keithburg,.....	2 19 2	0 4 4	2 14 10

Appendix (F.)

A RETURN, shewing the Amount of Revenue, &c.—(Continued.)

Appendix (F.)

26th March.								26th March.	
(D.)	Towns.	Gross.	Amount of Mis-directed, Forwarded, and Dead-Letter Postage. (Deduct.)	Net.	Towns.	Gross.	Amount of Mis-directed, Forwarded, and Dead-Letter Postage. (Deduct.)	Net.	(D.)
		£ s. d.	£ s. d.	£ s. d.		£ s. d.	£ s. d.	£ s. d.	
	Kemptville,.....	68 14 10	8 4 3	60 10 7	Otonabee,.....	34 17 1	6 7 10	28 9 3	
	Keswick,.....	10 2 4	1 9 6h	8 12 9h	Otterville,.....	23 1 7h	1 6 0	21 15 7h	
	Kilmarnock,.....	19 0 2	2 8 0	16 12 2	Oxford,.....	115 18 8h	36 11 6	79 7 2h	
	Kingsey,.....	26 8 3h	1 3 8h	25 4 7	Pakenham,.....	47 0 0h	3 4 5	43 15 7h	
	Kingston,.....	2439 4 8	124 4 7h	2315 0 0h	Palermo,.....	23 17 5h	2 12 1h	21 5 4	
	Kitley,.....	31 9 3h	6 1 2h	25 8 1	Paris,.....	105 11 2h	11 9 2	94 2 0h	
	La Baie,.....	29 0 9h	1 16 5	27 4 4h	Penetanguishene,.....	312 4 1	6 9 8	305 14 5	
	La Beauce,.....	14 13 2h	0 15 2h	13 18 0	Pereé,.....	24 2 6	4 7 3h	19 15 2h	
	L'Acadie,.....	17 16 3	2 10 8	15 5 7	Percy,.....	23 5 3	1 11 9h	21 13 5h	
	Lachine,.....	73 11 11h	5 4 5h	68 7 6	Perth,.....	367 1 5h	21 0 3	346 1 2h	
	Lachute,.....	55 2 9h	2 17 5	52 5 4h	Peterboro,.....	385 1 4h	43 17 10h	291 3 6	
	Lacolle,.....	30 2 4	2 17 1h	27 5 2h	Petite Nation,.....	34 3 1h	4 9 2	29 13 11h	
	Lanark,.....	56 7 5h	4 4 6h	52 2 11	Phillipsburg,.....	63 14 10h	9 2 2h	54 12 8	
	Lancaster,.....	61 10 3	9 12 11	51 17 4	Pickering,.....	73 0 1	20 11 5	52 8 8	
	Laprairie,.....	156 4 9	33 9 0h	122 15 8	Pictou,.....	222 12 9h	25 18 5	196 14 4h	
	L'Assomption,.....	37 17 9	5 6 10h	32 10 10h	Plantagenet,.....	19 7 11h	2 15 0	16 12 11h	
	Leeds,.....	28 1 9h	2 17 2h	25 4 7	Point Albino,.....	4 3 0h	0 13 9	3 9 3h	
	Lennoxville,.....	51 4 9	2 17 11h	48 6 9h	Point Claire,.....	6 10 10h	0 1 7	6 9 3h	
	Les Eboulemens,.....	6 17 0	0 19 1h	5 17 10h	Point St. Peter,.....	17 6 2	6 4 10	11 1 4	
	Lindsay,.....	28 3 8	5 14 3	22 9 5	Port Burwell,.....	16 15 9h	4 13 1	12 2 8h	
	L'Islet,.....	12 15 0	0 13 3	12 1 9	Port Colborne,.....	45 10 4	3 11 8	41 18 8	
	Lloyd Town,.....	38 12 9	9 17 8	28 15 1	Port Colhousie,.....	3 15 1h	0 19 3	2 15 10h	
	Lochaber,.....	18 16 11h	1 2 0h	17 14 11	Port Dover,.....	29 13 8	2 16 4h	26 17 3h	
	Lochiel,.....	33 6 9	2 5 3	31 1 6	Port Hope,.....	257 4 11h	24 0 10	233 4 1h	
	London,.....	1290 8 1	98 19 8	1191 8 5	Port Neuf,.....	10 16 10	0 0 0	10 16 10	
	Longueuil,.....	13 4 8h	2 9 4	10 15 4h	Port Robinson,.....	18 3 10h	1 15 0	16 8 10h	
	L'Orignal,.....	84 10 4h	6 8 3h	78 2 1	Port St. Francis,.....	15 14 10h	1 6 2h	14 8 8	
	Lotbinière,.....	19 17 11	1 19 6	17 18 5	Port Sarnia,.....	93 14 7	4 6 8h	89 7 10h	
	Loughboro,.....	26 1 7h	1 16 10	24 4 9h	Port Stanley,.....	34 6 0h	5 15 5	28 10 7h	
	M'Gillivray,.....	12 1 4	0 14 8	11 6 8	Port Talbot,.....	16 19 3h	6 17 5	10 1 10h	
	M'Killop,.....	11 4 10	0 14 9	10 10 1	Port Trent,.....	120 4 3	16 1 2h	104 3 0h	
	M'Nab,.....	22 13 0h	2 16 1h	19 16 11	Prescott,.....	382 0 5h	35 16 3h	346 4 2	
	Madawaska,.....	15 3 3h	5 10 11h	9 12 4	Preston,.....	77 14 1	4 14 8h	72 19 4h	
	Madoc,.....	9 2 8h	0 13 1h	8 9 7	Quebec,.....	9592 7 9	2402 10 10	7189 16 11	
	Maitland,.....	24 10 6	2 11 5	21 19 1	Queenston,.....	112 4 2h	34 7 4	77 16 10h	
	Manningville,.....	4 13 1	0 3 6	4 9 7	Raleigh,.....	850 15 4h	45 4 10h	805 10 6	
	March,.....	32 15 7	3 8 4h	29 7 2h	Ramsay,.....	59 9 4h	6 15 2	53 14 2h	
	Maidstone,.....	0 7 11h	0*10 8h	0 0 0	Rawdon, L. C.,.....	24 11 8	1 11 5h	23 0 2h	
	Mariposa,.....	13 9 4h	3 9 0	10 0 4h	Rawdon, U. C.,.....	22 1 5	4 6 5	17 15 0	
	Markham,.....	58 15 8h	13 4 2	45 11 6h	Repentigny,.....	6 14 4	0 6 9	6 7 7	
	Marmora,.....	4 9 8	0 8 8h	4 0 11h	Richmond, L. C.,.....	34 8 8h	6 18 5h	27 10 3	
	Marshville,.....	9 10 3	2 1 11h	7 8 3h	Richmond, U. C.,.....	85 14 2h	10 6 10h	75 7 4	
	Martintown,.....	43 14 7h	4 15 8	38 18 11h	Richmond Hill,.....	43 10 17h	8 2 0	35 8 11h	
	Maskinongé,.....	31 3 0	0 6 2	30 16 10	Rigaud,.....	20 4 1	2 11 6	17 12 7	
	Matilda,.....	47 6 0h	5 9 11	41 16 1h	Rinowski,.....	34 12 1h	2 6 10	32 5 3h	
	Melbourne,.....	63 2 11h	4 4 11h	58 19 0	Rivière du Loup,.....	73 18 9	8 13 7	65 5 2	
	Merrickville,.....	60 1 4h	5 19 3h	54 2 1	Rivière du Loup en bas,.....	87 9 1h	2 6 7h	85 2 6	
	Mersca,.....	11 12 6	1 13 11	9 18 7	Rivière Ouelle,.....	23 3 8h	0 0 0	23 3 8h	
	Métis,.....	10 3 9h	3 9 0	6 14 9h	Robinson,.....	12 9 7h	1 9 4	11 0 3h	
	Middleton,.....	11 19 4	0 16 0h	11 3 3h	Romney,.....	3 16 3	0 9 5	3 6 10	
	Millford,.....	16 0 1	5 13 5h	10 6 7h	Russelltown,.....	11 9 0	0 12 5h	10 16 6h	
	Mill Creek,.....	13 12 8h	1 7 7	12 5 1h	St. André,.....	8 11 2	0 13 10h	7 17 3h	
	Milton,.....	17 10 1h	2 15 7	14 14 6h	St. Andrews, L. C.,.....	74 19 8	12 15 1	62 4 7	
	Mohawk,.....	44 6 0	6 3 7	38 2 5	St. Andrews, U. C.,.....	26 10 1h	3 17 7h	22 18 6	
	Mono Mills,.....	17 7 5	6 9 4	10 18 1	Ste. Arne bout de l'Isle,.....	6 3 7	0 14 5	5 9 2	
	Montreal,.....	11145 10 11	750 16 11h	10394 13 11h	Ste. Anne de la Pérade,.....	32 14 5h	2 17 8	29 16 9h	
	Moore,.....	87 6 10	3 15 1h	83 11 8h	Ste. Anne la Pocatière,.....	8 7 5	0 0 0	8 7 5	
	Mosa,.....	30 19 1	3 15 2	27 3 11	St. Antoine,.....	5 14 4	1 7 6	4 6 10	
	Moulinette,.....	4 1 1	0 0 0	4 1 1	St. Catherines,.....	286 10 0	19 4 1h	267 5 10h	
	Murray,.....	41 3 2h	10 8 9h	30 14 5	St. Césaire,.....	22 10 8	1 1 3h	21 9 4h	
	Murray Bay,.....	23 16 10h	2 2 1	21 14 9h	St. Charles,.....	29 12 0	4 12 1	24 19 11	
	Nanticoke,.....	8 12 3h	0 6 3	8 6 0h	St. Croix,.....	7 8 4	1 16 4h	5 11 11h	
	Napanee,.....	127 6 4	16 10 0h	110 16 3h	St. Denis,.....	45 3 9h	3 14 9	41 9 0h	
	Napierville,.....	46 15 5h	3 17 0	42 19 8h	St. Elizabeth,.....	13 8 8h	1 11 10	11 16 10h	
	Nassageweya,.....	7 6 4	0 10 3h	6 16 0h	St. Eustache,.....	56 14 8	4 18 8	51 16 0	
	Nelson,.....	88 12 6	9 19 6h	78 12 11h	St. Francis,.....	53 16 7h	2 8 7h	51 8 0	
	Newboro,.....	35 3 5	2 19 0	32 4 5	St. George,.....	53 1 3	5 7 0h	30 14 2h	
	New Carlisle,.....	68 6 10h	17 17 9	50 9 1h	St. Hilaire,.....	25 6 1	2 8 4	22 17 9	
	New Glasgow,.....	25 11 6h	1 11 0h	24 0 6	St. Hyacinthe,.....	83 13 1h	8 10 8h	75 2 5	
	New Ireland,.....	10 17 0	1 4 3h	9 12 8h	St. Jacques,.....	12 16 7h	1 8 11h	11 7 8	
	Newmarket,.....	132 14 7	23 19 1	108 15 6	St. Jean Port Joli,.....	4 15 5h	0 0 0	4 15 5h	
	Niagara,.....	599 14 7	50 6 10	549 7 9	St. Johns, L. C.,.....	324 15 11	22 0 8	302 15 3	
	Nicolet,.....	63 4 5	4 8 10h	58 15 6h	St. Johns, U. C.,.....	14 18 1h	4 5 5	10 12 8h	
	North Georgetown,.....	18 15 0h	3 18 7h	14 16 5	St. Laurent,.....	6 8 3	0 10 11h	5 17 3h	
	North Port,.....	6 12 1h	1 0 8	5 11 5h	St. Luc,.....	4 18 7h	0 4 3h	4 14 4	
	Norton Creek,.....	14 13 3	1 6 5h	13 6 9h	St. Luce,.....	5 3 3h	0 3 7h	4 19 8	
	Norval,.....	21 19 4	0 14 7	21 4 9	St. Marie de Monnoir,.....	23 2 9h	2 19 9h	20 2 3	
	Norwich,.....	46 10 10	5 3 7	41 7 3	St. Martin,.....	10 10 1h	2 2 8	8 7 5h	
	Oakland,.....	4 5 2	0 9 5	3 15 9	St. Martine,.....	10 2 8h	2 2 6	8 0 2h	
	Oakville,.....	61 16 0h	7 2 9	54 13 3h	St. Nicholas,.....	7 13 10h	1 7 5	6 6 5h	
	Orillia,.....	65 5 7h	6 8 3	58 17 4h	St. Ours,.....	29 14 3	2 9 5h	27 4 9h	
	Orms town,.....	21 13 7	0 14 6	20 19 1	St. Paul's Bay,.....	11 8 8	1 3 10	10 4 10	
	Oro,.....	25 19 6	4 18 2h	21 1 3h	St. Pie,.....	16 9 1h	0 6 0h	16 3 1	
	Osgoode,.....	21 1 7h	1 6 7	19 15 0h	St. Pierre les Beequets,.....	26 16 10h	2 3 10	24 13 0h	
	Osnabru ck,.....	67 16 4h	3 14 1h	64 2 3	St. Roch des Aulnais,.....	7 5 1	0 0 0	7 5 1	

* This includes part of the Dead Letters belonging to the previous year.

Appendix (F.)

A RETURN, shewing the Amount of Revenue, &c.—(Continued.)

Appendix (F.)

26th March. (D.)

Towns.	Gross.	Amount of Mis-directed, Forwarded, and Dead Letter Postage. (Deduct.)	Net.	Towns.	Gross.	Amount of Mis-directed, Forwarded, and Dead Letter Postage. (Deduct.)	Net.
	£ s. d.	£ s. d.	£ s. d.		£ s. d.	£ s. d.	£ s. d.
St. Roch l'Achigan,...	9 9 10h	0 17 2	8 12 8h	Tyreconnel,.....	6 6 10h	0 2 8	6 4 2h
St. Stanislaus,.....	11 18 4	0 1 9	11 16 7	Uxbridge,.....	9 10 7	0 13 1	8 17 6
St. Sylvester,.....	25 8 4h	4 12 9	20 15 7h	Vankleek Hill,.....	32 8 1h	2 11 7	29 16 6h
Stc. Thérèse,.....	19 18 6h	1 3 8h	18 14 10	Varenes,.....	17 14 11h	0 17 2	16 17 9h
St. Thomas, L. C.,.....	9 6 3	0 0 1	9 6 3	Vaudreuil,.....	34 7 11	1 14 11h	32 12 11h
St. Thomas, U. C.,.....	286 18 5	28 14 11	258 3 6	Vaughan,.....	29 18 7h	8 15 0h	21 3 7
St. Vincent de Paul,...	5 3 3h	0 11 1	4 12 2h	Verchères,.....	12 17 9h	0 0 0	12 17 9h
Sandwich,.....	309 17 4	25 14 8h	284 2 7h	Victoria,.....	12 11 11h	2 2 5	10 9 6h
Scarboro,.....	30 0 11h	2 16 10h	27 4 1	Vienna,.....	30 0 8h	2 9 5h	27 11 3
Seneca,.....	25 14 10	2 3 6h	23 11 3h	Vittoria,.....	69 0 5	6 15 5	62 5 0
Seymour East,.....	38 0 0	10 7 2h	27 12 9h	Wallaceburgh,.....	16 14 8h	1 15 7	14 19 1h
Seymour West,.....	21 11 0h	3 14 9h	17 16 3	Walpole,.....	23 1 4h	3 8 0	19 13 4h
Shannonville,.....	17 13 0	3 12 4h	14 0 7h	Wallingham,.....	21 4 4h	2 6 0	18 18 4h
Sheffield,.....	18 1 7	3 19 9	14 1 10	Warwick,.....	29 7 10h	4 15 7	24 12 3h
Sherbrooke,.....	205 5 5	15 1 7	190 3 10	Waterloo, L. C.,.....	17 7 9h	1 11 7h	15 16 2
Sidney,.....	2 5 1	1 2 4	1 2 9	Waterloo, U. C.,.....	44 8 9	14 1 6	30 7 3
Simcoe,.....	186 15 4h	21 1 2h	165 14 2	Wellington,.....	43 15 6h	10 9 1	33 6 5h
Smith's Falls,.....	88 1 11h	4 1 10	84 0 1h	Wellington Square,...	43 13 7	4 13 0h	39 0 6h
Smithville,.....	18 6 5h	2 13 9	15 12 8h	West Flamboro',.....	13 9 9h	0 16 5h	12 13 5
South Gower,.....	23 10 3h	1 6 6h	22 3 9	Westmeath,.....	29 5 7h	1 11 5	27 14 2h
South Patton,.....	3 13 4	1 8 7h	2 4 8h	Westminster,.....	14 9 8h	4 14 7h	9 15 1
Stanbridge East,.....	19 6 7h	8 6 11h	10 19 8	West Shefford,.....	5 5 1	0 10 4	4 14 9
Stanley's Mills,.....	38 4 1	11 0 5	27 3 8	West Williamsburg,...	65 13 6	7 10 0h	58 3 5h
Stanstead,.....	56 4 2h	11 4 6	44 19 8h	Whitby,.....	231 5 6	19 16 11h	211 8 6h
Stoney Creek,.....	38 7 9	3 15 6h	34 12 2h	Whitchall,.....	18 5 10	4 2 8	14 3 2
Stratford,.....	38 5 0h	3 15 1h	34 9 11	William Henry,.....	266 4 4	14 9 10h	251 14 5h
Streetsville,.....	71 6 8h	7 2 5	64 4 3h	Williamstown,.....	49 15 1	7 9 7h	42 5 5h
Stukely,.....	7 18 6	0 8 4h	7 10 1h	Wilmot,.....	15 2 7	0 16 7h	14 5 10h
Sutton,.....	6 6 9h	0 17 9	5 9 0h	Wilton,.....	13 2 8h	1 17 4	11 5 4h
Temiscouata,.....	23 2 0h	1 13 8h	21 8 4	Woodstock, N. B.,.....	213 6 0	18 7 10h	194 18 1h
Terrebonne,.....	46 9 3h	4 18 9	41 10 6h	Woodstock, U. C.,.....	221 1 6h	31 2 0	189 19 6h
Thamesville,.....	4 7 10	0 11 9	3 16 1	Woolwich,.....	11 15 4h	1 14 1h	10 1 3
Thornhill,.....	90 9 8h	16 4 7h	74 5 1	Yamachiche,.....	27 15 2h	2 13 3	24 16 11h
Thorold,.....	40 8 8	6 2 7	34 6 1	Yamaska,.....	46 2 9h	3 18 3	42 4 6h
Three Rivers,.....	299 10 4h	21 19 7	277 10 9h	Yonge,.....	21 11 6	6 10 6	15 1 0
Toronto,.....	8694 17 4	355 15 1h	8339 2 2h	York,.....	73 7 6	13 13 1h	59 14 4h
Trafalgar,.....	55 1 0	18 19 7	36 1 5	York Mills,.....	62 5 6	24 3 4h	38 2 1h
Trois Pistoles,.....	17 9 0	0 13 11	16 15 1	Zonc Mills,.....	7 11 1	0 16 1h	6 14 11h

T. A. STAYNER, D. P. M. G.

General Post Office, }
Quebec, 2nd January, 1841. }

No. 23.

A RETURN of the Income of all Post Masters in the Canadas, receiving under £40 Currency, per Annum; for the year ended 5th July, 1840.

No. 23.

Return of Income of Post Masters, receiving under £40, for year ending 5th July, 1840.

Towns.	Salary or Commission.	Stationery Allowance.	Commission on Newspaper Postage.	Commission on United States Postage.	Total.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Abbotsford, ...	2 2 7	0 10 0	0 0 10	0 3 5½	2 16 10½
Adelaid, ...	5 13 4½	1 0 0	0 5 4	1 5 11½	8 4 7½
Adolphustown, ...	3 6 4½	0 10 0	0 0 0	0 11 7	5 7 11½
Albion, ...	3 11 5½	0 3 6	0 0 0	0 6 6	4 1 5½
Aldboro, ...	2 1 9½	0 10 0	0 0 0	0 2 3	2 14 0½
Alexandria, ...	4 19 11	0 0 0	0 0 5½	0 2 9½	5 3 2½
Allen's Mills, ...	1 13 6½	0 0 0	0 0 0	0 0 7½	1 14 2
Amoliasburg, ...	2 8 6	0 0 0	0 0 2	0 1 11	2 10 7
Amiens, ...	3 7 3	0 10 0	0 0 7½	1 8 0½	4 15 11½
Ancaster, ...	14 12 2	2 0 0	1 5 2	3 9 4½	21 6 8½
Asphodel, ...	2 16 6½	0 10 0	0 0 0	0 3 8½	5 10 2½
Aylmer, L. C. ...	11 6 0	1 0 0	0 4 8½	0 1 8½	12 12 4½
Aylmer, U. C. ...	7 19 6½	1 0 0	0 2 4	0 11 3½	9 13 2
Ayr, (established May 5)	0 2 9	0 0 0	0 0 0	0 0 0	0 2 9
Babyville, ...	2 10 7	0 10 0	0 0 0	0 0 2½	3 0 9½
Barnston, ...	2 9 6	0 10 0	0 7 8	0 17 10	4 5 0
Barric, ...	10 2 6½	1 0 0	0 12 7½	0 0 7½	13 15 9½
Bath, ...	16 19 1	3 15 0	0 8 4	1 11 5½	22 13 10½
Batiscan, ...	2 0 1	0 10 0	0 0 0	0 0 1	2 10 2
Bayham, ...	5 15 11	0 16 3	0 3 1½	0 11 11½	7 7 3
Beachville, ...	7 19 2½	1 5 0	0 6 1	1 1 2½	10 11 6
Beamsville, ...	10 17 0½	1 0 0	0 11 6	1 15 4½	14 3 11½
Beauharnois, ...	9 3 9	0 0 0	0 7 11	0 9 1½	10 0 9½
Beaverton, ...	4 11 1½	0 0 0	0 3 6	0 8 7½	5 3 3
Bécancour, ...	1 16 4½	0 7 6	0 0 0	0 0 1½	2 4 0
Bedford, ...	6 4 4	0 11 4	0 6 2	0 17 11	7 19 9
Beverly, ...	9 2 8	2 0 0	0 2 6½	1 5 1	12 10 5½
Bloomfield, ...	2 7 6	0 0 0	0 1 6	0 2 5½	2 11 5½

A RETURN of the Income of all Post Masters in the Canadas, &c.—(Continued.)

Appendix (F.)

26th March.

(D.)

Towns.	Salary or Commission.			Stationery Allowance.			Commission on Newspaper Postage.			Commission on United States Postage.			Total.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
Bolton, ...	1	8	0½	0	0	0	0	3	0	0	9	4½	2	0	5½
Bond Head, ...	6	12	1½	1	6	3	0	2	0	0	10	0	8	10	4½
Boucherville, ...	3	15	8	0	5	0	0	0	0	0	0	1	4	0	9½
Brighton, ...	29	13	3½	0	10	0	0	3	0	0	11	1	30	17	4½
Brock, ...	3	13	2	0	0	0	0	0	11	0	4	8½	3	18	9½
Brome, ...	2	4	8	0	10	0	0	1	9	0	16	5½	3	12	10½
Brompton, ...	2	2	5	0	0	0	0	5	1	0	11	4½	2	18	10½
Brougham, ...	3	17	5½	0	7	6	0	1	6	0	4	6	4	10	11½
Buckingham, ...	10	15	11	1	10	0	0	11	10	0	11	9½	13	9	6½
Burford, ...	8	15	0½	1	10	0	0	7	4	0	19	6	11	11	10½
Burrill's Rapids, ...	1	6	6½	0	0	0	0	0	1	0	0	9½	1	7	5
Cacona, ...	2	7	1	0	10	0	0	0	0	0	0	0	2	17	1
Caledon, ...	2	1	11½	0	7	6	0	0	3	0	0	0	2	9	8½
Caledonia, ...	4	2	10	1	0	0	0	0	11	0	1	4½	5	5	1½
Camden East, ...	7	11	1	1	0	0	0	0	0	0	11	10	9	1	11
Campbelltown, ...	5	3	9	1	0	0	0	0	0	0	0	0	6	3	9
Canboro, ...	1	2	3½	0	10	0	0	0	0	0	2	4½	1	14	8
Cape Cove, ...	1	16	4	0	5	0	0	0	0	0	0	0	2	1	4
Cap Santé, ...	5	8	5½	0	0	0	0	0	0	0	3	10½	5	14	4
Carleton, Baie des Chaleurs, ...	30	0	0	2	10	0	0	0	0	0	0	0	32	10	0
Carleton Place, ...	11	7	0½	1	0	0	0	2	4	0	10	10½	13	0	2½
Cascades, ...	0	12	1	0	11	8	0	0	0	0	0	0	1	3	9
Castleford, ...	4	14	6½	1	0	0	0	0	0	0	4	9	5	19	3½
Cavan, ...	8	17	9	1	0	0	0	16	1	0	12	11	11	6	9
Cedars, ...	2	15	5	0	10	0	0	0	0	0	0	0½	3	5	5½
Champlain, ...	1	16	9	0	10	0	0	0	0	0	0	0	2	6	9
Chateauguay, ...	8	0	0	1	0	0	0	0	0	0	8	4½	9	8	4½
Chateau Richer, ...	0	15	6½	0	0	0	0	0	0	0	0	0	0	15	6½
Chatham, ...	17	4	9	3	0	0	0	2	5	0	11	4½	2	18	6½
Chelsea, ...	1	6	0	0	0	0	0	1	2	0	1	4½	1	8	6½
Chingouacousey, ...	7	10	8½	0	10	0	0	0	0	1	2	0	9	2	8½
Chippawa, ...	28	14	4½	1	10	0	2	5	9	4	17	9½	37	7	11½
Churchville, L. C., ...	2	12	1	0	0	0	0	2	5	0	0	4½	2	14	10½
Churchville, U. C., ...	3	9	10	0	10	0	0	0	0	0	6	4½	4	6	2½
Clarenceville, ...	4	2	9	0	10	0	0	2	0	0	0	1½	4	14	10½
Clarendon, ...	4	12	11	0	7	6	0	0	0	0	0	0	5	0	5
Clarke, ...	7	19	9½	1	0	0	0	2	8	0	5	0½	9	7	6
Clearville, ...	2	10	1½	0	10	0	0	1	4	0	3	1½	3	4	7
Colborne, ...	12	9	10	1	2	11	0	5	2	0	8	6½	1	1	6
Colchester, ...	4	13	7½	0	10	0	0	4	10	0	5	1½	5	13	7
Coldwater, ...	3	8	8	1	0	0	0	1	6	0	5	2½	4	15	4½
Compton, ...	10	7	5	0	10	0	0	17	11	2	19	2½	14	14	6½
Consecon, ...	5	14	8½	0	18	0	0	0	10	0	5	1½	6	18	8½
Cooksville, ...	7	18	5½	1	0	0	0	4	1	1	6	4½	10	8	10½
Coteau du Lac, ...	17	7	10½	1	0	0	0	4	7	0	11	4½	19	3	10½
Credit, ...	9	5	10½	2	0	0	0	5	11	1	3	7	12	15	5½
Daillebout, ...	2	12	2½	0	10	0	0	1	2	0	0	0	3	3	4½
Danville, ...	6	3	3½	0	10	0	0	9	4	0	15	10	7	18	5½
Darlington, ...	21	2	10½	1	10	0	0	9	0	0	10	7½	23	12	6
Dawn Mills, ...	3	13	1	0	5	0	0	0	3	0	9	2	4	2	1½
Delaware, ...	12	16	4½	5	0	0	0	8	1	0	15	2½	18	19	7½
Demorestville, ...	3	12	0	0	10	0	0	5	7	0	9	1½	4	16	8½
Deschambault, ...	2	15	5	0	10	0	0	0	0	0	0	0	3	5	5
Dewittville, ...	1	4	11	0	0	0	0	0	0	0	0	0	1	4	11
Drummondville, L. C., ...	9	0	9½	1	0	0	0	3	1	0	4	4	10	8	2½
Dundee, ...	3	6	5½	0	0	0	0	0	0	0	0	0	3	6	5½
Dunham, ...	4	16	2	0	10	0	0	2	1	0	15	1½	6	3	4½
Dunnville, ...	22	14	11	1	10	0	0	18	0	5	0	4½	30	2	5½
Durham, ...	7	3	5½	0	10	0	0	3	10	0	5	10½	8	3	2½
East Farnham, ...	1	6	3½	0	0	0	0	2	8	0	1	10	1	10	9½
East Williamsburg, ...	4	13	1	0	0	0	0	0	4	0	3	11½	4	17	4½
Eaton, ...	5	6	5½	0	10	0	0	15	2	1	12	1½	8	3	9½
Edwardsburg, ...	2	10	6½	0	10	0	0	0	6	0	2	7	3	3	7½
Eksfried, ...	2	9	0	0	10	0	0	0	0	0	3	0½	3	2	0½
Eldon, ...	1	5	0	0	0	0	0	0	0	0	1	1½	1	6	1½
Elora, ...	1	6	1½	0	7	6	0	0	4	0	0	0	1	13	11½
Emboro, ...	5	13	2½	0	0	0	0	1	9	0	16	11½	6	11	10½
Emily, ...	4	12	5	0	10	9	0	0	1	0	10	6½	5	13	0½
Eramosa, ...	0	7	11½	0	3	6	0	1	0	0	0	0	0	12	5½
Ericus, ...	2	10	9½	0	10	0	0	1	1	0	3	6½	3	5	5
Erin, ...	1	9	4½	0	0	0	0	0	0	0	0	0	1	9	4½
Errol, ...	3	9	10	0	10	0	0	0	0	0	17	11½	4	16	11½
Esquesing, ...	5	5	11	1	0	0	0	1	3	0	17	10	7	5	0½
Etobicoke, ...	10	2	7½	0	4	4½	0	11	2	1	5	10	12	4	0
Farmersville, ...	5	5	9½	1	0	0	0	3	0½	0	5	8½	6	14	5½
Fenelon Falls, ...	4	1	11	0	0	0	0	5	0	1	14	4	6	1	3½
Fergus, ...	10	17	10½	1	0	0	0	5	3	3	8	3½	15	11	5
Fitzroy Harbour, ...	15	6	4	1	0	0	0	7	7½	0	11	11½	17	5	10½
Flos, ...	1	5	10½	0	0	0	0	2	0½	0	0	10	1	8	9½
Fort Erie, ...	20	6	0	1	10	0	0	4	4	1	13	7½	23	13	11½
Frampton, ...	4	12	10	0	0	0	0	0	11	0	0	2½	4	13	11½
Frankford, ...	2	0	11½	0	10	0	0	0	1	0	2	1½	2	13	2½
Franktown, ...	15	0	8	1	0	0	0	0	5	0	2	5½	16	3	6½
Fredericksburg, ...	3	6	7	0	10	0	0	1	4	0	8	9½	4	6	8½
Frelighsburg, ...	4	2	7½	1	10	0	0	4	3	0	2	7	5	19	5½
Frost Village, ...	4	13	7½	1	0	0	0	7	7	0	13	0½	6	14	3½
Galt, ...	21	16	9½	2	10	0	1	6	10	4	12	10½	30	6	6½

Appendix (F.)

26th March.

(D.)

A RETURN of the Income of all Post Masters in the Canadas, &c.—(Continued.)

Appendix (F.)

26th March.

(D.)

Appendix (F.)

26th March.

(D.)

Towns.	Salary or Commission.			Stationery Allowance.			Commission on Newspaper Postage.			Commission on United States Postage.			Total.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
Gananoque, ...	12	8	4	0	0	0	0	11	1	2	0	0	14	19	5
Gaspé Basin, ...	7	6	11	2	0	0	0	0	3	0	0	0	9	7	2
Gentilly, ...	1	4	1	0	0	0	0	0	0	0	0	0	1	4	1
Georgeville, ...	2	14	9½	0	0	0	0	10	7½	1	5	6	4	10	11
Georgina, ...	4	0	2	0	10	0	0	4	4	1	1	11½	5	16	5½
Gosfield, ...	6	13	1	0	12	6	0	0	0	0	8	4½	7	13	11½
Granby, ...	5	14	2½	0	0	0	0	6	0	0	12	7½	7	12	9½
Grand Falls, N. B., ...	5	19	6	0	0	0	0	9	0	0	0	0	5	19	6
Grenville, ...	14	10	5	10	0	0	0	4	9	0	8	1½	25	3	31
Grimsby, ...	9	2	7	2	0	0	0	11	6	1	1	0	12	15	1
Grondines, ...	1	3	0	0	2	6	0	0	6	0	0	0	1	5	6
Haldimand, ...	10	7	1	1	0	0	0	5	11	0	10	8½	12	3	8½
Hatley, ...	9	14	2½	1	0	0	0	16	8	2	15	0	13	5	10½
Hawkesbury, ...	12	17	9	3	0	0	0	5	9	0	14	1½	16	17	7½
Hemmingford, ...	4	5	3½	0	10	0	0	0	3	0	0	4½	4	15	11½
Henryville, ...	7	4	5	1	5	0	0	6	7	0	10	10½	9	6	10½
Hereford, ...	0	1	0	0	0	0	0	0	0	0	0	3	0	1	3
Hillier, ...	1	18	4	1	0	0	0	2	6	0	6	1½	3	6	11½
Holland Landing, ...	13	18	8	1	0	0	0	14	7	1	18	11½	17	12	2½
Howard, ...	4	19	10	1	0	0	0	0	0	0	6	9	6	6	7
Hull, ...	9	12	2½	1	0	0	0	0	0	0	7	11	11	0	2
Huntingdon, ...	15	1	7½	1	0	0	0	7	6	1	2	10½	17	11	11½
Huntley, ...	3	5	6½	0	0	0	0	0	0	0	1	11½	3	7	6
Industry, ...	2	8	9½	0	0	0	0	0	2	0	0	7	2	9	6½
Inverness, ...	3	1	6	0	10	0	0	0	0	0	0	1½	3	11	7½
Isle aux Noix, ...	14	2	0	8	0	0	0	2	5	0	14	8½	22	19	11
Isle Verte, ...	2	11	9	0	0	0	0	0	0	0	0	0	2	11	9
Jordan, ...	0	5	9	0	0	0	0	0	3½	0	0	0	0	6	6½
Kamouraska, ...	15	8	6	0	0	0	0	0	0	0	0	0	15	8	6
Katesville, ...	4	0	4½	0	10	0	0	4	10	0	7	4	5	2	6½
Kemptville, ...	11	18	1	1	0	0	0	1	8½	0	14	6	13	14	3½
Keithburn, ...	0	12	0	0	0	0	0	0	3	0	0	0	0	12	3
Keswick, ...	1	14	6½	0	0	0	0	3	10	0	5	1½	2	3	6½
Kilmarnock, ...	3	5	0½	0	0	0	0	0	0	0	2	7½	3	17	8
Kingsy, ...	4	18	9	0	10	0	0	1	10	0	5	0	5	15	7
Kitley, ...	4	12	1½	0	10	0	0	0	0	0	8	10½	5	11	0
La Baie, ...	5	9	1½	0	0	0	0	0	8	0	2	0	6	1	9½
La Beaucc, ...	2	0	3½	0	0	0	0	0	0	0	0	0	2	0	3½
L'Acadie, ...	3	0	10½	0	10	0	0	0	9	0	5	3	3	16	10½
Lachine, ...	25	0	0	1	6	0	0	7	5½	2	1	3½	28	14	9
Lachute, ...	10	3	7½	1	0	0	0	2	2½	0	6	7½	11	12	5½
Lacolle, ...	5	9	2½	0	10	0	0	0	3	0	4	7½	6	4	1½
Lanark, ...	10	8	9	2	0	0	0	2	11½	0	19	4½	13	11	1
Lancaster, ...	10	6	9	2	0	0	0	0	0	0	5	10½	12	12	7½
L'Assomption, ...	15	0	0	2	0	0	0	0	0	0	7	7½	17	7	7½
Leeds, ...	5	4	1	1	0	0	0	0	0	0	0	5½	6	4	6½
Lennoxville, ...	9	13	1½	1	2	6	0	13	7½	1	18	2½	13	7	5½
Les Eboulemens, ...	1	3	5½	0	10	0	0	0	0	0	0	0	1	13	5½
Lindsay, ...	4	4	11	0	0	0	0	0	0	0	5	4½	4	10	3½
L'Islet, ...	2	8	4½	0	5	0	0	0	0	0	0	0	2	13	4½
Lloyd Town, ...	5	11	1	0	10	0	0	0	8	0	17	1½	6	18	10½
Lochaber, ...	3	5	11½	0	5	6	0	0	8	0	0	0	3	12	1½
Lochiel, ...	6	2	1½	0	0	0	0	0	0	0	0	10½	6	2	11½
Longueuil, ...	2	2	0½	0	0	0	0	1	3½	0	5	8½	2	9	0½
L'Orignal, ...	15	12	4½	3	0	0	0	6	7½	0	11	7½	19	10	7½
Lotbinière, ...	3	11	8	0	10	0	0	0	0	0	0	1½	4	1	8½
Loughboro, ...	4	18	8	0	0	0	0	2	9	0	9	7	5	11	0
M'Gillivray, ...	2	5	5	0	0	0	0	0	0	0	5	7	2	11	0
M'Killop, ...	2	2	3½	0	10	0	0	0	0	0	18	3	2	10	6½
M'Nab, ...	4	0	1	0	10	0	0	1	7	0	1	4	4	13	0
Madayaska, ...	1	15	2½	0	0	0	0	0	0	0	0	0	1	15	2½
Madoc, ...	1	13	9½	0	5	0	0	0	0	0	2	10½	2	1	7½
Maidstone, ...	0	0	8	0	0	0	0	0	0	0	1	4½	0	1	9½
Maitland, ...	4	7	6	0	0	0	0	10	5	0	12	1	5	10	0
Manningville, ...	0	17	10	0	0	0	0	0	0	0	0	6	0	18	4
March, ...	5	17	3	1	0	0	0	1	9	0	5	1½	7	7	4
Mariposa, ...	1	19	2	0	0	0	0	0	0	0	1	7½	2	0	9½
Markham, ...	8	16	1	1	0	0	0	7	3	1	7	6½	11	10	10½
Marmora, ...	0	15	10	0	0	0	0	0	9	0	0	10½	0	17	5½
Marshville, ...	1	10	9½	0	0	0	0	2	7	0	3	1½	1	16	6½
Martintown, ...	7	13	8	1	0	0	0	2	8	0	7	3½	9	3	7½
Maskinongé, ...	6	1	7½	0	2	6	0	0	0	0	0	0	6	4	1
Matilda, ...	8	5	4½	1	0	0	0	1	0	0	2	11½	9	9	4½
Melbourne, ...	11	15	9½	1	10	0	1	2	3	1	14	10½	16	2	10½
Merrickville, ...	10	15	7	1	8	0	0	10	0	0	10	7½	13	4	2½
Mersea, ...	1	19	1	0	10	0	0	0	7½	0	5	4½	2	15	1½
Métis, ...	1	6	11	0	0	0	0	0	0	0	0	0	1	6	11
Middleton, ...	2	4	1	0	10	0	0	0	6	0	3	10	2	18	5
Milford, ...	2	2	6½	0	12	6	0	0	0	0	3	1½	2	18	1½
Mill Creek, ...	2	9	0½	0	0	0	0	0	0	0	5	10½	2	14	11½
Milton, ...	1	13	9	0	0	0	0	2	4	0	9	1½	2	5	2½
Mohawk, ...	7	12	1½	0	10	0	0	6	5	0	19	7	9	8	2
Mono Mills, ...	2	1	1½	0	3	3	0	0	0	0	0	0	2	4	4½
Moore, ...	16	11	3½	2	4	6	0	1	7	0	6	10	19	4	2½
Mosa, ...	5	4	10	0	12	0	0	1	4½	0	10	10½	6	9	1
Moulinette, ...	0	12	10½	0	5	0	0	0	11	0	1	5½	1	10	3½
Murray, ...	6	2	11	1	0	0	0	3	10	0	10	11½	7	17	8½

A RETURN of the Income of all Post Masters in the Canadas, &c.—(Continued.)

Appendix (F.)

26th March.

(D.)

Towne.	Salary, or Commission			Stationery Allowance.			Commission on Newspaper Postage.			Commission on United States Postage.			Total.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.		£	s.	d.
Murray Bay,	4	6	9	1	0	0	0	0	0	0	0	0	5	6	9
Nanticoke,	1	13	2	0	10	0	0	0	0	0	13	0	2	16	2
Napanee,	21	17	2	3	0	0	0	5	9	1	12	1 1/2	26	15	0 1/2
Napierville,	8	10	10	0	13	9	0	5	10 1/2	0	11	4 1/2	10	1	10
Nassangiweya,	1	7	2 1/2	0	0	0	0	0	0	0	0	1 1/2	1	7	4 1/2
Nelson,	15	10	0 1/2	4	0	0	0	7	1	2	13	2	22	10	3 1/2
Newboro	6	8	3 1/2	0	10	0	0	1	6	0	2	7 1/2	7	2	5 1/2
New Carlisle,	10	6	9	2	10	0	0	0	0	0	0	0	12	16	9
New Glasgow,	4	16	7 1/2	0	10	0	0	2	1	0	0	4 1/2	5	9	1 1/2
New Ireland,	1	17	10	0	1	6 1/2	0	0	0	0	0	4 1/2	1	19	8 1/2
Newmarket,	21	13	0 1/2	1	10	0	1	5	7	3	6	2	27	14	9 1/2
Nicolet,	11	15	0	2	0	0	0	6	3	0	4	8 1/2	14	5	11 1/2
North Georgetown,	2	19	1	0	0	0	0	1	3 1/2	0	2	10 1/2	3	3	3
North Port,	1	3	11	0	0	0	0	0	0	0	0	2 1/2	1	4	1 1/2
Norton Creek,	2	13	5	0	0	0	0	0	6 1/2	0	0	1 1/2	2	14	1
Norval,	4	5	2	0	2	6	0	6	3	0	8	7 1/2	5	2	6 1/2
Norwich,	8	3	5 1/2	0	15	0	0	6	2	1	3	7 1/2	10	8	3
Oakland,	0	12	11	0	2	1	0	0	0	0	0	1	0	15	1
Onkville,	10	19	2	1	0	0	0	8	5	1	4	11 1/2	13	12	6 1/2
Orillia,	11	15	5 1/2	0	10	0	0	5	10	2	7	10	14	19	1 1/2
Ormstown,	4	3	9 1/2	0	0	0	0	1	2 1/2	0	0	0	4	5	0
Oro,	4	4	2 1/2	0	10	0	0	0	11	0	14	3	5	9	4 1/2
Osgoode,	3	17	4 1/2	0	0	0	0	0	0	0	0	1 1/2	3	17	5 1/2
Osnabruck,	12	19	2	1	0	0	0	5	8	0	14	0	14	18	10
Otonabee,	5	13	2	0	10	0	0	0	10	0	2	2 1/2	6	6	2 1/2
Otterville,	4	5	6	0	10	0	0	4	1	0	8	10	5	8	5
Oxford,	15	16	1	2	0	0	0	19	7 1/2	2	7	4 1/2	21	3	1
Pakenham,	8	12	3	0	17	6	0	0	0	0	7	10 1/2	9	17	7 1/2
Palermo,	4	4	6	0	10	0	0	0	0	0	7	3	5	1	9
Paris,	18	2	7	0	10	0	1	6	7	4	0	2 1/2	23	19	4 1/2
Percé,	3	18	11 1/2	0	15	0	0	0	0	0	0	0	4	18	11 1/2
Percy,	4	6	2 1/2	0	10	0	0	4	8	0	6	1 1/2	5	6	11 1/2
Petite Nation,	5	18	9 1/2	0	10	0	0	4	4	0	6	2 1/2	6	19	3 1/2
Phillipsburg,	10	18	3	4	0	0	0	5	6	0	16	0 1/2	15	19	9 1/2
Pickering,	10	6	6	1	0	0	0	5	2	1	16	11 1/2	13	8	7 1/2
Plantagenet,	3	6	7	0	0	0	0	0	0	0	0	7 1/2	3	7	2 1/2
Point Albino,	0	13	8 1/2	0	10	0	0	0	0	0	1	4 1/2	1	5	1 1/2
Pointe Claire,	1	5	8	0	0	0	0	0	0	0	0	0	1	5	8
Point St. Peter,	2	3	2	2	0	0	0	0	0	0	0	0	4	3	2
Port Burwell,	2	10	9	0	15	0	0	1	5	0	3	3 1/2	3	10	5 1/2
Port Colborne,	8	7	2	0	10	0	0	4	11	0	15	10 1/2	9	17	11 1/2
Port Dalhousie,	0	10	10	0	3	0	0	0	0	0	1	7 1/2	0	15	5 1/2
Port Dover,	5	3	4 1/2	1	0	0	0	2	7	1	6	6 1/2	7	12	5 1/2
Port Neuf,	2	14	0 1/2	0	0	0	0	0	0	0	0	7	2	14	7 1/2
Port Robinson,	3	2	9	0	10	0	0	2	5	0	9	11	4	5	1
Port St. Francis,	2	17	9 1/2	0	10	0	0	0	0	0	1	1 1/2	3	8	10 1/2
Port Sarnia,	17	15	3 1/2	1	10	0	0	1	10	0	6	13 1/2	19	13	3 1/2
Port Stanley,	5	15	3 1/2	1	0	0	0	6	9	0	0	4 1/2	7	2	5 1/2
Port Talbot,	2	2	4 1/2	0	15	0	0	6	4 1/2	0	16	8 1/2	4	0	5 1/2
Port Trent,	20	9	0 1/2	2	10	0	0	14	0	0	15	2 1/2	24	8	3 1/2
Preston,	14	6	4 1/2	1	5	4 1/2	2	2	0	3	1	7 1/2	20	15	4 1/2
Ramsay,	10	9	9 1/2	0	10	0	0	5	4 1/2	0	19	1 1/2	12	4	3 1/2
Rawdon, L. C.	4	9	0	0	10	0	0	3	2	0	8	3 1/2	5	10	5 1/2
Rawdon, U. C.,	3	11	4	0	10	0	0	0	0	0	4	2 1/2	4	5	6 1/2
Repentigny,	5	0	0	0	0	0	0	0	0	0	0	0	5	0	0
Richmond, L. C.	5	10	1	1	0	0	0	4	0	1	10	4 1/2	8	4	5 1/2
Richmond, U. C.	14	19	4	1	10	0	0	2	1 1/2	0	17	0 1/2	17	8	6
Richmond Hill,	6	18	11	0	15	0	0	8	3 1/2	1	3	5 1/2	9	5	8 1/2
Rignaud,	3	9	11	0	10	0	0	0	0	0	0	0	3	19	11
Rimouski,	6	8	7 1/2	0	16	0	0	0	0	0	0	0	7	4	7 1/2
Rivière du Loup,	13	1	0 1/2	1	0	0	0	4	0	0	5	10 1/2	14	10	10 1/2
Rivière du Loup en bas,	17	0	7	0	0	0	0	0	0	0	0	0	17	0	7
Rivière Ouelle,	5	15	11	0	0	0	0	0	0	0	0	0	5	15	11
Robinson,	2	3	3 1/2	0	0	0	0	0	0	0	4	5 1/2	2	7	9 1/2
Romney,	0	13	4	0	10	0	0	0	3	0	1	4 1/2	1	4	11 1/2
Russelltown,	1	17	7	0	10	0	0	0	0	0	0	7 1/2	2	8	2 1/2
St. André,	1	11	10	0	1	0	0	0	0	0	0	0	1	12	10
St. Andrews, L. C.	12	9	2	1	10	0	0	12	0	1	2	7 1/2	15	13	9 1/2
St. Andrews, U. C.	4	8	11	0	10	0	0	0	0	0	4	9 1/2	5	3	8 1/2
St. Anne, bout de l'Isle,	1	1	9	0	0	0	0	0	7 1/2	0	0	0	1	2	4 1/2
Ste. Anne de la Perade,	5	19	4 1/2	0	0	0	0	0	0	0	0	8 1/2	6	0	1
Ste. Anne la Pocatière,	2	1	10	0	0	0	0	0	0	0	0	0	2	1	10
St. Antoine,	0	17	4	0	0	0	0	0	0	0	0	0	0	17	4
St. Césaire,	4	5	9 1/2	0	5	0	0	0	11	0	7	10 1/2	4	18	6 1/2
St. Charles,	5	0	0	0	0	0	0	8	2	0	8	6	5	16	8
St. Croix,	1	2	6	0	0	0	0	0	0	0	0	4	1	2	10
St. Denis,	8	6	3	0	15	0	0	1	10	0	5	10 1/2	9	8	11 1/2
Ste. Elizabeth,	2	8	0 1/2	0	10	0	0	0	0	0	2	1 1/2	3	0	2 1/2
St. Eustache,	10	6	7	2	0	0	0	1	3	0	7	4 1/2	12	15	2 1/2
St. Francis,	10	5	7	0	10	0	0	10	0	0	3	7 1/2	11	9	2 1/2
St. George,	6	2	9 1/2	0	10	0	0	5	6 1/2	0	18	9 1/2	7	17	1 1/2
St. Iliaire,	4	11	5 1/2	0	10	0	0	0	0	0	9	1 1/2	5	10	7 1/2
St. Hyacinthe,	14	17	10	1	0	0	0	0	0	1	0	0	16	17	10
St. Jacques,	2	6	8 1/2	0	0	0	0	0	0	0	0	0	2	6	10
St. Jean Port Joli,	1	3	10	0	0	0	0	0	0	0	0	0	1	3	10
St. Johns, U. C.,	2	2	2 1/2	0	0	0	0	8	3	0	10	10	3	1	3 1/2
St. Laurent,	1	3	5 1/2	0	0	0	0	0	0	0	0	6 1/2	1	4	0 1/2

Appendix (F.)

26th March.

(D.)

Appendix (F.)

A RETURN of the Income of all Post Masters in the Canadas, &c.—(Continued.)

Appendix (F.)

26th March.

26th March.

(D.)

(D.)

Towns.	Salary or Commission.			Stationery Allowance.			Commission on Newspaper Postage.			Commission on United States Postage.			Total.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
St. Luc, ...	0	18	10½	0	0	0	0	0	0	0	0	0	0	18	10½
St. Luce, ...	1	0	3½	0	0	0	0	0	0	0	0	0	1	0	3½
St. Marie de Monnoir, ...	4	3	0½	0	15	0	0	0	0	0	0	0	4	18	0½
St. Martin, ...	1	13	5	0	0	0	0	0	0	0	0	0	1	13	5
St. Martine, ...	1	11	6	0	5	0	0	1	2½	0	0	2½	1	17	11
St. Nicholas, ...	1	5	11½	0	0	0	0	0	0	0	0	0	1	5	11½
St. Ours, ...	8	0	0	1	0	0	0	0	0	0	3	10½	9	3	10½
St. Pio, ...	3	3	10	0	7	6	0	2	9	0	11	3½	4	5	4½
St. Paul's Bay, ...	2	0	11	0	7	6	0	0	0	0	0	0	2	8	5
St. Pierre les Bœquets, ...	4	18	9	0	5	0	0	0	0	0	0	3	5	4	0
St. Roch des Anlais, ...	1	16	2½	0	0	0	0	0	0	0	0	0	1	16	2½
St. Roch l'Achigan, ...	1	14	3½	0	0	0	0	0	0	0	0	1½	1	14	4½
St. Stanislaus, ...	2	7	2½	0	10	0	0	0	0	0	0	0	2	17	2½
St. Sylvestre, ...	4	6	4½	0	6	0	0	0	0	0	0	4½	4	6	9½
St. Thérèse, ...	3	15	5½	0	15	0	0	1	6	0	0	0	4	11	11½
St. Thomas, L. C. ...	2	5	9½	0	0	0	0	0	0	0	0	0	2	5	9½
St. Vincent de Paul, ...	0	18	3½	0	0	0	0	0	0	0	0	0	0	18	3½
Scarboro, ...	5	4	1	0	10	0	0	3	7½	0	12	4½	6	10	1
Seneca, ...	4	15	7½	0	8	7½	0	3	3	0	8	2½	5	15	8½
Seymour East, ...	5	10	6½	0	10	0	0	2	6	1	5	11½	7	8	11½
Seymour West, ...	3	12	4½	1	0	0	0	5	3	0	9	2½	3	6	9½
Shannonville, ...	2	19	2	0	4	7½	0	0	2½	0	6	1½	5	10	1½
Sheffield, ...	2	15	10	0	12	6	0	0	8½	0	12	1½	4	1	2½
Sidney, ...	0	6	11½	0	0	0	0	10	0	0	0	0	0	6	11½
Smith's Falls, ...	16	10	6	0	16	0	0	0	2½	1	3	10½	19	0	7½
Smithville, ...	3	3	7½	0	0	0	0	6	5	0	11	0	4	1	0½
South Gower, ...	4	9	0	0	0	0	0	0	11½	0	2	1½	4	12	0½
South Potton, ...	0	7	3½	0	1	0	0	0	0	0	2	4½	0	10	8½
Stanbridge East, ...	2	2	7½	0	10	0	0	6	6	0	10	1½	3	9	2½
Stanley's Mills, ...	5	15	4½	0	0	0	0	1	7½	0	12	9	6	9	9
Stoney Creek, ...	6	14	2½	2	0	0	0	8	10	1	4	10½	10	7	10½
Stratford, ...	6	16	10	0	10	0	0	1	3	1	0	8½	8	8	9½
Streetsville, ...	12	19	2½	1	7	6	0	16	0	1	11	9½	16	14	5½
Stukely, ...	1	9	11	0	3	0	0	2	9	0	5	1½	2	0	9½
Sutton, ...	1	2	10	0	6	4	0	0	0	0	0	10½	1	10	0½
Témiscouata, ...	4	7	1	1	14	3½	0	0	1	0	0	0	6	1	5½
Terrebonne, ...	8	6	1½	0	10	0	0	4	6	0	11	4½	9	12	0½
Thamesville, ...	0	15	4½	0	0	0	0	0	0	0	0	0	0	15	4½
Thornhill, ...	14	15	5	1	10	0	0	9	11	2	19	0	19	14	4
Thorold, ...	6	18	5½	1	0	0	0	7	6½	1	5	6½	9	11	6½
Trafalgar, ...	6	17	10	2	0	0	0	10	11	1	5	1½	10	13	10½
Trois Pistoles, ...	3	6	10½	0	8	0	0	0	0	0	0	0	3	14	10½
Tyreconnell, ...	1	4	10	0	10	0	0	1	4	0	1	9	1	17	11
Uxbridge, ...	1	14	7	0	0	0	0	0	5	0	4	4½	1	19	4½
Yankleek Hill, ...	5	19	3	0	0	0	0	1	3	0	2	1½	6	2	7½
Varenes, ...	3	8	0	0	0	0	0	0	0	0	0	0	3	8	0
Vaudreuil, ...	6	3	8½	0	0	0	0	0	0	0	4	8	6	8	6½
Vaughan, ...	4	1	6½	0	10	0	0	1	11	1	0	6	5	13	11½
Verchères, ...	3	4	2	0	0	0	0	0	0	0	0	3	3	4	5
Victoria, ...	2	1	11	0	0	0	0	0	0	0	5	1½	2	7	0½
Vienna, ...	5	17	3	0	10	0	0	5	6½	0	0	10½	6	13	8½
Vittoria, ...	12	7	1½	1	10	0	0	11	0	1	2	10	15	10	11½
Wallaceburg, ...	3	0	0½	0	10	0	0	0	0	0	2	7½	3	12	7½
Walpole, ...	3	18	10½	0	2	0	0	2	4	0	12	1½	4	16	0½
Walsingham, ...	3	15	7	0	10	0	0	2	10	0	8	5	4	16	10
Warwick, ...	4	18	4½	0	10	0	0	0	2	0	11	3	5	19	9½
Waterloo, L. C. ...	3	3	2	0	0	0	0	9	7	0	13	1½	4	5	10½
Waterloo, U. C. ...	6	5	4	0	5	0	0	12	8	2	15	11½	9	18	11½
Wellington, ...	6	11	10½	0	0	0	0	7	8	0	19	5	7	18	11½
Wellington Square, ...	7	14	4	0	10	0	0	5	4	1	0	5	9	10	1
West Flamboro', ...	2	5	1½	0	3	6	0	1	10	0	7	3	2	17	8½
Westmenth, ...	5	10	8½	0	10	0	0	6	1	0	5	7½	6	12	5
Westminster, ...	1	17	7	0	0	0	0	0	3	0	6	4½	2	4	2½
West Shefford, ...	0	18	11	0	18	0½	0	0	6	0	4	10½	2	2	4
West Williamsburg, ...	11	11	10½	1	10	0	0	1	2	0	1	2½	13	4	3½
Whitehall, ...	2	16	1½	0	10	0	0	0	0	0	3	4	3	9	5½
Williamstown, ...	8	8	3	1	0	0	0	0	7½	0	1	6	9	10	4½
Wilmot, ...	2	16	11½	0	0	0	0	1	1	0	11	4½	3	9	4½
Wilton, ...	2	5	0	0	0	0	0	0	0	0	2	8½	2	7	8½
Woolwich, ...	2	0	9	0	10	0	0	0	9	0	12	2½	3	3	8½
Yamachiche, ...	5	2	9	0	10	0	0	0	0	0	0	0	5	12	9
Yamaska, ...	8	8	11½	1	0	0	0	2	1½	0	5	6½	9	18	7½
Yonge, ...	3	2	6	0	10	0	0	0	0	0	5	0	3	17	6
York, ...	11	17	6½	0	0	0	0	13	3	2	14	4½	15	5	2
York Mills, ...	8	6	0	0	0	0	0	5	8½	2	0	2½	10	11	10½
Zone Mills, ...	1	2	9½	0	0	0	0	0	0	0	0	7	1	3	4½

T. A. STAYNER, D. P. M. G.

General Post Office, }
Quebec, 2d January, 1841. }

Appendix
(F.)

No. 24.

26th March.

FORM of MAIL CONTRACT in common use, within
Canada Charge.

(D.) No. 24.

Common form
of Mail Con-
tract.

This Agreement entered into this _____ day
of _____ in the year of Our Lord one thous-
and eight hundred and thirty _____ between
_____ of _____ in the Pro-
vince of _____ Canada, of the one part, and
_____ of _____ acting for and on behalf of
Her Majesty, Her Heirs and Successors, of the other
part,—Witnesseth, That for and in consideration of the
sum or sums of money hereinafter described, the said
_____ engage, commencing the
_____ day of _____ next, and conti-
nuing for _____ full and complete years, or more,—
(as provided for in the conditions hereinafter recited,) to convey or cause to be conveyed, Her Majesty's
Mails from _____ Post Office to
_____ Post Office and back, _____ times per
week each way, by the Route hereafter indicated—
upon the days of the week hereinafter recited, or upon
such other days as may be pointed out, under the au-
thority of the Deputy Post Master General of British
North America, for the time being. The Route to be
pursued in the conveyance of this Mail is intended to
be as follows:—subject to a right of the Deputy Post
Master General to alter the said Route should he find
it necessary so to do—compensating the Contractor at
the ratio or proportion per mile at which he is to be
paid by this agreement, for any extra travel he may in
consequence be obliged to perform; or deducting at
the same ratio should the distance be lessened.

*Route of this Mail, and the computed or ascertained
distance, viz :*

Time of Departure and Arrival, viz :

Manner in which the Mails are to be conveyed, viz :

and the said
further engage to use every care to defend the Mail
Bags and their contents from the weather and other
causes of injury.

The rate of travelling shall be uniform, as far as the
nature of the roads and the state of the weather will
permit, and at an average rate of _____ miles per
hour. The time occupied in exchanging Mails at each
Office on the Route is understood to be not more than
minutes, except at _____

Any Post Master on the Route shall however have
the power, under his own responsibility, of detaining a
Courier for a depending Mail, or for any other cause
which he can justify to the head of his Department, as
long as he may think proper, and for such detention
due allowance will be made in ascertaining the whole
time consumed upon the Route.

The said
further engage to provide sober, steady, and honest men
as Mail Carriers, for the before mentioned service, who,
as well as
shall subscribe to the usual Post Office Courier's Oath
before they assume the charge of any Mail. The said
_____ not to employ any man
who has been dismissed from the Post Office service.
The said _____ engage to provide each
Courier or Driver employed in this service with a Post
Horn, which he is to sound distinctly several times
upon arriving at, or leaving a Post town, and occa-
sionally along the road.

The said _____ engage
that the Couriers or Drivers employed on this service
shall carry a Side Bag (if required to do so,) for the
reception of the Way Letters, slung over their shoul-
ders, and that they shall receive all Way Letters of-
fered to them by any individual on the Route, at a
distance of _____ miles or upwards, from the nearest
Post Office, and deliver the same to the Post Master at
the first Post Office at which they may arrive, stating
to the Post Master where the said Letters were received,
in order that they may be duly rated and mailed.—And to
prevent Letters being conveyed fraudulently, no Cou-
rier concerned in this service shall take charge of a par-
cel or parcels to be conveyed on the Route, without
submitting the said packets to a Post Master, who, if
satisfied, upon examination, that the same do not con-
tain Letters, and that their conveyance is not calculated
to retard or injure the Mail in any way, will permit
them to be carried.

The said _____ shall
not have it in _____ power to transfer
interest in this Contract, without the special and writ-
ten approbation of the Deputy Post Master General.

The leaving behind of a Mail Bag or Package with
which any Courier on this Route shall be charged, will
subject the Contractor to a penalty of not more than _____
except the Deputy Post Master Ge-
neral shall be convinced that the act was wilful—in
which case a forfeit shall be incurred of _____

In like manner, if a Courier shall pass a Post Office
on this Route without stopping, or stopping and not
waiting as long as the Post Master shall require, the
Contractor shall be subject to a fine of _____
and if the offence is repeated, to a fine of _____

The Contractor is bound to conform strictly, not
only to all the provisions expressed in this Contract,
but to all Post Office Regulations made for the govern-
ment of Contractors, and any violation of those Regu-
lations, or neglect of the orders of the head of the De-
partment, on the part of the said _____

_____ or _____ servants,
shall subject the said Contractor and _____ sure-
ties to the penalties above expressed—to a deprivation
of this said Contract, to a penalty not exceeding _____
_____ , or a prosecution for the penalty de-
scribed in the bond connected with and supporting this
agreement, at the discretion of the Deputy Post Mas-
ter General.

All penalties to be deducted from the Quarterly
Wages.

The Deputy Post Master General reserves the right
of annulling this Contract whenever repeated failures
to arrive within the specified time shall occur, or when
in his opinion the public interest shall require it.—In
the former case he, the Deputy Post Master General,
shall be at liberty to consult his own convenience as
to the notice to be given to the Contractor; in the lat-
ter three months' notice shall be given.

Appendix
(F.)

26th March.

(D.)

Appendix (F.)

26th March.

(D.)

It is further understood by the parties to this agreement, that unless the Deputy Post Master General should announce to the Contractor his intention of closing the engagement at the end of the _____ years above mentioned as the probable limit of the term, the said engagement is not then to cease, but is to continue in force thereafter—in all its provisions, with the consent of the Deputy Post Master General, for an indefinite time; the Contractor (_____) binding himself to give at least four months' notice in writing to the Deputy Post Master General of his wish to relinquish his engagement.

CONSIDERATION.—The above services are to be performed and the stipulations observed by the said _____ in consideration of the sum of _____ per annum, to be paid by the Deputy Post Master General, or by his order, in quarterly payments of _____ each.

The Quarterly Periods are understood to be 5th January, 5th April, 5th July, and 5th October, and the payments will be made at _____ within fourteen days after the termination of the said periods respectively.

Signed and Sealed at _____ the day and year above written, by the said _____

Signed and Sealed }
in the presence of }

No. 25.

No. 25.

Steamboat Mail Contract between Toronto and Dickenson's Landing.

CONTRACT for Steamboat Mail between Toronto and Dickenson's Landing.

This Agreement indented and made the twenty-eighth day of April in the year of Our Lord one thousand eight hundred and forty one, between Charles Berczy, of the City of Toronto, in the Province of Canada, Esquire, Post Master at and for the said city, acting for and on behalf of Her Majesty Queen Victoria of the first part, and Donald Bethune, of the town of Cobourg, in the District of Newcastle, Esquire, of the other part, Witnesseth:—That for and in consideration of the payment hereafter specified and agreed to be made, the said Donald Bethune doth hereby agree and engage to convey and transport Her Majesty's Mail and Mails between the said city of Toronto and Dickenson's Landing in the Township of Osnabruck, in the Eastern District of the said Province, in and on board of good and sufficient Steamboats twelve times in each week, that is to say, six times from the city aforesaid to Dickenson's Landing, and six times from the said Dickenson's Landing to the said city of Toronto, between the twentieth day of April and the fifteenth day of November, in each year, for the term of six years: to be computed from the twentieth day of April instant: such carriage, conveyance and transport to be performed within the times and in the manner, and subject to the provisos and conditions hereafter set forth and declared: Provided always, that if the navigation of Lake Ontario, or of the River St. Lawrence, shall be during the spring or fall of any of the six years, by ice or other natural cause obstructed so as to prevent Steamboats from passing up or down the same, then and in such case the failure of the said Donald Bethune to carry and transport the Mail and Mails within the days aforesaid, during the continuance of any such obstruction, shall not be considered a breach of this agreement. And the said Donald Bethune doth further agree to take and receive every such Mail and Mails to be car-

Appendix (F.)

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ried downwards and to leave the city of Toronto with the same every morning in each week, during the period aforesaid (Sunday excepted) at the hour of eleven of the clock, and to stop at Cobourg aforesaid, attending at and serving the Post Office at Cobourg, and delivering thereat and receiving therefrom the Mail and Mails that may be required, and to deliver every such Mail and Mails at the Post Office at the town of Kingston in the Midland District within nineteen hours from the time of leaving Toronto—and further to take and receive every such Mail and Mails to be carried downwards and to leave the said town of Kingston therewith every morning in each week during the period aforesaid at nine o'clock (Monday excepted) and to stop at Gananoque, Brockville, Maitland, Prescott, Matilda and West Williamsburg, attending at and serving the Post Office at each of the said last mentioned places respectively, and delivering thereat and receiving therefrom the Mail and Mails that may be required—the Mails for each of those intermediate places to be put in convenient way-bags—and to deliver every such Mail or Mails to the person duly authorized to receive and take charge of the same at Dickenson's Landing aforesaid, within the space of twelve hours next after leaving the town of Kingston, so that such Mail and Mails shall be carried, conveyed and transported from the said city of Toronto to Dickenson's Landing within the space of thirty-four successive hours—and the said Donald Donald Bethune doth further agree to take and receive every such Mail and Mails to be carried upwards and to leave Dickenson's Landing aforesaid with the same every morning in each week during the period aforesaid (Monday excepted) at the hour of four o'clock, or so soon as such Mail and Mails shall be received and delivered to him, and to stop at West Williamsburg, Matilda, Prescott, Maitland, Brockville and Gananoque, attending at and serving the Post Office at each of the said last mentioned places (the Mails for the last mentioned places to be put in convenient way-bags) respectively, and delivering thereat and receiving therefrom the Mail and Mails that may be required, and to deliver every such Mail and Mails at the Post Office, at the town of Kingston, within sixteen hours from the time of leaving Dickenson's Landing, and further to take and receive every such Mail and Mails to be carried upwards, and to leave the said town of Kingston therewith at the hour of nine in the evening, or so soon thereafter as the Mail and Mails shall arrive from Dickenson's Landing, and be ready to be forwarded, and to stop at Cobourg aforesaid, attending at and serving the Post Office, and delivering thereat, and receiving therefrom the Mail and Mails that may be required (the Mails for Cobourg to be put in convenient way-bags) and to deliver every such Mail and Mails at the city of Toronto within the space of nineteen hours next after leaving the town of Kingston, so that every such Mail and Mails shall be carried, conveyed and transported from Dickenson's Landing to the city of Toronto within the space of thirty-six successive hours. And it is further declared and agreed by and between the said parties to these presents that it shall be the duty of the said Donald Bethune to provide for the carriage of the said Mail and Mails to and from the Steamboats, on board which the same are carried and conveyed, and from each of the several places and Post Offices hereinbefore mentioned. Provided always, that it shall no be incumbent on him to wait for any such Mail and Mails at any such Post Office, a longer time than as follows, that is to say, at the town of Kingston, except as hereinafter provided, for the space of one hour: at Cobourg, Brockville, and Prescott for the space of fifteen minutes each, and at the Post Office at each of the several other places hereinbefore mentioned for the space of six minutes—provided that the Post Masters at Toronto and Kingston may in their discretion,

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when any urgent occasion shall require, detain such Mail or Mails and postpone the time of departure for the same for the space of one hour beyond the time hereinbefore stipulated and agreed upon. And provided also, that a further time corresponding with every such detention shall be allowed to the said Donald Bethune for the transport and delivery of every Mail and Mails so detained as aforesaid. And it is further declared and agreed by and between the said parties to these presents, that way-letters shall and may be received on board of the Steamboats employed in the transport of such Mail and Mails, and shall be delivered at the proper Post Office or Offices in pursuance of such instructions as shall from time to time be issued by Her Majesty's Deputy Post Master General. And further that all such letters as *bonâ fide* relate to and concern any consignments of merchandize or other articles shipped and laden on board of any such Steamboats respectively, and as are usually known and understood as Consignee Letters, and all letters from or to the said Donald Bethune or his Agents on the business of the said Steamboats, may be taken, carried and delivered without being accounted for to any officer employed in the Post Office, subject nevertheless to such regulations as may be from time to time framed and issued respecting such Consignee Letters by the said Deputy Post Master General. And it is further declared and agreed by and between the said parties to these presents, that it shall and may be lawful for Her Majesty's Deputy Post Master General, at any or all time and times during the continuance of this contract and agreement, to send an agent or conductor in charge of the Mail and Mails so to be transported and conveyed as aforesaid, and that the said Donald Bethune shall and will on every such occasion furnish and provide such agent or conductor with a cabin passage, and the usual fare, on board any of the Steamboats so employed, free from all charge in respect thereof. And also that every such Mail and Mails shall be deposited and kept under lock and key, in some safe and convenient place on board such Steamboat to be approved by the said Deputy Post Master General. And further that every person employed by the said Donald Bethune who shall have special charge of the Mails, or any way or other letters under, by virtue, or in pursuance and execution of this agreement, shall take and subscribe the oath or declaration required by law to be taken and subscribed by persons employed in the service of Her Majesty's Post Office. And to ensure due punctuality and attention in the performance of the foregoing stipulations and agreements it is hereby further declared and agreed to, by the said Donald Bethune, that if default or delay shall take place in the delivery of the Mail or Mails at Toronto, Kingston, or Dickenson's Landing, respectively, within the number of hours hereinbefore expressed and agreed upon for such delivery, that then and in every such case the said Donald Bethune shall forfeit for such default or delay, and for each hour that the same shall exist or continue, a sum not to exceed five pounds of lawful money of the said Province, and in that proportion for a greater or less period than an hour. And also that if default shall be made in regularly stopping, attending at and serving any of the places and Post Offices between Toronto and Dickenson's Landing hereinbefore enumerated and set forth, that then, and in every such case the said Donald Bethune shall forfeit for each such default the sum of twenty pounds of like money, and every such forfeiture may be deducted and retained by the said Deputy Post Master General or his Agent out of the moneys which shall first thereafter become due and payable to the said Donald Bethune, for or on account of this agreement and the matters therein contained, without any obligation on the part of the said Deputy Post Master General to prove any damages, and without reference to any other consideration than

the plain and obvious meaning and intention of the several stipulations and conditions therein contained— Provided always, that if by regular entries in the log book of the Steamboat in which such Mail and Mails shall be carried, such entries to be verified (if required) by the oath of the person commanding such steamboat, it shall be made appear to the satisfaction of the Deputy Post Master General that any such default or delay arose from and was occasioned by the act of God, the Queen's enemies, or by stress of weather, the dangers and accidents of the lake or river navigation, or other unavoidable danger, cause, or accident, beyond the control of the said Donald Bethune or his servants, then and in every such case, the forfeiture or forfeitures above mentioned shall not accrue or be enforced. And all this the said Donald Bethune doth engage and agree to perform for and in consideration of the sum of six pounds of lawful money aforesaid to be paid to him for each trip or voyage from Toronto to Dickenson's Landing, and a like sum of six pounds for each trip or voyage from Dickenson's Landing to Toronto, the payment of which sums, subject to deduction for any and every such forfeiture as aforesaid, shall be made on demand at Toronto within fourteen days after the termination of each Post Office Quarterly Period. And it is further declared and agreed by and between the parties to these presents, that if during the term of six years mentioned in this agreement, the said Donald Bethune shall find it convenient and practicable to commence the running of Steamboats on the lake and river earlier than the twentieth day of April in any year, or to continue the same after the fifteenth day of November in any year, then, and in every and any such case, he shall continue to carry, convey and transport Her Majesty's Mail and Mails for such additional time or times, under, upon and subject to the stipulations, conditions, limitations and forfeitures, and for the same consideration hereinbefore particularly set forth and expressed and which are applicable thereto. And further, that if it shall happen at any time during the term of six years mentioned in this agreement, that war shall arise and be declared by Her Majesty and the United States of America, it shall and may be lawful for the said Donald Bethune immediately after such declaration of war or the commencement of hostilities in his option, to cease from and discontinue the conveyance and transport of the Mail and Mails without thereby incurring any forfeiture, penalty, loss, deduction, or liability to the same, or to any action, suit or information therefor, for or on account of such cessation or discontinuing to perform or fulfil the several matters and things, or any of them, in this agreement specified, and on his part to be done, fulfilled and performed. And lastly, for the due and faithful performance of this agreement, and every clause and article thereof, the said Donald Bethune doth hereby agree to provide and enter into a bond with sufficient sureties in the penal sum of five thousand pounds of lawful money of the said Province.

IN WITNESS WHEREOF the parties to these presents have hereunto set their hands and seals the day and year first above mentioned.

(Signed) CHAS. BERCZY, P. M.
D. BETHUNE.

Signed, sealed and delivered, }
in presence of }

(Signed) WM. H. DRAPEE.

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No. 26.

Form of Mail Contractor's Bond.

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(D.) No. 26.

Form of Contractor's Bond.

Know all Men by these Presents, that we, _____ are jointly and severally held, and firmly bound to Our Sovereign Lady the Queen, Her Heirs and Successors, in the sum of _____ Current Money of the Province aforesaid, for which payment well and truly to be made, we bind ourselves, our heirs and successors firmly by these presents, signed with our hands, and sealed by us at _____ in the said Province of _____ this _____ day of _____ in the year of Our Lord

The Condition of this obligation in such, that whereas the above-named _____ has, by an instrument bearing equal date with this Bond, undertaken to convey Her Majesty's Mails between _____ and _____ for _____ commencing the _____ under certain stipulations therein described, the correct performance of the said recited stipulations will exonerate the aforesaid _____ from every penalty attending this obligation, otherwise the same will be, and remain in full force and virtue.

Signed and Sealed }
in the presence of }

No. 27.

Form of Courier's Oath.

No. 27.

FORM of Courier's Oath.

I, _____ being employed as a Courier, or Mail Carrier, in the General Post Office Department, for conveying Her Majesty's Mails of Letters, between _____ and _____ do swear that I will not wittingly, willingly, or knowingly open, detain, or delay, or suffer to be opened, detained, or delayed by others than persons legally authorized to act in the premises, any Mail Bags, Letters or Packets, that may come into my custody by reason of my employment: that I will endeavour carefully to preserve the said Mail Bags, and their contents, from damage by the weather and injury of every kind—That in the conveyance of the said Mail Bags, I will, as far as the state of the roads and weather will permit, travel at a uniform and diligent rate—using my best exertions to accomplish my stage within the time prescribed by agreement with the General Post Office, or by my orders: and that I will always, in their transit from Office to Office, keep the said Mails in my own personal custody. That when on route, and not within two miles of any Post Office, I will receive all such Letters as may be offered me, and deliver them into the first Post Office at which I may arrive, informing the Post Master where the said letters were delivered to me, in order to their being rated and mailed according to law—excepting only letters or papers to or from the Contractors for this Mail line, on the business of the said line, and endorsed as such—the free

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conveyance of which (without mailing) is sanctioned by a standing regulation of the Post Office Department. That I will on no account, either directly or indirectly, carry, or suffer others employed under or with me, to carry Letters either gratuitously or for private gain; and that whenever I observe such practices in others, and have not the means of correction within myself, I will immediately give notice thereof to the Deputy Post Master General, or other proper authority, that the offenders may be dealt with according to law. And finally that I will, to the best of my ability, in every legal and proper way, exert myself to promote and maintain Her Majesty's interest in the office in which I am employed.

(Courier to sign here.)

Sworn before me at _____
this _____ day of _____ 18 }

DEPARTMENT ORDER.—Every Mail Contractor, Courier, and Mail Carrier, is to take the above Oath, and to subscribe to it in duplicate—and each Post Master who is entrusted with the charge of a Line will be held responsible that this is done upon the route under his control. One copy of this Oath is to be deposited with the Post Master, the other to remain with the Courier, that he may on no account plead ignorance of the obligation to which he has become a party. Each Courier is further bound to carry with him (when in charge of a Mail,) his copy of the Oath, and to produce the same to any Post Master on his Line who may require to examine it, until every Post Master on the said Line shall have satisfied himself that he (the Courier) has been duly qualified.

T. A. STAYNER, D. P. M. G. B. N. A.

General Post Office, Quebec.

No. 28.

INSTRUCTIONS to Mail Contractors and Couriers.

[See Appendix (D.) No. 14, Articles "Couriers, Mail Bags, &c." and "Renewal of Bonds."]

No. 29.

GENERAL POST OFFICE,
Montreal, 13th January, 1841.

SIR—I beg to hand you herewith for the information of the Commissioners, a return of all the Mail Contracts in force—in the form called for by their requisition.

I have the honor to be, Sir,
Your most Obedient Servant,

T. A. STAYNER,
Deputy Post Master General.

C. Dunkin, Esq., &c. &c. &c.

No. 28.

Contractors' and Couriers' Instructions.

No. 29.

Return of Mail Contracts in force, 5th July, 1840.

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A RETURNS of all Contracts for the conveyance of the Mails in the Canadas and in New Brunswick, (West of Fredericton); shewing the names of the Contractors and the names and amount of their respective Securities, the Route or Routes undertaken by each, the Offices served on each Route, the distance (in miles) to be gone over, rate of travel, and time allowed for performing the whole service, the number of trips weekly, the mode of conveyance, whether by Stage or other Carriage, on horseback or on foot, or if by water, whether by Steam or Sailing Vessels, the rate of payment for such conveyance, the date and duration of each Contract and the scale of Penalties as regards time, &c.

Name of Route.	Distance in Miles.	Post Offices situated on the Route and served by it.	Name of Contractor.	Names of Contractor's Sureties.	Contract.		Penalty of Bond.	No. of Weekly Trips.	Time allowed to the Contractor for the Performance of the Service.	Subscribed Rate of Travel per hour in Miles.	Mode of Conveyance.	Scale of Penalties. In Dollars.				Observations.		
					Commenced.	Terminates.						Leaving behind a Mail Bag, accidental.	Ditto, without.	Uniting to serve a Post Office.	Ditto, second offence.		General Penalty for Breach of Contract.	Rate of Annual Payment.
Abbotsford and St. Pie,	5	Abbotsford, St. Pie,...	O. Crossfield,	John Horner, R. Frost,	20th Jan., 1837,	5th Jan., 1841,	7	2	With all diligence,....	5	Light Cart,...	2	5	5	20	10 0 0	Bye Route.	
Allen's Mills and Picton,	18	Allen's Mills, Milford,...	E. D. Lalanne,	J. Allan, Sr., and Jno. Allan, Jr.	30th July, 1836,	5th July, 1840,	7	1	To be regulated by the Post Master at Picton. The double Trip to be performed within the space of one day.	...	Horseback,...	3	6	6	12	18 0 0	Ditto.	
Ameliasburg and Murray,	8	Ameliasburg, Murray,	J. Wannamaker,	H. Wannamaker and W. Heymon.	19th July, 1836,	5th July, 1840,	7	2	3 1/2 hours for the double Trips.	5	Ditto,	3	5	5	9 10 0	Ditto.		
Amherstburg and Eriens,	57	Eriens, Komney, Mercer, Gosfield, Colchester, and Amherstburg, Amherstburg and Sandwich,	Henry Toll,...	D. Hoffman, D. Emery,	456th Oct., 1838,	5th Oct., 1842,	7	3	14 hours either way.	4 1/2	Ditto,	5	10	20	228 0 0	This Route forms part of the Lake Erie shore line of Posts between Hamilton and Amherstburg.		
Ditto and Sandwich,	16	Amherstburg and Sandwich,	François Pratt,	Chs. Baby and P. Martelle,	30th May, 1840,	5th May, 1844,	7	6	2 1/2 hours either way.	6 1/2	Ditto,	5	10	20	150 0 0	Bye Route.		
Ayr and Galt,.....	10	Ayr,.....	J. Jackson,....	T. Rich and A. Shade,...	24th May, 1840,	5th May, 1844,	7	1	Leave Galt in the morning for Ayr, remain at latter place two hours and return to Galt same day.	...	Ditto,	5	10	20	40 0 0	Ditto.		
Barnston and Simstead,	14	Barnston,.....	A. Wheeler,....	V. Cleveland, S. Wheeler	50th July, 1837,	5th July, 1840,	7	1	3 hours either way....	5	Ditto,	3	6	2	10	12 10 0	Ditto.	
Batiscan and St. Stanislaus,	12	Batiscan, St. Stanislaus,	J. Laguerre,....	P. Lebeauf, G. Rivard,	50th Jan., 1840,	5th Jan., 1843,	7	2	To leave the Post House in Batiscan early in the morning, proceed to St. Stanislaus, and return to Batiscan by 3 P. M. same day.	6	Horseback, or Calbehe,	3	6	2	4	6	17 6 8	Ditto.
Bayham and Burford,...	40	Bayham, Otterville, Norwich, Burford,	C. Cook,.....	N. Humphray, N. Spore,	80th July, 1837,	5th July, 1841,	7	1	One day either way.	4	Horseback,...	5	10	20	40 0 0	Ditto.		
Bayham and Port Burwell,	8	Bayham, Vienna, Port Burwell,	J. Draper,....	J. R. McKnight, H. Purdy,	48th July, 1839,	5th July, 1843,	7	2	3 hours either way....	3	Horseback,...	5	10	20	24 0 0	Bye Route.		
Barrie and Floy,.....	19	Barrie, Floy,.....	T. McCausland,	A. Graham, M. Kenny,	52th Jan., 1840,	5th Jan., 1844,	7	1	5 hours either way....	4	Horseback or Wagon,	5	10	20	26 0 0	Part of Toronto and Penetanguishene Route.		

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Beechville and Embro,...	7	Beechville, Embro,.....	Jno. Matheson,	S. White, L. Crattenden,	20th July, 1836,	3th July, 1840,	7	2	2 hours either way,....	2	Ditto,	3	6	6	12	10 0 0	Bye Route.
Beaverton and Mariposa,	26	Beaverton, Eldon, Mariposa.	J. Ferguson,....	H. Ewing, W. Clark,...	75th Oct., 1837,	5th Oct., 1840,	7	1	A day either way,....	3	Horseback or on foot,	5	10	10	37 10 0	This Route supplies three newly settled Townships; the road is very bad.	
Beaverton and Holland Landings,	41	Beaverton, Keswick, Georgetown and Holland Landings.	F. McDonald,	J. Cameron, J. Matheson,	210th March, '39,	5th July, 1840,	7	2	24 hours either way,	3	Horseback,...	5	10	10	105 0 0		
Brighton and Belleville and Peterboro,	104	Brighton, Belleville, Rawdon, Seymour West, Asphodel, Onondago, Percy, Peterboro,	J. Hunter,.....	E. Duffy, A. Crawford,	500th Jan., 1840,	5th Jan., 1844,	7	1	Leave Peterboro, Wednesday and Friday mornings and reach Brighton same evening. Leave Brighton Thursday and Saturday reach Peterboro in the same evening. A courier is also to go once a week between Percy on the Brighton and Peterboro route, and Belleville—One day either way.	4	Horseback and in a Wagon as soon as the state of the roads will permit.	5	10	20	250 0 0	This Route supplies a range of well settled Townships in the Newcastle District.—Distance from Brighton to Peterboro 61 miles, from Percy to Belleville 43 miles, making 104 miles of Post Route.	
Brighton and Kingston,	76	Kingston, Bath, Fredericksburg, Adolphusfeld, Wellington, Hillier, Concession, Murray, Brighton,	J. Ingersoll,....	Jno. Clapp, S. Casey,...	690th July, 1838,	5th July, 1842,	7	3	16 1/2 hours either way.	5	Horseback or in a Carriage.	10	20	20	345 0 0	Main Route through the Prince Edward District.	
Bedford and Philipsburg,	23	Bedford, Freightsburg, Philipsburg,...	Jno. Brill,....	Jacob Brill, G. Sixby,	100th July, 1836,	5th July, 1840,	7	2	5 hours either way,....	5	Wagon,.....	20	40	2	4	50 0 0	Bye Route.
Beauharnois and Chateaugay,	19	Beauharnois, Chateaugay,	A. Lang,.....	J. Lang, J. Jack,.....	50th Jan., 1839,	5th Jan., 1842,	7	3	1 1/2 hours either way,...	6	Horseback,	3	10	2	4	26 0 0	Ditto.
Berthier and Dullebout,	18	Berthier, Ste. Elizabeth Dullebout,	P. Riberty,....	W. Bercey, C. Riberty,	50th Nov., 1836,	5th Nov., 1840,	7	2	4 hours either way,....	...	Light Cart,	2	5	2	5	27 0 0	Ditto.
Brantford and Vittoria,	38	Brantford, Mohawk, Simcoe, Vittoria,	Geo. Babcock,	R. Wilkins, J. Lovejoy,	300th Oct., 1838,	5th Oct., 1842,	7	3	11 hours either way,...	4	Wagon,.....	5	10	20	150 0 0	Main Route for the supply of the Lake Erie Line of Offices. Forms part of the main Upper Canada Route to Bytown.	
Brookville and Perth,....	42	Brookville, Kitley, Perth,	W. McPherson,	H. Glass, Wm. Bell,....	250th April, 1838,	5th April, 1842,	7	3	9 hours either way,....	5	Two horse Wagon,	6	30	4	8	50 250 0 0	Ditto, ditto.
Bytown and Franktown,	38	Bytown, Richmond, Franktown,	E. L. Wood,....	H. C. Levenway, W. Smyth,	200th Jan., 1840,	5th Jan., 1844,	7	3	7 hours either way,....	6	Horseback,	5	20	4	8	40 114 17 6	Ditto, ditto.
Bytown and Montreal,...	123	Bytown, Buckingham, Lochaber, Petite Nation, Grenville, Chatham, St. Andrews, L. C., St. Eustache, St. Martin, St. Laurent, Montreal,	E. Cushing,....	Stanley Jagg, Wm. Thompson,	500th July, 1836,	5th July, 1840,	7	3	During Summer, 35 hours upwards. During Winter, 44 hours either way.	5 1/2	Light Cart between Montreal and Grenville, steamboat between Grenville and Montreal,	5	10	6	10	506 0 0	Main Route from Montreal up the Ottawa River. As the Mail remained over during the night at Grenville, the actual travelling time in the performance of each trip did not exceed 24 hours.

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Name of Route.	Distance in Miles.	Post Offices situated on the Route and served by it.	Name of Contractor.	Names of Contractor's Sureties.	Penalty of Bond.	Contract.		Time allowed to the Contractor for the Performance of the Service.	Stipulated Rate of Travel per hour, in Miles.	Mode of Conveyance.	Scale of Penalties, In Dollars.					Rate of Annual Payment.	Observations.
						Commenced.	Terminates.				Leaving behind a Last Bar, accidental.	Ditto, willful.	Committing to service in Post Office.	Ditto, second offence.	General Penalty for Breach of Contract.		
Bytown and Fitzroy Harbour.	33	Bytown, Hull, Aylmer, March, Fitzroy Harbour.	C. Symmes,....	S. Baneroff, H. Parker.	£ 100 0 0	6th Jan., 1840.	5th Jan., 1842.	During summer to leave Bytown on Monday, Wednesday, Friday, to clock P. M., reach Fitzroy Harbour by 11 o'clock A. M., next day, leave Fitzroy Harbour at 1 o'clock P. M., and reach Bytown by 8 o'clock the same day, viz., Tuesday, Thursday, Saturday.	5	Singo and Steamboat.	5	30	3	6	30	£ 92 0 0	Continuation of the foregoing Route.
Chambly and St. Mathias, and Ste. Marie.	14	Chambly, Ste. Marie,....	C. Macé,.....	P. Bertrand, E. Soupras.	55 0 0	6th Jan., 1837.	5th Jan., 1841.	With all diligence between St. Mathias and Chambly. Two hours either way between St. Mathias and Ste. Marie.	5	Canoe in Summer between St. Mathias and Chambly, on Horseback, between St. Mathias and Ste. Marie, or on foot.	2	4	2	4	5	30 0 0	Bye Route, Ferry across the Chambly Basin.
Caledonia and Plantagenet.	10	Caledonia, Plantagenet.	J. C. Kearns.	J. McDonell, D. Scully.	40 0 0	6th Aug., 1838.	5th Aug., 1840.	The double trip to be performed within the space of 1 day.	3	Horseback, or on foot.	2	10	1	2	10	10 0 0	Bye Route.
Cape Vincent and Kingston.	13	Kingston,.....	C. Hinchley.	T. Smith, A. Hitchcock.	100 0 0	6th Jan., 1840.	5th Jan., 1841.	4 hours either way.	...	By Boat and Horseback, or by Sleigh, according to the season.	5	30	...	30	150 0 0	Ferry from Kingston to the Frontier United States Post Office.	
Castledford and Fitzroy Harbour.	21	Fitzroy Harbour, Castledford.	John Bradley.	J. Craig, J. D. McCarty.	50 0 0	6th Oct., 1839.	5th Oct., 1842.	8 hours either way.	3	Horseback,....	2	10	4	10	30 0 0	Continuation of Ottawa River Route.	
Castledford and McNabb, Champlain & Laprairie.	10 40	McNabb,..... Coldwater and Holland Orillia, Oro, Lacolle.	R. Stewart,.... R. Phillips,....	J. Forrest, A. McNabb, W. Robson, J. P. Vondroot.	50 0 0 200 0 0	6th May, 1839. 6th March, '39.	5th May, 1842, 5th March, '42.	2 1/2 hours either way, 8 hours either way.	4 5	Ditto,	3 5	10 30	2 2	4 5	10 0 0 120 0 0	Line of communication between Montreal and West side of Lake Champlain.	
Chatham and Lachine,....	42	Pointe Claire, Ste. Anne, Pointe de l'Isle, Vaudreuil, Rigaud, Chatham.	J. Deschamps.	Paul Deschamps, Pierre Deschamps.	52 0 0	6th April, 1838.	5th April, 1841.	5	Ditto,	3	20	2	5	20	52 0 0	Supplies Seigniorial settlements on right bank L. C. portion of the Ottawa River.

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Chelson and Hull, Churchville & Waterloo.	10	Chelson,..... 18 Exarham East, West Sheford.	Thos. B. Prentiss, P. Pickle,.....	T. Wright, N. Chamberlin, J. Church, Fred. Fickie.	25 0 0 100 0 0	6th Jan., 1840. 6th Feb., 1840.	5th Jan., 1843, 5th Feb., 1843.	2 hours either way,.... 4 hours either way,....	5 5	Ditto,	2 3	10 10	2 5	5 10	20 15	10 0 0 0 0	Bye Route. Ditto.
Clarenceville and Henryville.	7	Clarenceville,.....	D. Smith,.....	N. Laffin, A. Chapman.	50 0 0	6th Oct., 1839.	5th Oct., 1842.	4 1/2 hours either way,....	4 1/2	Ditto,	2	10	2	10	10 0 0	Ditto.	
Coldwater and Holland Landings.	99	Barrie, Flos, Coldwater, Orillia, Oro.	R. Cobbeard D. McCausland.	Robert Ross, M. Kenny.	368 0 0	5th July, 1837.	5th July, 1841.	3 days either way,....	...	Horseback or on foot.	5	10	5	10	134 0 0	Route on North-west side of Lake Simcoe, — road new and extremely bad, — forms part of route from Toronto to Penangishene.	
Cornwall and L'Original.	58	Cornwall, St. Andrews, U. C., Martintown, Alexandria, Lechiel, Vankeskill, Hawkesbury, L'Original.	H. Cryderman.	D. McDonell, M. Gordon.	100 0 0	6th April, 1840.	5th April, 1841.	To leave Cornwall and L'Original on every Tuesday and Friday, at 10 A. M., and to arrive at L'Original and Cornwall respectively at 2 P. M. on the following days.	...	Horseback,....	4	10	3	6	12	130 0 0	Supplies the Gleanery Settlements and connects the Ottawa and St. Lawrence lines of Post-Route.
Credit & Stanley's Mills.	31	Steelesville, Churchville, U. C., Naval, Chincoseusey, Stanley's Mills.	Jabez Lewis,....	H. Rutledge, Z. Blackman.	167 0 0	6th Oct., 1839.	5th Oct., 1849.	To go from Credit to Stanley Mills and back within 52 hours.	4	Ditto,	5	10	5	10	83 0 0	Bye Route, — the Courier does not travel at night.	
Castledford and Westmeath.	30	Westmeath,.....	Geo. Williams.	G. W. Tucker, N. Jackson.	200 0 0	6th April, 1839.	5th April, 1841.	With all diligence,....	2	Foot,.....	3	6	4	8	30 0 0	The Post Route up the Ottawa River terminates at Westmeath, from Castledford to that place the road is very difficult.	
Darville and Richmond, Dawn Mills and Thamesville.	12 18	Darville,..... 18 Zone Mills, Dawn Mills, A. Cornwall,....	L. Thomas,.... A. Cornwall,....	T. Hodges, J. F. Dresser, D. Sherman, W. Habbell.	200 0 0 37 10 0	6th July, 1837. 6th Jan., 1840.	5th July, 1841, 5th Jan., 1844.	3 hours either way,.... From Thamesville to Dawn Mills, and back within the day.	4 4	Wagon,..... Horseback,....	5 5	20 10	4 5	8 10	25 0 0 18 15 0	Bye Route. Ditto.	
Delaware & Port Sarnia.	60	Katesville, Adelaide, Warwick, Errol, Port Sarnia.	Rich. Winsor.	J. and D. Wylie,.....	173 0 0	6th Sept., 1839.	5th Jan., 1841.	Two days either way to leave Delaware Monday morning, reach Port Sarnia Tuesday evening, leave Port Sarnia Wednesday morning, reach Delaware Thursday evening.	4	Wagon,.....	5	10	5	10	86 0 0	Route through the River St. Clair Settlements.	
Dundas and Guelph,....	36	Galt, Preston, Guelph.	J. Cook,.....	G. Silverthorn, J. Bell.	236 0 0	6th April, 1837.	5th April, 1841.	10 hours either way,....	4	Ditto,	5	10	5	10	118 0 0	Supplies the populous Townships of Beverly, Dumfries, Waterloo, and Guelph.	
Dunville and Hamilton.	42	York, Canboro, Dunville.	J. Cook,.....	G. Secord, R. Jones.	160 0 0	6th Jan., 1837.	5th Jan., 1841.	To leave Hamilton on every Thursday and return there by Saturday noon.	...	Ditto,	5	10	5	10	80 0 0	Cross-Route from Hamilton to Lake Erie, entrance of the Welland Canal, through the Grand River Settlements.	

Name of Route.	Distance in Miles.	Post Offices situated on the Route, and served by it.	Name of Contractor.	Names of Contractor's Sureties.	Penalty of Bond.	Contract.		No. of Weekly Trips.	Time allowed to the Contractor for the Performance of the Service.	Mode of Conveyance.	Scale of Penalties. In Dollars.					Rate of Annual Payment.	Observations.
						Commenced.	Terminates.				Leaving behind a Mail Bag, accidental.	Ditto, Willful.	Unfitting to serve a Post Office.	Ditto, second offence.	General Penalty for Breach of Contract.		
Dunville and Port Dover.	34	Dunville, Waipole, Port Dover.	John Evans,...	R. Vaughan, J. Reynolds,	90	6th April, 1840.	5th April, 1841.	1	One day either way.	Horseback or Wagon.	5	10	20	45	0 0	Part of Lake Erie Shore Route.	
Dunville and St. Catharines.	49	Dunville, Marshville, Port Colborne, Port Robinson, Thorold, St. Catharines.	E. Hopkins,...	M. Seaborn, S. Hopkins,	250	6th July, 1838.	5th July, 1842.	2	24 hours either way. — Mail remains over at Thorold during the night, on each trip.	Horseback,...	5	10	20	123	0 0	Follows the line of the Welland Canal.	
Dalhousie and Port Dalhousie.	84	New Carlisle, Carleton Dalhousie.	A. Kerr,...	.....	.....	6th July, 1840.	5th July, 1841.	1	With all diligence,...	Horseback and on foot.	...	...	...	150	0 0	Route following the shore of the Lake des Chaleurs.	
Eaton and Lennoxville.	13	Eaton, Lennoxville,...	Cyrus Warner,	T. Wilson, J. White,...	50	6th July, 1837.	5th July, 1841.	2	3 hours either way,...	Ditto,	12	25	4	23	0 0	Bye Route.	
Eaton and Victoria.	22	Robinson, Victoria,...	N. Ebbes,...	T. Brown, R. Wilford,	50	6th Jan., 1840.	5th Jan., 1842.	2	10 hours either way,...	Horseback,...	3	10	2	10	37	0 0	Ditto.
Erieus and Raleigh.	16	Erieus, Raleigh,...	Thos. M. Taylor,	G. Babcock, M. Segur,	132	12th Jan., 1839.	5th Jan., 1843.	3	4 hours either way,...	Ditto,	5	10	5	10	66	10 0	Connects by a Cross Route main Western District Route with Lake Erie Shore Line.
Erieus and St. Thomas.	59	Erieus, Howard, Clearville, Alboro, Tyrconnell, Port Talbot, St. Thomas, U. C.	D. S. Baldwin,	A. Lantton, S. Gillmour,	480	6th Oct., 1838.	5th Oct., 1842.	3	16 hours either way,...	Ditto,	5	10	5	10	240	0 0	Part of Lake Erie Shore Line.
Erin and Mono Mills.	24	Erin, Caledon, Mono Mills.	W. Clarke,...	W. Corcock, J. Sponenburl,	54	6th Oct., 1839.	5th Oct., 1843.	1	Leave Erin Wednesday afternoon, reach Mono Mills same evening, leave Mono Mills Thursday morning, and reach Erin in time to meet the Courier from Guelph.	Ditto,	5	10	5	10	27	0 0	Bye Route.
Esquesing and Guelph.	35	Esquesing, Erin, Ermosa, Guelph.	L. McKinnon,	D. and A. McKinnon,...	90	Ditto,	Ditto,	1	12 hours either way,...	Ditto,	5	10	5	10	45	0 0	Ditto.
Etobicoke and Holland Landing.	56	Etobicoke, Stanley's Mills, Albion, Lloydstown, Bond Head, Holland Landing.	Geo. Taylor,	J. McElroy, F. McDonald,	140	6th Oct., 1837.	5th Oct., 1841.	1	One day and a half either way.	Ditto,	5	10	5	10	70	0 0	Supplies several well settled Townships: Courier does not travel at night, — actual traveling time about 18 hours.
Fenelon Falls and Mariposa.	30	Fenelon Falls, Mariposa.	A. Umphrey,	S. McLaren, J. Langton,	68	6th April, 1840.	5th April, 1844.	1	Leave Fenelon Falls on Monday, at 8 A. M. and return by 5 P. M. on Tuesday.	Ditto,	5	10	5	10	34	0 0	Bye Route.
Fergus and Guelph.	16	Fergus, Elora,	John Masters,	W. Richardson, G. Corbet,	69	10th Ditto,	Ditto,	2	5 hours either way,...	Ditto or on foot.	5	10	5	10	34	15 0	Ditto.

Franktown and Eitroy Harbour.	41	Frankton Place, Ramsay, Packenham, Eitroy Harbour.	D. Ferguson,...	P. McArthur, R. McLauchlan,	200	6th July, 1837.	5th July, 1841.	2	11 hours either way,...	Horseback,...	4	8	3	6	10	86	0 0	Bye Route.
Flos and Penetanguishene.	20	Flos, Penetanguishene.	E. Dussane,...	A. Mitchell, G. Gordon,	80	6th July, 1837.	5th July, 1841.	2	5 hours either way,...	Ditto,	5	10	5	10	40	0 0	Part of Toronto and Penetanguishene Route.	
Fort Covington and Montreal.	75	Dundee, Itunfingdon, Devittville, Orms-town, North Georgetown, Ste. Martine, Chateauguy.	G. Pringle,...	Thos. McL. Gardner, Jno. Sommerville,	300	6th May, 1839.	5th May, 1842.	3	16 hours either way,...	Two horse Wagon,	10	50	3	6	50	250	0 0	Post Line on the course of the Chateauguy River.
Fort Erie and Queenston.	26	Fort Erie, Chippawa, Drummondville and Queenston.	Th. Humphries,	J. S. Brown, J. Humphries,	414	6th Jan., 1840.	5th April, 1841.	1	To leave Queenston after arrival of Mail from Toronto, and reach Fort Erie the same evening. To leave Fort Erie in the morning and reach Queenston by 10 A. M.	Wagon,	5	10	5	10	207	0 0	Line of Post on the Niagara River.	
Fort Erie and Port Colborne.	22	Port Colborne, Pointe Abino, Fort Erie.	R. White,...	A. Schooley, T. Merritt,	52	6th July, 1838.	5th July, 1842.	2	To leave Port Colborne in the morning and return the same day.	Horseback,...	2	4	2	4	8	26	0 0	Bye Route.
Frankford and Port Trent.	10	Frankford,	R. Smith,...	E. March, J. O'Conner,	20	6th April, 1838.	5th April, 1842.	1	2 1/2 hours either way,...	Ditto,	4	8	4	8	16	10	0 0	Ditto.
Frankton and Ste. Marie la Beauce.	14	Frankton, Ste. Marie,	John Ross,...	J. Voyer, G. Desbarats,	50	6th Oct., 1836.	5th Oct., 1840.	1	5 hours either way,...	Horseback or on foot,	4	20	4	20	14	0 0	Ditto.	
Franktown and Perth.	15	Franktown, Perth,	M. W. Stanley,	H. Montgomery, W. Fraser,	75	6th Oct., 1835.	5th Oct., 1840.	2	3 hours either way,...	Horseback,...	6	12	5	10	12	30	0 0	Ditto.
Franktown and Smith's Falls.	12	Franktown, Smith's Falls.	P. Tierney,...	A. R. Ward, A. F. Wall,	60	6th Jan., 1840.	5th Jan., 1843.	3	Two hours and a half,	Ditto,	10	20	10	20	40	0 0	Part of Bytown, and Brockville Route.	
Frederickton and Woodstock.	64	Frederickton, Woodstock,	J. Brown,...	Thos. Baillie, R. Power,	400	6th April, 1839.	5th April, 1842.	3	18 hours either way, (night travel).	Wagon,	10	40	5	10	50	380	0 0	Part of Main Quebec, and Halifax Route.
Ditto and ditto.	64	Ditto,	Ditto,	Ditto,	100	6th Jan., 1840.	5th Jan., 1841.	3	.....	Ditto, .....	...	...	...	...	75	0 0	Additional service to ensure speedy transport to the correspondence between Fredericton and the United States.	
Forks of Matapebie and Dalhousie.	57	Campbellton, Dalhousie,	A. Dixon,...	.....	.....	6th July, 1840.	5th July, 1841.	1	With all diligence,...	On Foot, .....	...	...	...	...	150	0 0	Continuation of Foot Post from Metis leading to Lake des Chaleurs and Gaspé.	
Galt and Goderich.	84	Galt, Preston, Wilmot, Stratford, McKillop, Goderich.	Thos. Whitely,	Messrs. Ross and Kyd, and J. McMahon,	259	19th Oct., 1836.	5th Oct., 1840.	1	48 hours either way,...	Horseback,...	5	10	5	10	20	129	15 0	The Courier does not travel at night.

Appendix (F.)
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(D.)

Name of Route.	Distance in Miles.	Post Offices situated on the Route and served by it.	Name of Contractor.	Names of Contractor's Sureties.	Penalty of Bond.	Contract.		No. of Weekly Trips.	Time allowed to the Contractor for the Performance of the Service.	Mode of Conveyance.	Scale of Penalties. In Dollars.					Rate of Annual Payment.	Observations.
						Commenced.	Terminates.				Leaving behind a Mail Bag, accidental.	Ditto, Willful.	Committing to serve a Post Office.	Ditto, second offence.	General Penalty for Breach of Contract.		
Gaspé Basin and Port Daniel.	86	Gaspé Basin, Point St. Percé, Cape Cove.	B. Patterson,...	H. J. Creighton, C. Vardon,	£ 75 0	6th Oct., 1839,	5th Oct., 1840,	Once per fortnight.	Four days either way.	On foot,.....	3	6	2	4	6	£ 55 0 0	The Courier makes his way for a considerable part of the distance on the beach; for many miles the path through the woods is not more than three feet wide; the rivers are all unbridged. Route through the U. C. Land Company's settlements to Lake Huron. Part of the Main Quebec and Halifax Post Route. About 50 miles of the Route is yet impracticable for wheel carriages. The rivers are not bridged, with but few exceptions.
Goderich and London,...	60	Goderich, McGillivray, London,	W. J. Grary,...	B. Miller, D. McConnell,	300 0	6th May, 1840,	5th May, 1844,	2	One day either way.	Two horse wagon,	5	10	5	10	20	150 0 0	
Grand Falls and Head of Lake Temiscouata,...	81	Lake Temiscouata, Madawaska, Grand Falls,	Francis Rice,...	T. Jones, T. Eely,.....	500 0	6th April, 1839,	5th April, 1842,	2	24 hours either way in winter. In summer, 24 hours downwards, 36 hours upwards.	Canoe in summer, sleigh in winter,	20	40	5	10	40	500 0 0	
Grand Falls and Woodstock,	74	Grand Falls, Woodstock,	J. R. Tupper,...	T. E. Perley, J. S. McBeath,	500 0	Ditto,.....	Ditto,.....	2	24 hours either way.	Two horse wagon,	10	30	5	10	50	600 0 0	This Road is not in a state to admit of speedy travel; it also forms part of the Main Quebec, and Halifax line.
Greenville and Hawkesbury,	23	Greenville, Hawkesbury, (a Ferry),	Chs. Poulan,...	J. Rogers, R. Lowe,....	50 0	6th Dec., 1838,	5th Dec., 1840,	2	With all diligence,....	Canoe in summer, on foot in winter,	4	10	...	10	19	10 0 0	
Hamilton and Sandwich,	205	Hamilton, Ancaster, Brantford, Burford, Oxford, Paris, Woodstock, Beachville, London, Delaware, Ekfrid, Moss, Thamesville, Raleigh, Sandwich,	Geo. Babcock,	R. Wilkins, W. Walker,	2538 0	6th April, 1840,	5th April, 1844,	6	60 hours either way.	Stage wagon, or coach,	40	80	10	20	160	1429 0 0	Main Post Route through the Gore, London and Western Districts.

Height of Land, Kennebec Road, Quebec,	96	St. Marie la Beauce,...	S. Hough,.....	P. Pelletier,.....	500 0	13th June, '36,	14th June, '40,	2	Leave Quebec Monday and Thursday at 3 P. M. arrive at Height of Land at 4 P. M. next day; leave thence at 5 A. M. Wednesday and Saturday, and reach Quebec Thursday and Sunday at 11 o'clock A. M.	5	20	48	10	20	40	250 0 0	Follows the line of the Chaudière River, connecting Quebec with the American Post Route from Boston, through the State of Maine.
Highgate, Vt., and St. Johns, I. C.,	32	St. Johns, Henryville, Philipsburgh,	J. E. Mott,....	C. Mott, Virgil Tius,....	400 0	6th April, 1840,	5th April, 1844,	7	6 hours either way,....	Two-horse sleigh in winter, one-horse wagon in summer,	20	48	10	20	48	£ 7 per week in winter, £3 15.00. in summer.	Part of the main line of communication between Montreal and the United States.
Holland Landing and Toronto City,	34	Holland Landing, Newmarket, Richmond Hill, Thornhill, York Mills, Toronto City,	G. M. Teevan,	J. Armstrong, J. Cook,	230 0	6th April, 1837,	5th April, 1841,	3	7½ hours either way,...	5	10	6	5	10	40	115 0 0	Route from Toronto to Lake Simcoe settlements, and to Penetanguishene.
Huntington and Laprairie,	52	Norton Creek, Russelltown, Manningville, Huntingdon,	J. B. L'Armand, ditto,	E. Goodsell, A. L'Armandin,	52 0	6th April, 1839,	5th April, 1842,	1	Leave Laprairie at 6 A. M. on Tuesday and return there by 6 o'clock P. M. on Thursday,	4	3	6	2	4	10	52 0 0	Bye Route.
Huntley and Richmond,	14	Huntley, Richmond,....	Robt. Alexander,	J. Graham, H. Lowry,	50 0	6th April, 1839,	5th April, 1841,	1	3 hours either way,....	5	3	5	4	8	10	10 0 0	Ditto.
Industry and St. Elizabeth,	11	Industry, St. Elizabeth,	J. B. Arbour,...	J. O. Leblanc, J. E. Lehoullier,	30 0	6th July, 1837,	5th July, 1840,	1	To leave Industry at 6 A. M. and return by 6 o'clock P. M.	...	2	4	3	5	10	9 15 0	Ditto.
Kingsey and Richmond,	8	Kingsey, Richmond,....	Henry Evans,	W. Mountain, J. B. Vincent,	50 0	6th April, 1840,	5th April, 1843,	2	2½ hours either way,...	...	4	40	...	40	20	16 15 0	Ditto.
Kingston and Prescott,...	68	Brookville, Matiland, Prescott, Yonge, Gananoque, Kingston,	Geo. McKelvy,	W. Bush, J. Murphy,....	1000 0	6th Jan., 1838,	5th Jan., 1843,	6	16 hours either way,...	5	40	200	20	40	200	567 0 0	Portion of main Montreal and Kingston Route. This road is extremely bad, and cannot be safely travelled with any degree of speed in the night season.

Appendix (F.)
26th March.
(D.)

Name of Route.	Distance in Miles.	Post Offices situated on the Route and served by it.	Name of Contractor.	Names of Contractor's Sureties.	Penalty of Bond.	Contract.		No. of Weekly Trips.	Time allowed to the Contractor for the Performance of the Service.	Stipulated Rate of Travel per Hour, in Miles.	Mode of Conveyance.	Scale of Penalties. In Dollars.					Rate of Annual Payment.	Observations.
						Commenced.	Terminates.					Leaving behind a Mail Bag, accidental.	Ditto, without.	Limiting to serve a Lost Office.	Ditto, second offence.	General Penalty for Breach of Contract.		
Kingston and Toronto...	177	Kingston, Mill Creek, Bath, Napanee, Shan-nonville, Belleville, Port Trent, Brighton, Cobourne, Haldimand, Cobourg, Port Hope, Clarke, Darlington, Whitby, Pickering, Toronto.	W. Weller...	C. Thomson, W. Campbell.	\$ 3000 0	6th July, 1838,	5th July, 1842,	6	46 hours either way...	5	Stage,.....	20	40	20	40	40	1500 0 0	Continuation of main route from Kingston westward. Considerable improvements have been made in the condition of this road, within a few years past, many parts are however yet bad and difficult to travel with speed during the night, particularly in the spring and fall of the year. To ensure regularity, therefore, a space of time which may appear large is necessarily given. —Whenever the roads will admit of it, the mails are delivered much within the Contract time, but to make this increase of speed temporary, at all times and seasons, would probably double the cost of conveyance. Bye Route.
Kingston and Napanee...	40	Kingston, Loughboro, Camden East, Wilton, Napanee,	Geo. Clark, ...	M. Clarke, A. McGuin,	148 7 8	6th July, 1839,	5th July, 1843,	2	Leave Kingston Wednesday morning, 8 A. M. arrive at Napanee Thursday and Monday mornings, leave Napanee Monday and Thursday mornings, and reach Kingston Tuesday and Friday at 4 P. M.	...	Horseback,.....	20	5	10	10	74 3 10		

Kemprille and Merrickville,	15	Kemprille, Burritt's Rapids, Merrickville,	N. Fenton, ...	L. Clothier, H. Holmes,	60 0	6th Oct., 1839,	5th Oct., 1842,	2	3 hours either way...	5	Horseback,.....	3	10	5	10	30 0 0	Bye Route, through the settlements on the Rideau. Bye Route.
Kemprille and South Gower,	7	Kemprille, South Gower,	N. Fenton, ...	A. Holmes, J. Froom...	50 0	6th April, 1839,	5th April, 1842,	2	2 hours either way...	4	Ditto,	2	10	2	4	15 0 0	
Lachute and St. Andrews,	7	Lachute, St. Andrews, L. C.	A. Ladouceur,	C. Wales, J. A. Stackhouse,	50 0	6th Oct., 1837,	5th Oct., 1840,	3	1 1/2 hour either way...	5	Ditto,	3	10	3	5	20 0 0	
Lanark and Perth,.....	13	Lanark, Perth,.....	M. W. Stanley,	G. Ellis, J. Taylor,.....	50 0	6th July, 1838,	5th July, 1842,	2	3 hours either way...	5	Ditto,	2	8	2	4	26 0 0	
Lancaster and Williams-town,	6	Lancaster, Williams-town,	D. McLennan,	J. McLennan, E. McLennan,	50 0	6th April, 1840,	5th April, 1843,	3	1 1/2 hour either way...	5	Ditto,	4	10	...	16 0 0		
London's and Merrickville,	21	Smith's Falls, Merrickville,	Pat. Tierney,	A. K. Ward, A. E. Wall,	200 0	6th Jan., 1840,	5th Jan., 1844,	3	5 hours either way...	5	Ditto,	5	20	3	6	70 0 0	Part of Port and Brockville Route.
L'Assomption and Rawdon,	24	L'Assomption, Rawdon,	M. Poisson, ...	J. C. Beaupré, N. Gagnon,	100 0	30th March, '40,	30th March, '42,	1	5 hours either way...	5	Light Cart,.....	2	4	2	4	26 5 0	
L'Assomption and St. Sulpice,	8	L'Assomption,.....	B. Piché,	A. Chaput, M. Poisson,	100 0	Ditto,	Ditto,	3	With all diligence, ...	5	Horseback,.....	2	4	2	4	15 0 0	
London and St. Thomas,	17	London, St. Thomas,	Henry Groves,	W. Dyer, G. Mitchell,...	200 0	6th Jan., 1839,	5th April, 1841,	3	3 hours either way...	4	Wagon,.....	5	10	5	10	55 0 0	
Madoc and Rawdon,.....	19	Madoc, Rawdon, U. C., U. C.	H. N. Griffin,	D. McKenzie, D. Perry,	40 0	6th July, 1836,	5th July, 1840,	1	4 hours either way...	5	Horseback,.....	3	6	3	6	20 0 0	
Marmora and Rawdon...	15	Marmora,.....	L. Hughes, ...	H. Crawford, P. Hughes,	40 0	6th Jan., 1840,	5th Jan., 1844,	1	3 1/2 hours either way...	5	Ditto,	5	10	5	10	20 0 0	
Mariposa and Peterboro,	39	Mariposa, Lindsay, Emily, Peterboro,	R. A. Shaw, ...	J. W. Bedford, J. B. Fortune,	120 0	6th July, 1836,	5th July, 1840,	1	One day either way...	4	Ditto,	5	10	5	10	60 0 0	This Route leads through a range of well settled Townships in the rear of the New-castle District.
Mariposa and Pickering,	57	Brock, Uxbridge, Brongham, Mariposa, Pickering,	A. Anderson, ...	J. Anderson, E. B. Gilbert,	145 5	Ditto,	Ditto,	1	One day either way...	4	Ditto,	5	10	5	10	72 0 0	
Melbourne and Richmond,	4	Richmond, Melbourne,	L. Thomas, ...	R. Chamberlin, J. Hardy,	50 0	6th Oct., 1839,	5th Oct., 1841,	3	Half an hour,.....	...	Boat in summer,	3	10	2	4	16 0 0	Ferry over the St. Francis River.
Metis and St. André,.....	99	Rivière du Loup, Cacodine, Isle Verte, Trois Pissots, Rimouski, St. Lucie, Metis,	Thomas Jones, J. Chouinard,	F. Pelle-tier,	100 0	6th April, 1839,	5th April, 1842,	1	To receive the Mail in St. André on every Tuesday afternoon, and deliver it at Metis on Thursday at 8 A. M. to bring back the return Mail to St. André by Friday night.	5	Light Cart,.....	8	20	8	16	130 0 0	Continuation of the Route from Quebec downwards on the south shore of the St. Lawrence. There is very little settlement below Metis, and only a beach road. There are but two settlers on this Route, the track for a great part of the distance is only a footpath through the woods—in winter the Mail bag is carried by a man on snow-shoes.
Metis and Forks of the Metapicque,	54	Metis—this Route connects the Post line on the south shore of the St. Lawrence below Quebec with the Baie des Chaleurs and District of Gaspé,	P. Brochu, ...	P. Gauvreau, F. E. Gauvreau,	100 0	6th July, 1838,	5th July, 1841,	1	Two days either way,	...	Foot,.....	10	20	...	150 0 0		
Milton and Nassagaweya,	11	Wilton, Nassagaweya, ...	H. Huffman, ...	J. Martin, C. McDowall,	28 0	6th Jan., 1840,	5th Jan., 1844,	1	The double trip to be performed within the day,	3	Horseback,.....	5	10	5	10	14 0 0	

Appendix (F.)
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(D.)

Name of Route.	Distance in Miles.	Post Offices situated on the Route, and served by it.	Name of Contractor.	Names of Contractor's Sureties.	Penalty of Bond.	Contract.		No. of Weekly Trips.	Time allowed to the Contractor for the Performance of the Service.	Suprated Rate of Travel per hour, in Miles.	Mode of Conveyance.	Scale of Penalties. In Dollars.					Rate of Annual Payment.	Observations.
						Commenced.	Terminates.					Leaving behind a Mail Bag, accidental.	Ditto, Willful.	Limiting to serve a Post Office.	Ditto, second offence.	General Penalty for Breach of Contract.		
Montreal and Prescott,...	131	Montreal, Lachine, Co- lars, Côteau du Lac, Lancaester, Cornwall, Moulinette, Osma- bruck, East Williams- burg, West Williams- burg, Matilda, Ed- wardsburg, Prescott,	A. Whippleland J. Henderson,	Hon. P. McGill, A. Fer- guson,	1200 0	6th Jan., 1840,	5th Jan., 1843,	6	23 hours in summer, 26 hours in winter,	6	Stage and Steamboat,	50	120	50	40	120	1200 0 0	Main Route be- tween Lower and Upper Canada; the Mail is trans- ported on Lakes St. Francis and St. Louis by Steamboat.
Montreal and Sher- brooke,	90	Montreal, Longueuil, Chambly, St. Césaire, Abbotstford, Granby, Waterloo, Sherbrooke,	B. Pomeroy,...	Alex. Res, J. Smith,...	250 0	6th Feb., 1840,	5th Feb., 1844,	3	Leave Montreal and Sherbrooke at 10 o'clock A. M. reach Granby at 8 o'clock P. M. leave Granby at 5 o'clock A. M. the following day, and arrive at Sher- brooke at Montreal respectively, by 3 o'clock P. M.,	5	Wagon,.....	10	40	5	40	425 0 0	Direct Route from Montreal to the District of St. Francis.	
Montreal and St. Johns,	27	Montreal, Laprairie, St. Johns,	W.D. Lindsay, for Cham- plain and Saint Lawrence Rail- road Com- pany,	Champlain and St. Law- rence Rail-road Com- pany,	500 0	6th April, 1840,	5th April, 1844,	In winter 7 times, In summer 6 times,	To be conveyed dur- ing summer with all diligence by Rail- road and Steamboat; during winter by Sleigh in 5 hours either way,	...	Rail-road and Steamboat,	30	60	20	60	26 per week in summer, £7 17s 6d ditto in winter.	Main communica- tion between Montreal and the United States— during the sum- mer the United States Mail is conveyed to and taken from St. Johns by the American Steam- boats plying on Lake Champlain.	
Montreal and Terre- bonne,	18	St. Vincent de Paul, Terrebonne,	E. Ransom, ...	A. McKenzie, G. Raby, ...	100 0	6th Jan., 1839,	5th Jan., 1842,	2	3½ hours either way..	5½	Light Cart,....	10	20	2	5	20	36 0 0	Bye Route,

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Montreal and Thero Ri- vers,	83½	Montreal, Repentigny, Berthier, Maskinongé, Rivière du Loup, Ya- machiche, Thero Ri- vers,	M. Gauvin, ...	L. Panet, L. Massue,...	1000 0	6th July, 1838,	5th July, 1843,	7	17 hours either way in summer, 18 hours either way in winter, stoppages included,	6	In Mail-carts and Sleighs furnished by the Depart- ment,	40	20	40	10	1256 4 2	An annual deduc- tion is made from the amount pay- able under this Contract of £89 14s. 7d. as mileage for the use of Mail-carts and Sleighs fur- nished by the Post Office. This Route, with that between Three Rivers and Que- bec, forms the main Montreal and Quebec line of communication. These are the only important Post Routes in the Canadas on which the Mails are transported independent of the ordinary lines of conveyance for passengers.	
Murray Bay and Quebec,	90	Château Richer, St. Paul's Bay, LesEboles- mens, Murray Bay,	E. M. and R. Boile,	E. Fortier, S. Boile,....	200 0	6th April, 1840,	5th April, 1841,	1	48 hours either way..	4	Light Cart,....	3	5	2	4	10	120 0 0	Route supplying the settlements on the North-Shore of the St. Lawrence be- low Quebec.
Newboro and Unionville,	32	Farnersville, Doverlé, Newboro,	B. Shamiau,...	J. L. Schofield, C. Bis- sonette,	100 0	6th July, 1839,	5th July, 1843,	2	7 hours either way,...	6	Horseback,....	5	10	3	6	15	75 0 0	Rye Route supply- ing the western part of the Johns- town District.
New Ireland and Quebec,	67	St. Nicholas, St. Sylves- ter, Leeds, Inverness, New Ireland,	S. Redman, ...	E. Redman, R. Lee,....	200 0	6th Oct., 1839,	5th Oct., 1843,	1	Two days either way,	4	Light Cart,....	4	10	5	10'	40	57 0 0	Route through the settlements in the County of Me- ganic.
Ningara and Toronto City,	106	Ningara, Queenston, St. Catharines, Beams- ville, Grimsby, Stony Creek, Hamilton, Dun- das, Nelson, Palermo, Trafalgar, Credit, Cooksville, Etobicoke, Toronto City,	W. Weller, ...	W. Campbell, Charles Thompson,	1990 0	6th April, 1839,	5th April, 1843,	6	20 hours either way..	6	Two horse Wagon,	10	20	10	20	80	995 0 0	Main Route through the Home, Gore and Niagara Districts, and prin- cipal channel of communication be- tween Upper Canada and the United States.
Nicolet and Quebec,.....	102	Nicolet, Port St. Francis, Beaucour, Gentilly, St. Pierre les Becquets, Lotbinière, St. Croix, St. Antoine, St. Ni- cholas, Quebec,	A. Beauche- min,	A. Beauchemin, Sen, J. R. Lecompte,	200 0	6th Jan., 1839,	5th Jan., 1843,	1	46 hours either way..	5	Light Cart,....	12	25	4	12	25	100 0 0	Route supplying the Parishes in the District of Quebec on the South Shore of the St. Lawrence upwards.

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Name of Route.	Distance in Miles.	Post Offices situated on the Route and served by it.	Name of Contractor.	Names of Contractor's Sureties.	Penalty of Bond.	Contract.		Time allowed to the Contractor for the Performance of the Service.	Stipulated Rate of Travel per hour, in Miles.	Mode of Conveyance.	Scale of Penalties. In Dollars.				Rate of Annual Payment.	Observations.
						Commenced.	Terminates.				Leaving behind a Mail Bag, accidental.	Ditto, Willful.	Quitting to serve a Post Office.	Ditto, second offence.			General Penalty for Breach of Contract.
Norval and Palermo,....	20	Norval, Esquimaux, Milton, Palermo, Oakville and Trafalgar,....	Alex. Hegg,....	J. Martin, W. Green,....	£ 99 0	6th Oct., 1839,	5th Oct., 1843,	7 hours either way,....	3	Horseback,....	5	10	5	10	£ 49 0 0	Bye Route.
Oakville and Trafalgar,....	6	Oakville, Trafalgar,....	D. Soidet,....	A. Proudfoot, S. Marlett, J. S. Merwin, W. D. Dickinson,	26 0	6th Oct., 1836,	5th Oct., 1840,	14 hours either way,....	4	Horseback,....	4	8	4	8	13 0 0	Ditto.
Ogdensburg and Prescott,	1	Prescott,....	J. Plumb, Jr.,	J. S. Merwin, W. D. Dickinson,	50 0	6th April, 1839,	5th July, 1841,	With all diligence, ...	...	By Boat, Sleigh, or on foot, according to the season,	...	...	...	5	12 10 0	Ferry between Prescott and Ogdensburg, State of New York, and one of the recognized channels of the Post communication between Canada and the United States.
Paris and St. George,....	17	Paris, Sheffield, Saint George,	George Stanton,	R. Stanton, W. H. Lee,	80 0	6th July, 1839,	5th July, 1841,	From St. George to Paris and back within the day.	4	Horseback,....	5	10	5	10	40 0 0	Bye Route.
Peterboro and Port Hope,	29	Cavan, Peterboro,....	B. Bletcher,....	J. Choat, J. Livingston,	300 0	6th Jan., 1839,	5th Jan., 1843,	10 hours either way,....	3	Wagon,....	8	20	40	50	150 0 0	Route to the populous settlements in the rear of the New Castle District.
Port Dalhousie and St. Catharines,	5	Port Dalhousie, St. Catharines,	John Bruce,....	G. E. Read, R. Towns- end, J. Crow, J. Herrington,....	20 0	6th Jan., 1837,	5th Jan., 1841,	1 hour either way, ...	5	Horseback,....	2	4	4	8	10 0 0	By Route.
Port Sarina and Whitehall,	60	Dawn Mills, Wallaceburg, Moore, Port Sarina,	H. N. Smith,....	J. Crow, J. Herrington,....	180 0	6th Sept., 1839,	5th Jan., 1841,	Leave Whitehall Monday morning, reach Port Sarina, Tuesday evening. Leave Port Sarina Wednesday morning, reach Whitehall Thursday evening.	4	Ditto,	5	10	20	65	0 0	Route through the River St. Olaf settlements.
Port Stanley and St. Thomas,	8	Port Stanley, St. Thomas,	Thomas Meek,	W. Burgess, J. Ferguson,	44 0	6th July, 1837,	5th July, 1841,	3 hours either way,....	3	Ditto,	2	4	2	4	22 0 0	Bye Route.
Prescott and Richmond,	44	Prescott, Kempsville, Richmond, U. C.	Thomas Torr,	C. H. Peck, R. Headlam,	200 0	6th April, 1839,	5th April, 1842,	11 hours either way,....	4	Ditto,	20	40	10	20	150 0 0	Cross Route supplying Kempsville and connecting the main River St. Lawrence with the Bytown and Brockville Route.

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Preston and Woolwich,....	19	Preston, Woolwich, Waterloo,	Thomas Smith,	A. Smith, C. Smith,....	85 0	6th July, 1837,	5th July, 1841,	6 hours either way,....	...	Horseback,....	5	10	5	10	42 10 0	Bye Route.
Quebec and Lake Temiscouata,	150	Quebec, St. Thomas, Pilet, St. Jean Port Joli, St. Roc des Au- nols, St. Anne, Rivière Quille, Kamouraska, St. André, Rivière du Loup en bas, Lake Temiscouata,	Thomas Jones,	John Fraser,....	700 0	6th April, 1839,	5th April, 1842,	40 hours either way,....	4	Light Cart,....	20	80	5	10	80 700 0 0	Part of main Quebec and Halifax Route.
Quebec and Three Rivers,	86	Quebec, Cap Saint, Port Neuf, Deschambault, Grondines, Ste. Anne, Champlain, Three Rivers,	M. Gauvin, ...	L. Panet, L. Massue,....	1000 0	6th July, 1838,	5th July, 1843,	17 hours in summer, 18 hours in winter,	6	In Mail Carts and Sleighs furnished by the Department,	40	...	20	40	1166 9 7	See Montreal and Three Rivers, as similar deduction is made under this Contract of £89 14s. 7d. per annum.
St. Charles and William Henry,	27	St. Charles, St. Denis, St. Ours, Wm. Henry,	F. Aussant, ...	P. Aussant, J. B. Villeaux,	50 0	6th Jan., 1839,	5th Jan., 1842,	6 hours either way,....	5	Light Cart,....	4	10	3	6	40 0 0	Route serving the Parishes on the River Richelieu.
St. Eustache and Ste. Thérèse,	8	St. Thérèse,....	D. Mitchell,....	D. Morrison, P. L. Du- mont,	30 0	6th Jan., 1837,	5th Jan., 1841,	14 hour either way,....	5	Ditto,	2	4	5	10	10 0 0	Bye Route.
St. Thomas and Simcoe,	52	St. Thomas, Aylmer, Bayham, Middleton, Simcoe,	C. Cook,	J. Bowes, H. Orton,....	442 0	6th Oct., 1839,	5th Oct., 1842,	13 hours either way,....	5	Horseback,....	5	10	5	10	221 0 0	Part of Lake Erie shore Route.
Stanstead and Waterloo,	41	Stanstead, Bolton, Stuke- ly, Frost Village, Water- loo,	G. F. Gates,....	C. S. Knight, E. B. Big- elow,	150 0	6th Feb., 1840,	5th Feb., 1844,	10 hours either way,....	5	Wagon,....	5	20	3	6	137 10 0	Supplies the Town- ships of Bolton, Stukely and Shep- ford.
Stanstead and St. Johns,	73	Stanstead, Georgeville, Bromo, Churchville, Dunham, Stanbridge East, Bedford, St. Johns,	S. Maynard,....	E. Baker, S. Maynard,....	400 0	6th July, 1839,	5th July, 1842,	16 hours either way,....	5	Ditto,	8	30	4	8	200 0 0	Serves part of the Township of Stanstead, and the Townships of Potton, Bromo, Dunham and Stanbridge.
Stanstead and Three Rivers,	129	Stanstead, Hatley Com- brook, Leunoxville, Sher- brooke, Brompton, Melbourn, La Drum- moisville, La Baie, Nicolet, Port St. Fran- cis, Three Rivers,	J. Cutter,....	J. Adams, C. B. Cleave- land,	500 0	6th Oct., 1838,	5th Oct., 1842,	From Stanstead to Three Rivers 80 hours, from Three Rivers to Stanstead 31 hours,	5	Between Stan- stead and Melbourn in a two-horse carriage, be- tween Mel- bourne and Three Rivers the Mail en- rriage to be drawn by one or two horses at Con- tractor's option,	20	80	30	40	700 0 0	Main Route through the Eastern Town- ships on the line of the River St. Francis. The price paid for this service is high, as the limited time allowed to the Contractor compels him to travel at night and at a speedy rate.
Stouffville and Toronto City,	28	Scarboro, Markham,....	J. Cook,	W. Fawcett, J. Fawcett,	60 0	6th April, 1837,	5th April, 1841,	7 hours either way,....	4	Horseback,....	2	4	2	4	30 0 0	Bye Route.
Thornhill and Vaughan,	10	Thornhill, Vaughan,....	Geo. Stegman,	T. Milburn, S. Burnham,	22 0	6th Oct., 1837,	5th Oct., 1841,	2 1/2 hours either way,....	4	Ditto,	2	4	2	5	11 0 0	Ditto.

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Name of Route.	Distance in Miles.	Post Offices situated on the Route and served by it.	Name of Contractor.	Name of Contractor's Sureties.	Penalty of Bond.	Contract.		No. of Weekly Trips.	Time allowed to the Contractor for the Performance of the Service.	Stipulated Rate of Travel per hour, in Miles.	Mode of Conveyance.	Scale of Penalties. In Dollars.					Rate of Annual Payment.	Observations.
						Commenced.	Terminates.					Leaving behind a Mail Bag, accidental.	Ditto, Willful.	Omitting to serve a Post Office.	Ditto, second offence.	General Penalty for Breach of Contract.		
Three Rivers and William Henry,	51	Three Rivers, Port St. Francis, Nicolet, La Bate, St. Francis, Yamaska, Wm. Henry, Vittoria, Walsingham,...	Alex. Peloquin,	A. Lavalle, J. B. Lemere,	100	6th Aug, 1837,	5th Aug, 1840,	1	27 hours either way,...	5	Light Cart,...	4	10	3	6	10	56 0 0	Passes on the south shore of the River St. Lawrence.
Vittoria and Walsingham,	14	Vittoria, Walsingham,...	Wm. Hagen,...	E. Hagen, J. P. Hatcherson,	20	6th July, 1838,	5th July, 1842,	1	4 hours either way,...	4	Horseback,....	2	8	14	4	16	9 10 8	Bye Route.
St. Charles and St. Mathias,	16	St. Charles, St. Hilaire,	A. Dussault,...	L. C. Duvert,.....	100	6th Oct., 1839,	5th Oct., 1840,	2	3 hours either way,...	6	Light Cart,...	5	10	4	10	30 0 0	Continuation of Route serving the River Richelieu Offices.	
St. Charles and St. Hyacinthe,	14	St. Charles, St. Hyacinthe,	J. Bunker, ...	J. B. Derocher,.....	20	6th July, 1839,	5th July, 1840,	2	2 1/2 hours either way,...	6	Ditto,	5	10	4	10	20 0 0	Bye Route.	
L'Assomption and St. Roc,	12	St. Roc l'Achigan,	J. Buxton, ...	.....	.....	Ditto,	Ditto,	1	3 hours either way,...	4	Ditto,	2	4	2	4	7 16 0	Ditto.	

T. A. STAYNER,
Deputy Post Master General.

GENERAL POST OFFICE,
Montreal, January, 1841.

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In compliance with the terms of the Requisition from the Commission, the above Return includes such Contracts for Mail service, as were actually in existence on the 5th July, 1840; it may be proper, however, to state that subsequent to that date, two important Contracts have been entered into for the conveyance of the Mail by Steamboat, six times a week, between Toronto and Dickenson's Landing, and between Montreal and Quebec, to continue for Six Years from the opening of the Navigation of 1841, upon the following conditions:—

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(D.) No. 29.

Return. Mail contracts in force 5th July, 1840.

Route.	Names of Contractors.	Offices to be Served.	Time allowed.	Scale of Penalty.	Names of Sureties, and Amount of Bond.	Rate of payment.
Toronto and Dickenson's Landing. The service to commence on the 20th April and terminate on the 15th Nov. in each year.	D. Bethune and A. Jones.	Toronto, Cobourg, Kingston, Gananoque, Brockville, Maitland, Prescott, Matilda & West Williamsburg.	34 hours downwards 36 hours upwards.	£5 Currency for non-delivery of Mail at Toronto, Kingston, and Dickenson's Landing respectively, for each and every hour that shall elapse beyond the prescribed time, unless satisfactory cause be shewn by Contractor. £20 for neglecting to serve any of the offices included in the contract.	J. Heron, Thos. Dick, and D. J. Smith, £5000 Cy.	£6 Currency per single trip.
Montreal & Quebec. The service to commence on the 1st May and terminate on the 1st Nov. in each year.	Messrs W. & G. Tate.	Montreal, William Henry, Port St. Francis, Three Rivers, Quebec.	14 hours downwards, 19 hours upwards.	£10 penalty for non-delivery of Mail at Quebec or Montreal for each and every half-hour that shall elapse beyond the prescribed time, unless satisfactory cause be shewn by Contractor. £20 for neglect to serve any of the offices included in the Contract.	Richd. Tate, John Mack, and Robt. Scott, £5000 Cy.	£8 5s. Currency, per single trip.

General Post Office, Montreal, January, 1841. }

T. A. STAYNER, D. P. M. G.

No. 30.

A RETURN (supplementary to the Mail Contract Return) shewing the Mail conveyance under performance in the Canadas, not contracted for in the ordinary form, 5th July, 1840.

No. 30.

Return. Mail conveyance not regularly contracted for.

Route.	Distance in miles.	Description of the Service performed.	Name of person performing the service.	Rate of payment.
Queenston, U. C. & Lewiston, State of New York,	3	Conveyance of the Canada and United States Mails across the Niagara River between the frontier offices of Queenston and Lewiston, daily, Sundays excepted.	J. Wynn,	£25 per annum.
Niagara, U. C. and Youngstown, State of New York,	1	Ditto, ditto, between Niagara and Youngstown three times per week.	A. Heron,	£15 per annum.
Sandwich, U. C. and Detroit, Michigan,	3	Ditto, ditto, across the Detroit River between the American Office at Detroit and Sandwich, U. C. three times a week.	Jas. Clinton,	£6 5s. per annum.
Toronto and Niagara and Queenston,	48	Conveyance of a daily Mail (Sundays excepted,) by Steamboat, between Toronto, Niagara and Queenston,	H. Richardson,	10s. per double trip from Toronto to Queenston and back.
Toronto and Hamilton,	36	Ditto, ditto, by steamboat between Toronto and Hamilton.	W. Colden,	10s. Cy. per double trip from Toronto and Hamilton and back.
Montreal and St. Johns,	24	Conveyance of an extra Mail between Montreal and St. Johns by Rail-Road twice a week, being the Mail for the supply of the St. Johns and Stanstead route (during summer only.)	St. Lawrence and Lake Champlain Rail-Road Company,	5s. Cy. per trip.
Stanstead, L. C. and Derby Line, State of Vermont,	1	Conveyance of American Mail between the frontier offices of Derby Line and Stanstead six times a week.	A. Huntington,	1s. 3d. a trip or £19 10s. per annum.

Contracts for the above in the usual official form have not been made, the nature of the services either not admitting of its being done, or because it was considered advantageous to Government not to be bound in a formal engagement. The Ferriage service at Queenston, Niagara and Sandwich is paid for jointly with the United States Government, each party paying half—the ferry-men performing this service are liable to frequent changes, and are not of a sufficient responsible character to afford any greater security through a formal agreement, than that obtained by a verbal one—the Mail service by steamboat between Toronto and Niagara and Toronto and Hamilton is conducted under a verbal agreement made at the commencement of the navigation every season—and my impression is, that the owners or captains of the vessels performing these services have declined binding themselves by a written agreement.

I have further to observe that during the last summer I sent the Mail between Toronto and Dickenson's Landing by every trip of the Steamboats on that line upon an understanding with the Proprietor at the close of the navigation he should be paid for the service fairly, in proportion to the manner in which it was performed—he would not enter into any specific agreement, as he was unable to judge how many boats he could maintain upon the route—or how frequently, or at what rate they might travel—this was the best ar-

angement that circumstances permitted me to make. Since then, as stated in my Report on Contracts, a regular engagement has been entered into, for the daily conveyance of the Mail between Toronto and Dickenson's Landing, to go into operation next year.

In the course of last summer, I opened a direct communication by Steamboat between Toronto and Rochester—as an experiment—the owner of the Steamer engaging to take our Mails whenever his vessel should ply—and to receive at the end of the season such compensation as I might consider the service to be worth.

T. A. STAYNER, D. P. M. G.

General Post Office, Montreal, January, 1841. }

NOTE.—£50 currency per annum is paid to the Proprietors of the Lake Champlain Steamboats in consideration of the conveyance by them of the Provincial Mails passing to and from the United States, on that portion of the Whitehall, State of New York, and St. Johns L. C. navigation situated within the British Territory.

T. A. STAYNER.

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26th March.

(D.) No. 31.

Return. Post Routes on which expense largely exceeds revenue.

No. 31.

GENERAL POST OFFICE,
Montreal, 26th January, 1841.

SIR,—I have the honor to lay before the Commission, a Return of certain Post Routes in the Canadas, on which the Net Revenue (so far as can be ascertained) is considerably exceeded by the expenditure for Mail conveyance, with observations in reference to each Route, such as I have thought might be necessary to a full understanding of the subject.—I would have made this Return more comprehensive than I have done, that is, I would have rendered a Return of the Charge and Revenue of each Post Route in the country, but I found it to be impracticable: it cannot be done accurately, or in a way to afford any useful information. The Return now rendered, shows all

the Routes upon which a loss to the Revenue (of any considerable amount) is supposed to arise; yet, notwithstanding their unproductiveness, there is but one of the number, that from Quebec to the State of Maine, by the Kennebec Road, which in my opinion it is necessary to abolish, and even as regards that Route, it may be thought desirable by the Government that it should be maintained, for other considerations than those which arise simply from a question of Post Office Revenue. I must confess myself much at a loss at present what to decide upon, or to recommend with regard to this Route.

I have the honor to be, Sir,

Your most Obedt. Servt.,

T. A. STAYNER, D. P. M. G.

C. Dunkin, Esq., &c. &c.

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(D.)

A RETURN of certain Post Routes in the Canadas, on which the Net Revenue collected is considerably exceeded by the expenditure for Mail transport, shewing the amount of Net Revenue and the charge for Mail conveyance respectively on each Route, for the year ended 5th July, 1840.

Name of Route.	Distance in miles.	Frequency of Mail travel on the Route.	Expenditure for Mail conveyance.			Net Revenue derived from the Route.			Amount of deficiency.			Remarks.
			£	s.	d.	£	s.	d.	£	s.	d.	
St. André and Metis,	99	Once per week,	700	0	0	180	0	520	0	0	A.	Fractional parts of the pound have not been taken in this account—such minuteness not being deemed necessary here.
Metis & Campbellton,	96	Ditto,										
Campbelton and Port Daniel,	99	Ditto,										
Port Daniel & Gaspé Basin,	85	Once per fortnight,	250	0	0	20	0	230	0	0	B.	
Quebec and State of Maine by Kennebec road,	96	Twice per week,										
Quebec and Nicolet, South Shore,	104	Once per week,	100	0	0	58	0	42	0	0	C.	
Quebec and Murray Bay, North Shore,	90	Ditto,	120	0	0	32	0	88	0	0	D.	
Three Rivers and Stanstead,	129	Thrice per week,	700	0	0	450	0	250	0	0	E.	
Waterloo and Stanstead,	44	Ditto,	137	10	0	30	0	107	10	0	F.	
St. Johns and Stanstead,	73	Twice per week,	200	0	0	80	0	120	0	0	G.	
Montreal and Dundee and Fort Covington,	75	Thrice per week,	250	0	0	120	0	130	0	0	H.	
Laprairie and Champlain,	40	Ditto,	120	0	0	65	0	55	0	0	I.	
Laprairie & Huntingdon,	53	Once per week,	52	0	0	24	0	28	0	0	K.	
Frelighsburg & South Potton,	28	Ditto,	40	0	0	6	0	34	0	0	L.	
Lachyne and Vaudreuil and Chatham,	42	Ditto,	52	0	0	40	0	12	0	0	M.	
Fitzroy Harbour and Castleford and Westmeath,	51	Ditto,	60	0	0	20	0	20	0	0	N.	
Kingston and Brighton through Prince Edward District.	74	Thrice per week,	345	0	0	260	0	85	0	0	O.	

A.—These Routes, unproductive as they appear, cannot be dispensed with, as they afford the only means of communication between Quebec and the District of Gaspé.—The inhabitants in that District complain that the accommodation is not sufficient, and yet, as is shewn, the proceeds are only about one-fifth of the expense incurred.

B.—This Post communication was established in the year 1835 and 6—upon the application of the mercantile interest of Quebec, supported by Lord Gosford, then Governor General, under the belief that it would soon become the chief channel of communication with Boston in the United States, as well for travellers as correspondence: at the instance of the Deputy Post Master General, the General Post Office of the United States extended its post line twice a week to the territorial line—the experiment has, however, not realized the expectations originally entertained of it—and I am now inclined to think that it would be a useless expenditure of Post Office revenue, longer to continue this route upon the Post Office establishment.

C.—This route passes through a line of the oldest settlements in the Province—through parishes and villages thickly settled, yet the whole annual proceeds of the route is but £58, and the cost of conveying the Mail £100! I may add that notwithstanding the unproductiveness of the route, the inhabitants think they are entitled to a semi-weekly Mail—these settlements are almost exclusively French Canadian.

D.—Quebec and Murray Bay. This line affords the only means of Post communication between Quebec and the settlements on the North Shore—it pays but about 25 per cent of its cost, yet it cannot with propriety be dispensed with.

E.—Three Rivers and Stanstead. This route does not as yet pay the cost of its maintenance by about 30 per cent—but it passes through a country which is rapidly improving, and I have thought it right with such a population as is found in the Eastern Townships, that the Post Office accommodation should be rather in advance than behind the means of support afforded by that section of the country.

F. to O.—The charge upon all those routes is greater than the receipts, and upon some of them the difference is considerable, yet having due regard to the character of the population accommodated, and to the tendency to progressive improvement in the revenue at the several offices, I am not inclined to lessen the amount of Post accommodation upon any of those routes, whilst the funds of the Department enable me to meet the expense.

T. A. STAYNER,

Deputy Post Master General.

General Post Office,
Montreal, 26th Jan., 1841.

Sir,—I have the honor to lay before the Commissioners, the Post Office Tables of Rates and Distances, similar to what has been required from Mr. Howe, in No. 24 of the Returns called for the 3d November. Those Tables are known in my Department as Tables A and B; the former describes the principle upon which Re-mailed or Forwarded Letters are rated within the limits of my charge.

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

T. A. STAYNER, D. P. M. G.

TABLE (A.)

TABLE of Post Towns in the British Provinces in North America, on the Main Post Route, to which Letters may be conveyed by Post, with the Distances, and the Rate of Postage for a Single Letter, in Halifax Currency.

Once per week HALIFAX. Mail closed at Quebec every Tuesday, at 11 o'clock, A. M.

Table with multiple columns and rows listing post towns such as QUEBEC, Cap Saut, Trois Rivières, Lachine, Cornwall, Kingston, and Toronto City, along with their respective distances and postage rates.

Quebec being the distributing Office for Letters going East or West of that City, the Post Masters West of it, are to mail all Letters intended to go East of Quebec (including Nova Scotia and New Brunswick, and Letters for Europe via Halifax) to the Office at Quebec, where they will be re-mailed and forwarded. This is not to prevent a Post Master at any Office receiving the whole Inland Postage, through, whenever it is required of him to do so, noting the same, in *scrips*, on the Letter, (in addition to the amount stated in figures,) as a memorandum and guide to the Quebec Office.

The Office at Kamouraska, appears as far as Quebec, must also mail their Letters, addressed West of Quebec, to Quebec, to be re-mailed, and any Letters from those Offices for places East of Fredericton, must also be sent to Quebec to be forwarded. They are, however, permitted to send *Lettres* in the Way-bag, to all places between those Offices and Fredericton, inclusive.

It must be clearly understood, that no Letter can go out of these Provinces until the Inland Postage thereon is paid, excepting Letters forwarded to Great Britain via the Halifax Steam Packets.

Letters may be forwarded to Europe via New York, the United States, and Provincial Postage thereon being first paid in this Country. Montreal and Stannard in Lower Canada, and Prescott, Kingston, and Queenston in Upper Canada, are the mediums of conveyance for Letters going via the United States.

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Post Office Tables.
Table B.

1. Quebec to New Brunswick and Nova Scotia.

QUEBEC.															
Twice per Week.	34	St. Thomas.													
	48	14	L'Islet.												
	56	22	8	St. Jean Port Joli.											
	64	30	16	8	St. Roch des Aulnais.										
	70	36	22	14	6	Ste. Anne la Pocatière.									
	78	44	30	22	14	8	Rivière Ouelle.								
	90	56	42	34	26	20	12	Kamouraska.							
	100½	66½	52½	44½	36½	30½	22½	10½	St. André.						
	114	80	66	58	50	44	36	24	13½	Rivière du Loup en bas. <small>☞ To Metis and District of Gaspé, vide No. 3.</small>					
	151	117	103	95	87	81	73	61	50½	37	Lake Temiscouata.				
	198	164	150	142	134	128	120	108	97½	84	47	Madawaska, N. B.			
	231	197	183	175	167	161	153	141	130½	117	80	33	Grand Falls, N. B.		
	305	271	257	249	241	235	227	215	204½	191	154	107	74	Woodstock, N. B. <small>☞ To Houlton, State of Maine, 13 miles, 4 times.</small>	
	369	235	321	313	305	299	291	279	268½	255	218	171	138	64	Fredericton, N. B.
	661	527	613	605	597	591	583	571	560½	547	510	463	430	356	292	Halifax, N. S.

2.

Rivière du Loup en bas, to Metis, South Shore below Quebec.

QUEBEC.										
Once per Week.	114	Rivière du Loup.								
	120	6	Cacona.							
	132	18	12	Isle Verte.						
	146	32	26	14	Trois Pistoles.					
	180	66	60	48	34	Rimouski.				
	194	80	74	62	48	14	Ste. Luce.			
207	93	87	75	61	27	13	Metis.			

3.

Metis, by the Kempt Road, to the Baie des Chaleurs and District of Gaspé.

QUEBEC.										
Once per Week.	207	Metis.								
	303	96	Campbelltown, N. B.							
	318	111	15	Dalhousie, N. B.—Unites at Dalhousie with a Post line from Miramichi.						
Once per fortnight.	330	123	27	12	Carleton, District of Gaspé.					
	380	173	77	62	50	New Carlisle.				
	441	234	138	123	111	61	Cape Cove.			
	450	243	147	132	120	70	9	Percé.		
	465	258	162	147	135	85	24	15	Point St. Peter.	
487	280	184	168	157	107	46	37	22	Gaspé-Basin.	

4.

Quebec to Murray Bay, North Shore below Quebec.

QUEBEC.										
Once per Week.	15	Chateau Richer.								
	60	45	St. Paul's Bay.							
	69	54	9	Les Eboulemens.						
	90	75	30	21	Murray Bay.					

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5.

Quebec to Nicolet, South Shore above Quebec.

QUEBEC.										
16	St. Nicholas. <i>See</i> Vide No. 6.									
25	9	St. Antoine.								
34	18	9	Ste. Croix.							
46	30	21	12	Lotbinière.						
66	50	41	32	20	St. Pierre les Becquets.					
76	60	51	42	30	10	Gentilly.				
85	69	60	51	39	19	9	Becancour.			
98	82	73	64	52	32	22	13	Port St. Francis.		
101	85	76	67	55	35	25	16	3	Nicolet.	

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6.

Quebec to New Ireland, County of Megantic.

QUEBEC.										
16	St. Nicholas.									
30	14	St. Giles, (No Office.)								
38	22	8	St. Sylvester.							
46	30	16	8	Leeds.						
57	41	27	19	11	Inverness.					
67	51	37	29	21	10	New Ireland.				

7.

Quebec to Hilton's, State of Maine, by the Kennebec Road.

QUEBEC.										
31	Ste. Marie la Beauce. <i>See</i> To Frampton 14 miles.									
96	65	Hilton's, State of Maine.								

8.

To the Eastern Townships and United States *via* Three Rivers.

QUEBEC.													
90	THREE RIVERS.												
99	9	Port St. Francis.											
102	12	3	Nicolet.										
114	24	15	12	La Daie. <i>See</i> To William Henry <i>via</i> St. Francis and Yamaska, once a week.									
136	46	37	31	22	Drummondville.								
150	60	51	48	36	14	Durham.							
160	70	61	58	46	24	10	Melbourne. Ferry $\frac{1}{2}$ mile to Richmond and thence branch Mails to Danville and Kingsey.						
173	83	74	71	59	37	23	13	Brempton.					
185	95	86	87	71	49	35	25	12	Sherbrooke. Vide No. 13.				
189	99	90	87	75	53	39	29	16	4	Lennoxville. To Eaton and Robinson.			
198	108	99	96	84	62	48	38	25	13	9	Compton. <i>See</i> To Hereford 21 miles.		
205	115	106	103	91	69	55	45	32	20	16	7	Halley.	
219	129	120	117	105	83	69	59	46	34	30	21	14	Stanstead. To Barnston, 14 miles. To Derby Line, Vermont State, 1 mile, six times a week.

9.

Berthier to Daillebout and Industry.

QUEBEC.										
135	BERTHIER.									
144	9	Ste. Elizabeth. To Industry 12 miles, twice a week.								
153	18	9	Daillebout.							

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Daily.

Twice per Week.

QUEBEC.										
135	BERTHIER.									
140	5	William Henry.								
152	17	12	St. Ours. Vide No. 12.							
159	24	19	7	St. Denis.						
165	30	25	13	6	St. Charles. ☞ To St. Hyacinthe 14 miles, twice.					
172	37	32	20	13	7	St. Hilaire.				
181	46	41	29	22	16	9	St. Mathias, (No Office.)			
186	51	46	34	27	21	14	5	Chambly. ☞ To St. Marie de Monnoir 10 miles. Vide No. 13.		
198	63	58	46	39	33	26	17	12	St. Johns. Vide Nos. 15 & 17.	
211	76	71	59	52	46	39	30	25	13	Isle aux Noix.

NOTE.—An extra weekly trip between St. Johns and Isle aux Noix.

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10.

From Berthier and William Henry up the River Richelieu.

11.

To L'Assomption, St. Roch l'Achigan and Rawdon.

3 times.

Once.

QUEBEC.										
155	St. Sulpice Post House.									
158	3	L'ASSOMPTION. To St. Roch l'Achigan, 12 miles, once.								
170	15	12	St. Jacques.							
179	24	21	9	Rawdon.						

12.

Montreal to St. Ours via Boucherville.

Once per Week.

MONTREAL.										
7	Boucherville.									
15	8	Varenes.								
22	15	7	Verchères.							
45	38	30	23	St. Ours. Vide No. 10.						

13.

Montreal via Chambly and Waterloo to Sherbrooke.

Three Times.

QUEBEC.										
180	MONTREAL.									
183	3	Longueuil.								
198	18	15	Chambly. Vide No. 10.							
213	33	30	15	St. Césaire.						
219	39	36	21	6	Abbotsford. To St. Pie 5 miles, and thence to St. Hyacinthe, twice per week.					
228	48	45	30	15	9	Granby.				
240	60	57	42	27	21	12	Waterloo. ☞ To Farnham and Churchville 18 miles, once.			
275	95	92	77	56	56	47	35	Sherbrooke. Vide No. 8.		

14.

Waterloo to Stanstead.

Three Times.

MONTREAL.										
60	WATERLOO.									
63	3	Frost Village.								
68	8	5	Stukely.							
82	22	19	14	Bolton.						
101	41	38	33	19	Stanstead. Vide Nos. 8 & 17.					

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7 times in winter, 6 do. in summer.

7 times in winter, 3 do. in summer.

QUEBEC.									
180 MONTREAL.									
	188	9	Laprairie. Vide Nos. 18, 19, 20.						
	207	27	18	St. Johns. Vide Nos. 10 & 17.					
	221	41	32	14	Henryville.				
	231	51	42	24	10	Philipsburg. Vide No. 16.			
	239	59	50	32	18	8	Highgate. (State of Vermont.)		

15. To St. Johns and United States, &c. from Montreal.

Note.—During summer the main United States Mail is taken up at St. Johns by the Lake Champlain Line of Steamers, but during winter it is conveyed by Land from St. Johns to the United States Frontier Office at Highgate, Vermont.

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16.

Philipsburg to Frelighsburg and Bedford.

MONTREAL.									
51 PHILIPSBURG.									
Twice.	63	12	Frelighsburg. To Sutton and South Potton 30 miles, once per week.						
	73	22	10	Bedford.					

17.

St. Johns to Dunham and Stanstead.

QUEBEC.										
180 MONTREAL.										
207 27 ST. JOHNS.										
Twice per Week.	225	45	18	Bedford. To Frelighsburg and Philipsburg. Vide No. 16.						
	229½	49½	22½	4½	Stanbridge East.					
	234	54	27	9	4½	Dunham.				
	242	62	35	17	12½	8	Churchville. Cross Post to Farnham and Waterloo.			
	250	70	43	25	20½	16	8	Brome.		
	268	88	61	43	38½	34	26	18	Georgeville.	
	280	100	73	55	50½	46	38	30	12	Stanstead. Vide Nos. 8 & 14.

18.

Laprairie to Champlain, State of New York.

MONTREAL.									
9 LAPRAIRIE.									
Three times.	23	14	L'Acadie.						
	33	24	10	Napierville.					
	41	32	18	8	Lacolle.				
	45	36	22	12	4	Odelltown, (No Office.)			
	49	40	26	16	8	4	Champlain, (State of New York.)		

19.

Laprairie to Manningville and Huntingdon.

MONTREAL.									
9 LAPRAIRIE.									
Once per week.	22	13	St. Rémi, (No Office at present.)						
	32	23	10	Norton Creek.					
	39	30	17	7	Russelltown.				
	50	41	28	18	11	Manningville.			
	62	53	40	30	23	12	Huntingdon, Vide No. 22.		

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MONTREAL.				
Once per week.	9	LAPRAIRIE.		
	22	13	St. Edward, (No Office.)	
	30	21	8	Babyville.
	38	29	16	8 Hemmingford.

20.

Laprairie to Hemmingford.

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21.

Montreal to Terrebonne and New Glasgow.

QUEBEC.				
Twice.	180	MONTREAL.		
	192	12	St. Vincent de Paul.	
	201	21	9	Terrebonne.
	216	36	24	15 New Glasgow.

22.

Montreal to Chateaugay, Huntingdon, Dundee and Fort Covington, (State of New York.)

QUEBEC.												
Three times.	180	MONTREAL.										
	189	9	LACHINE.									
	196	16	7	Chateaugay. 63 To Beauharnois, 9 miles, three times.								
	208	28	19	12	Sto. Marline.							
	218	38	29	22	10	North George Town.						
	225	45	36	29	17	7	Ormsdown.					
	232	52	43	36	24	14	7	Dewittville.				
	238	58	49	42	30	20	13	6	Huntingdon. Vide No. 19.			
	255	75	66	59	47	37	30	23	17	Dundee. To Fort Covington.		

23.

Montreal up the Ottawa River to Grenville, Bytown, &c. &c.

QUEBEC.																			
Once.	180	MONTREAL.																	
	187	7	St. Laurent.																
	192	12	5	St. Martin.															
	201	21	14	9	St. Eustache. 63 To Ste. Thérèse, 8 miles, once a week.														
	213	33	26	21	12	St. Benoit.													
	225	45	38	33	24	12	St. Andrews. 63 To Lachute, 7 miles, thrice.												
	228	48	41	36	27	15	3	Chatham. Vide No. 24, (Post tri-weekly to Hawkesbury and L'Original.)											
	240	60	53	48	39	27	15	12	Grenville. Ferry twice a week to Hawkesbury.										
	270	90	83	78	69	57	45	42	30	Petite Nation.									
	278	98	91	86	77	65	53	50	38	8	Lochaber.								
	285	105	98	93	84	72	60	57	45	15	7	Buckingham.							
	303	123	116	111	102	90	78	75	63	33	25	18	BYTOWN. Vide No. 26. Bye Post to Osgood, 21 miles.						
	304	124	117	112	103	91	79	76	64	44	26	19	1	Hull. 63 To Chelsea, 8 miles.					
	311	131	124	119	110	98	86	83	71	41	33	26	8	7	Aylmer.				
	317	137	130	125	116	104	92	89	77	47	39	32	14	13	6	March.			
	335	155	148	143	134	122	110	107	95	63	57	50	32	31	24	18	Fitzroy Harbour. Vide No. 29.		
	356	176	169	164	155	143	131	128	116	86	78	71	53	52	45	39	21	Castleford. Bye Post Castleford to Clarendon, 4 miles.	
	386	206	199	194	185	173	161	158	146	116	108	101	83	82	75	69	51	30	Westmeath.

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QUEBEC.

180	MONTREAL.				
189	9	LACHINE.			
199	19	10	Pointe Claire.		
207	27	18	8	St. Anne, bout de l'Isle.	
210	30	21	11	3	Vaudreuil.
225	45	36	26	18	15 Rigaud.
231	51	42	32	24	21 6 Chatham.

Once.

24.
Lachine to Chatham *via* Vaudreuil.

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25.

Cornwall to Hawkesbury and L'Orignal *via* Glengarry.

QUEBEC.

180	MONTREAL.				
262	82	CORNWALL.			
269	89	7	St. Andrews. U. C.		
273	95	13	6	Martintown.	
291	111	29	22	16	Alexandria.
298	118	36	29	23	7 Lochiel.
306	126	44	37	31	15 8 Vankleek Hill.
314	134	52	45	39	23 16 8 Hawkesbury. 67 Ferry to Grenville.
320	140	58	51	45	29 22 14 6 L'Orignal. 67 To Caledonia 9 miles, three times, thence to Plantagenet 10 miles, once. To Chatham via Hawkesbury, three times.

Twice.

26.

Brockville *via* Smith's Falls to Bytown.

QUEBEC.

180	MONTREAL.				
323	143	BROCKVILLE. Vide No. 30.			
345	165	22	Kitley. To Perth 20 miles, three times, thence to Lanark 14 miles, twice.		
359	179	36	14	Smith's Falls. Vide No. 28.	
371	191	48	26	12	Franktown. To Perth 15 miles, three times. To Fitzroy Harbour. Vide No. 29.
388	208	65	49	29	17 Richmond. 67 To Prescott. Vide No. 27.
409	229	86	64	50	38 21 Bytown. Vide No. 23.

Three times.

27.

Prescott to Kempville and Richmond, U. C.

QUEBEC.

180	MONTREAL.				
311	131	PRESCOTT.			
337	157	26	Kempville. To South Gower 8 miles.		
355	175	44	18	Richmond, U. C.	

Twice.

28.

Smith's Falls to Merrickville and Kempville.

QUEBEC.

359	SMITH'S FALLS.				
366	7	Kilmarnock.			
372	13	6	Merrickville.		
377	18	11	5	Durritt's Rapids.	
387	28	21	15	10	Kempville. Vide No. 27.

Three times.

Twice.

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29.

Franktown to Carleton Place and Fitzroy Harbour.

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QUEBEC.

161		FRANKTOWN.			
Twice.	170	9	Carleton Place.		
	178	17	8	Ramsay.	
	190	29	20	12	Pakenham.
	202	41	32	24	12	Fitzroy Harbour. Vide No. 23.

30.

Brockville to Beverley and Newboro.

QUEBEC.

143		BROCKVILLE.			
Twice.	154	11	Unionville (No Office.)		
	159	16	5	Farmersville.	
	169	26	15	10	Beverly.
	184	41	30	25	15	Newboro.

31.

Kingston to Camden East and Napanee.

QUEBEC.

379		KINGSTON.			
Twice.	395	16	Loughboro.		
	405	26	10	Wilton.	
	411	32	16	6	Camden East.
	419	40	24	14	8	Napanee.

32.

Kingston, through the Prince Edward District, to Brighton.

QUEBEC.

579		KINGSTON.								
Three times.	397	18	Bath.							
	406	27	9	Fredericksburg.						
	411	32	14	5	Adolphustown.					
	118	39	21	12	7	Pictou. To Milford and Allan's Mills, 18 miles, once. To Demorestville and North Port, 15 miles, twice.				
	423	44	26	17	12	5	Bloomfield.			
	429	50	32	23	18	11	6	Wellington.		
	434	55	37	28	23	16	11	5	Hillier.	
	438	59	41	32	27	20	15	9	4	Consecon.
	444	65	47	33	33	26	21	15	10	6	Murray. To Ameliasburg, 18 miles, twice.
453	74	56	47	42	35	30	24	15	9	Brighton. To Percy, 22 miles, twice.

33.

Belleville to Marmora.

QUEBEC.

438		BELLEVILLE.			
Once.	453	15	Rawdon. To Peterboro. Vide No. 34, and to Madoc 19 miles from Rawdon, once.		
	468	30	15	Marmora.	

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Belleville to Peterboro and thence to Pickering.

QUEBEC.																
Once.	438	BELLEVILLE.														
	453	15	Rawdon.													
	462	24	9	Seymour East.												
	470	32	17	8	Seymour West.											
Twice.	479	41	26	17	9	Derey. To Brighton twice, 22 miles.										
	496	58	43	34	26	17	Asphodel.									
	507	65	54	45	37	28	11	Otonabee.								
	526	82	67	58	50	41	24	13	Peterboro. Vide No. 35.							
Once per Week.	535	97	82	73	65	56	39	28	15	Emily.						
	549	111	96	87	79	70	53	42	29	14	Lindsay.					
	559	121	106	97	89	80	63	52	39	24	10	Mariposa. 62 To Fenelon Falls, 30 miles, once.				
	579	141	126	117	109	100	83	72	59	44	30	20	Brock.			
	594	156	141	132	124	115	98	87	74	59	45	35	15	Uxbridge.		
	609	171	156	147	139	130	113	102	89	74	60	50	30	15	Brougham.	
	616	178	163	154	146	137	120	109	96	81	67	57	37	22	7	Pickering.

35.

Port Hope to Peterboro.

QUEBEC.												
Thrice.	491	PORT HOPE. To Cavan, twice.										
	517	26	Peterboro.									

36.

Toronto to Markham.

QUEBEC.												
Once.	556	TORONTO.										
	568	12	Scarboro.									
	576	20	8	Markham.								

37.

Toronto to Holland Landing and Penetanguishene.

QUEBEC.														
Thrice.	556	TORONTO.												
	562	6	York Mills.											
	568	12	6	Thornhill. 62 To Vaughan, 10 miles, once.										
	573	17	11	5	Richmond Hill.									
Twice.	586	30	21	18	13	Newmarket.								
	590	31	28	22	17	4	Holland Landing. Vide Nos. 38 & 40.							
	595	39	33	27	22	9	5	Bradford.						
	618	62	56	50	45	32	28	23	Barrie. Vide 39.					
	637	81	75	69	64	51	47	42	19	Eloa.				
	661	105	99	93	88	75	71	66	43	24	Penetanguishene.			

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QUEBEC.

Twice.		590 HOLLAND LANDING.			
		605	15	Koswick.	
		611	21	6	Georgina.
		631	41	26	20 Beaverton.
Once.		643	53	38	32 12 Eldon.
		657	67	52	46 26 14 Mariposa. To Fenelon Falls. Vide No. 34.

38.
Holland Landing to Beaverton and Mariposa.

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39.

Barric to Orillia and Coldwater.

QUEBEC.

Twice.		618 BARRIE. Vide No. 37.			
		630	12	Oro.	
		643	25	13	Orillia.
		657	39	27	14 Coldwater.

40.

Etobicoke to Holland Landing.

QUEBEC.

Once.		565 ETOBICOKE.			
		583	18	Stanley's Mills.	
		593	28	10	Albion.
		601	36	18	8 Lloydtown.
		611	46	28	18 10 Bond Head.
		621	56	38	28 20 10 Holland Landing.

41.

Credit to Chinguacousey and Stanley's Mills.

QUEBEC.

Twice.		574 CREDIT.			
		579	5	Streetsville.	
		584	10	5	Churchville.
		593	19	14	9 Norval. To Esquesing, 4 miles.
		598	24	19	14 5 Chinguacousey.
		610	36	31	26 17 12 Stanley's Mills.

42.

Palermo to Esquesing and Guelph.

QUEBEC.

Twice.		586 PALERMO.			
		594	8	Milton.	
		602	16	8	Esquesing. To Norval, 4 miles.
Once.		616	30	22	14 Erin. To Caledon and Mono Mills, 24 miles, once.
		630	44	36	28 14 Eramosa.
		637	51	43	35 21 7 Guelph.

43.

Hamilton to Dunnville.

QUEBEC.

Once.		604 HAMILTON.			
		618	14	Seneca.	
		623	19	5	York.
		639	35	21	16 Canboro.
		646	42	28	23 7 Dunnville. Vide Nos. 44 and 50.

Appendix (F.)

26th March.

(D.)

44.

St. Catherines to Dunnville.

QUEBEC.										
638 ST. CATHERINES.										
Twice.	642	4	Thorold. To St. Johns, 6 miles, once.							
	650	12	8 Port Robinson.							
	662	24	20	12	Port Colborne.					
	672	34	30	22	10	Marshville.				
	687	49	45	37	25	15	Dunnville.			

Appendix (F.)

26th March.

(D.)

45.

Dundas to Galt, Guelph and Fergus.

QUEBEC.										
608 DUNDAS.										
Three times.	611	3	West Flamboro.							
	621	13	10	Sheffield.						
	627	19	16	6	Galt.					
Twice.	630	22	19	9	3	Preston. To Waterloo and Woolwich, 19 miles, twice.				
	643	35	32	22	16	13	Guelph.			
	559	51	48	38	32	29	16	Fergus.		

46

Galt to Goderich.

QUEBEC.										
627 GALT.										
Once.	630	3	Preston.							
	647	20	17	Wilmot.						
	665	38	35	18	Stratford.					
	685	58	55	38	20	McKillopp.				
	711	84	81	64	46	26	Goderich.			

47.

Hamilton to Sandwich and Amherstburg.

QUEBEC.											
604 HAMILTON.											
Six times per week.	608	4	Dundas. Vide Nos. 45 and 48.								
	611	7	3	Ancaster.							
	629	25	21	18	Brantford. Vide 49. To Vittoria.						
	639	35	31	28	10	Burford. Vide No. 52.					
	666	62	58	55	37	27	Oxford.				
	694	90	86	83	65	55	28	LONDON. To St. Thomas and to Goderich, Nos. 53, 54 and 55.			
	701	97	93	90	72	62	35	7	Westminster.		
	707	103	99	96	78	68	41	13	6	Delaware.	
	720	116	112	109	91	81	54	26	19	13	Ekfrid.
	730	126	122	119	101	91	64	36	29	23	10 Mosa.
	744	140	136	133	115	105	78	50	43	37	24 14 Thamesville.
	750	146	142	139	121	111	84	56	49	43	30 20 6 Whitehall. To Port Sarnia. No. 54.
	760	156	152	149	131	121	94	66	59	53	40 30 16 10 Raleigh. Cross Post to Eriens, thrice.
	810	206	202	199	181	171	144	116	109	103	90 80 66 60 50 Sandwich. To Detroit, thrice.
	826	222	218	215	197	187	160	132	125	119	106 96 82 76 66 16 Amherstburgh. Vide No. 51.

NOTE.—The Main Western Mail, travels between Brantford and Oxford, 3 times per week, via Burford, and 3 times via Woodstock and the Governor's Road.

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26th March.

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48.

Dundas to Oxford *via* the Governor's Road.

QUEBEC.										
608 DUNDAS.										
Twice.	625	17	St. George. To Sheffield.							
	632	24	7	Paris.						
	654	46	29	22	Woodstock.					
	658	50	33	26	4	Beachville. S To Embro, 7 miles, twice.				
	663	55	38	31	9	5	Oxford.			

Appendix
(F.)

26th March.

(D.)

49.

Brantford to Vittoria and Walsingham.

QUEBEC.										
629 BRANTFORD.										
Three times.	634	5	Mohawk.							
	639	10	15	Oakland.						
	653	24	19	14	Simcoe. S To Dunnville and to St. Thomas and Amherstburg. Vide Nos. 50 and 51.					
Once.	660	31	28	21	7	Port Dover.				
	667	38	33	28	14	7	Vittoria.			
	680	51	46	41	27	20	13	Walsingham.		

50.

Simcoe to Port Dover and Dunnville.

QUEBEC.										
Thrice.	653 SIMCOE.									
	660	7	Port Dover.							
Once.	667	14	7	Nanticoke.						
	677	24	17	10	Walpole.					
	684	31	24	17	7	Rainham (No Office.)				
	694	41	34	27	17	10	Dunnville. Vide No. 44.			

51.

Simcoe to St. Thomas and Amherstburg.

QUEBEC.										
Three times per week.	653 SIMCOE.									
	666	13	Middleton.							
	685	32	19	Bayham. To Burford. Vide No. 52.						
	692	39	26	7	Aylmer.					
	704	51	38	19	12	St. Thomas. Vide No. 53. To London, 25 miles. To Port Stanley, 6 miles.				
	714	61	48	29	22	10	Port Talbot.			
	722	69	56	37	30	18	8	Tyroonnel.		
	733	80	67	48	41	29	19	11	Aldboro.	
	738	85	72	53	46	34	24	16	5	Clearville.
	746	93	80	61	54	42	32	24	13	8 Howard.
	763	110	97	78	71	59	49	41	30	25 17 Ericus. S Cross Post to Raleigh, thrice, 16 miles.
	777	124	111	92	85	73	63	55	44	39 31 14 Romney.
	786	133	120	101	94	82	72	64	53	48 40 23 9 Mersca.
	795	142	129	110	100	91	81	73	62	57 49 32 18 9 Gosfed.
	808	155	142	123	116	104	94	86	75	70 62 45 31 22 13 Colchester.
820	167	154	135	128	116	106	98	87	82 74 57 43 34 25 12 Amherstburg, Vide No. 47.	

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26th March.

(D.)

QUEBEC.						
639 BURFORD.						
651	12	Norwich.				
657	18	6	Otterville.			
679	40	28	22	Bayham.		
684	45	33	27	5	Vienna.	
687	48	36	30	8	3	Port Burwell.

52.

Burford to Bayham and Port Burwell.

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53.

London to St. Thomas and Port Stanley.

QUEBEC.						
694 LONDON.						
711	17	St. Thomas.				
719	25	8	Port Stanley.			

54.

London to Port Sarnia and thence to Whitehall.

QUEBEC.										
694 LONDON.										
714	20	Amiens.								
724	30	10	Adelaide.							
738	44	24	14	Warwick.						
752	58	38	28	14	Errol.					
766	72	52	42	28	14	Port Sarnia.				
776	82	62	52	38	24	10	Moore.			
798	104	84	74	60	46	32	22	Wallaceburg.		
816	122	102	92	78	64	50	40	18	Dawn Mills.	
822	128	108	98	84	70	56	46	24	6	Whitehall.

55.

London to Goderich.

QUEBEC.						
694 LONDON.						
714	20	McGillivray.				
754	60	40	Goderich.			

T. A. STAYNER, D. P. M. G.

General Post Office, }
Montreal, January, 1841. }

No. 33.

GENERAL POST OFFICE,
Montreal, 13th January, 1841.

SIR.—I beg you will lay before the Post Office Commission the accompanying Return—describing the state of the Post Establishment in the Canadas, (in relation to the number of Offices—Revenue, &c.) on the 5th April, 1828—the day on which I assumed charge of the Department in my capacity of Deputy Post Master General, together with the yearly progressive improvement which has taken place since that date, up to the 5th July last. This Return is not included in the Requisition made upon me by the Commission, but it has struck me as being desirable for several reasons, and I have consequently prepared it, accompanying the statistical parts with a few observations which may also be found useful.

I have the honor to be, Sir,

Your most obedient servant,

T. A. STAYNER, D. P. M. G.

C. Dunkin, Esquire,
&c. &c. &c.

Appendix
(F.)
26th March.
(D.)

No. 33.

RETURN.—State of the Post Office Establishment in the Canadas, on the 5th April, 1828, the day on which the present Deputy Post Master General assumed charge of the Department, with the progressive yearly improvement which has taken place since that date, excepting the two years of 1829 and 1830, of which detailed records were not made—the plan of compiling an Annual Report in this form not having been commenced until 1831.

Years ending 5th April.	No. of Offices.	No. of Miles of established Mail Road.		No. of Miles travelled by the Mail.		Cost of Mail conveyance.		Amount of charge for Salaries.		Amount of charge for Incidentals.		Amount of Dead Letter Postage.		Gross Revenue. Dead Letter Postage remain- ing to be de- ducted.		Net Revenue.		Amount of Remittance to England.			
		Weekly.	Yearly.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.					
1828.	101	2,368	455,986	5,542 10 9	2,709 8 6	1,459 19 11	1,129 16 4	16,474 9 11	5,632 14 5	5,632 14 5											
1829.																					
1830.																					
1831.	151	2,896	687,076	6,720 18 5	3,323 8 0	1,611 6 1	872 1 8	22,052 11 8	9,524 17 6	9,524 17 6											
1832.	227	3,460	797,472	7,746 5 5	3,717 11 9	1,928 18 5	1,173 10 5	25,571 14 6	11,005 8 6	11,005 8 6											
1833.	251	3,995	878,438	9,010 17 0½	4,834 1 10½	1,313 0 81	1,356 11 9½	30,594 15 3	14,080 3 10	14,080 3 10											
1834.	254	3,988	884,572	10,371 0 4½	5,467 15 9	1,004 13 31	1,528 13 5	30,632 3 0	12,260 0 2	12,260 0 2											
1835.	256	4,070	958,932	11,309 13 9½	6,696 19 7	2,138 5 2½	1,930 17 9½	33,634 0 2	11,548 3 9½	12,750 0 0											
1836.	289	4,377	1,005,524	11,853 13 6	7,172 10 1	2,346 4 7½	2,010 14 7	35,528 8 4½	12,145 5 7	9,000 0 0											
1837.	375	5,370	1,176,708	13,578 0 1	7,606 13 1	2,431 13 4	2,133 10 7½	36,037 19 11	13,988 15 11½	11,457 19 9½											
1838.	380	5,466½	1,345,032	15,501 16 2½	7,726 13 0	1,818 11 6	1,989 16 4	36,037 19 11	14,828 16 2	16,660 16 8½											
1839.	388	5,654	1,425,944	19,638 13 4	8,297 9 9	2,466 1 5½	1,706 14 7½	46,937 15 4	14,828 16 2	15,300 0 0											
1840.	398	5,726	1,473,264	21,937 8 5½	9,146 8 11½	2,168 17 11½	1,302 2 2½	54,248 0 8	19,693 3 1	20,500 0 0											
On the 5th July, 1840, the esta- blishment com- prised,	405	5,736	1,521,416	133,210 17 4½	66,699 0 4	20,134 9 9½	17,134 9 9½	371,500 11 10½	133,768 11 10½	135,076 8 5											

Returns for these years were never compiled.
From May, 1833 to Sept. 1834, I was in England on duty, and during this time nothing was done in the way of improvement.

REMARKS.

A.—There were 24 new offices commissioned this year and (owing to the rebellion) 19 closed, leaving an actual increase within the year of 5 offices. There was a falling off in the yearly Revenue of £3,640 13 2; this was clearly owing to the political agitations of the summer of 1837, followed by the insurrections of the winter in both Provinces. The increase in the cost of Mail conveyance was occasioned by my having added 3,237 miles to the weekly Mail work, attendant upon an accelerated travel of the Mail upon several of the most important Routes.
B.—The great increase under the head of Mail conveyance in this year (1839) was principally occasioned by putting on a second Mail a week upon the Halifax route, and improving the speed of the original line—these two objects adding £1,360 to the annual expenditure. In the same year, two trips per week were added to the Quebec and Montreal Route. New Mail carriages were also provided for the same Route—all which come under this head of expense. The augmentation of Revenue was occasioned in a great degree by the increased military force in the country, as will appear by the Returns shewing the Military departmental Postage. This last Remark will also apply to the year 1840.

GENERAL REMARKS.

It will be observed that from the year 1833 to the year 1838, inclusive—the annual Remittance to England, generally differed considerably from the amount of Net Revenue accruing within the years for which the remittances were respectively made—this was occasioned by the large sums due by the Civil Department of the Government for Postage, and which in the absence of appropriations for their discharge, by the Legislature, remained in arrear for several successive years. The total amount remitted during the years referred to, will however be found to correspond with the total amount of Net Revenue for those years.
From the above Statement, which is extracted from the Annual Reports made to the Post Master General, it will appear, that in 12 years and 3 months the establishment increased from 101 offices to 405—the miles of established Mail Road from 2,368 to 5,736. The annual travel of the Mail from 455,936 miles to 1,521,416. And the Gross Revenue of the Department (in 12 years) from 16,474 9 11, to £54,248 0 8 currency. The political troubles which agitated the Provinces in the years 1837 and 8, (the effects of which are still deeply felt in every department of the public business) have tended very materially to check the improvement which it is apparent was in progress when those troubles commenced.

T. A. STAYNER, Deputy Post Master General.

Appendix
(F.)
26th March.
(D.) No. 33.
Return.
Progressive
increase of De-
partment since
1828.

Appendix
(F.)

26th March.

(D.) No. 34.

Return.

State of Department on
5th July, 1838,
1839 and 1840.

No. 34.

Return.—State of the Post Office Department in the Canadas for the year sending respectively the 5th July, 1838, 1839 and 1840, showing the number of Offices in existence.—The number of miles of Mail road.—The number of miles travelled by the Post in a week.—Amount paid for conveyance of Mails.—Amount paid for Salaries to the Deputy Post Master General and his Sub-Deputies.—Amount paid for Stationery, Printing, Advertising and Incidental Disbursements.—Amount of British and Provincial Dead Letters.—Gross Revenue.—Net Revenue.—Revenue remitted to London, for each year.

Date.	No. of Offices	Number of miles of established Mail Road.	Number of miles travelled by the Post in a week.	A.		Amount paid for Salaries.		B.		Amount of British and Provincial Dead Letters.		Gross Revenue after deducting Mis-sents and overcharges.		F.		Amount remitted to General Post Office, London.					
				Amount paid for Couriers' wages.	Currency.	£	s.	d.	Currency.	£	s.	d.	Currency.	£	s.	d.	Currency.	£	s.	d.	
Year ending 5th July, 1838.	380	5,486½	26,978	16,639	1	8	7,728	2	6	1,775	17	9	37,451	7	7½	9,315	10	11½	14,150	16	9
" 5th July, 1839.	389	5,664	27,218	20,064	17	6½	8,498	8	3½	2,441	4	4½	50,123	1	1½	17,561	2	4	17,300	0	0
" 5th July, 1840.	405	5,736	29,258	22,342	11	8	9,409	8	3½	2,386	7	8½	54,447	3	10	18,885	8	10	16,500	0	0

A.—This item also includes making and repairing Mail Bags, Transit Postage and Ship Letter payments.

B.—This item also includes Travelling Charges, Law Charges, Tradesmen's Bills, Rent and Taxes.

C.—This includes some heavy sums received from Public Departments in payment of arrears of Postage.

D.—The sum of £4,000, which more than covered this balance, was remitted subsequently to the closing of the accounts for July Quarter, 1840.

E.—In the year ended 5th July, 1839, the Accounts for postage paid out of the Military chest, amounted to £18,650 11 4, and for the year 1840, to £18,166 8 0 of currency. The British Packet Postage for each of these three years, I estimate at £1,650 per annum. All these sums are included in the aggregate or Gross Revenue shown in the above Return.

T. A. STAYNER, D. P. M. G.

Appendix
(F.)

26th March.

(D.)

Appendix
(F.)

26th March.

(D.)

No. 35.

GENERAL POST OFFICE,
Montreal, 2d March, 1841.Appendix
(F.)

26th March.

(D.) No. 35.

Returns.

SIR,—I beg to hand you Returns of the Civil and Military Postage collected in the Canadas in the three years ending respectively on the 5th July, 1838, '39 and '40.

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

T. A. STAYNER, D. P. M. G.

C. Dunkin, Esq., &c. &c. &c.

RETURN of Postage paid by the Civil Departments and Legislative bodies in Upper Canada and Lower Canada—during each of the three years ending 5th July, 1838, 1839 and 1840.

Postage of Civil Departments in Canada for years ending 5th July, 1838, 1839 and 1840.

Where incurred.	1838.	1839.	1840.	Total for three years.	
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
Upper Canada, Toronto,.....	2,532 6 7	2,999 17 1½	3,163 13 9½	8,695 17 6½	
Lower Canada, {	Quebec,.....	1,677 12 5½	1,640 6 11	663 19 0½	3,981 18 5
	Montreal,.....	0 0 0	1,156 1 4	1,997 3 7½	3,153 4 11½
Currency.....	4,209 19 0½	5,796 5 4½	5,824 16 5½	15,831 0 10½	

T. A. STAYNER, D. P. M. G.

RETURN of Military Department Postage collected in Upper and Lower Canada in each of the three years ended 5th July, 1838, '39 and '40.

Postage of Military Departments for ditto

Years.	Amount currency.
	£ s. d.
1838.	
1839.	18,650 11 4
1840.	18,166 8 0½
	£

I have not attempted to state the amount of Military Department Postage collected in 1838—because I am unable to give it correctly—the amounts for this Postage for that year not having been prepared at all the offices—the information has however been applied for by the Commissioners, to the Commissariat and Ordnance Departments.

T. A. STAYNER, D. P. M. G.

Appendix (F.)

No. 36.

Appendix (F.)

26th March.

26th March.

(D.) No. 36.

(D.)

Estimate of No. of Letters Mailed yearly, &c.

ESTIMATE of the average number of Letters, (exclusive of Halifax Packet Letters,) sent by the Post in the Canadas in a year, with the average rate of Postage thereon—the estimated cost of management, and the estimated net proceeds or surplus, resulting from each Letter—say for the year ending 5th July, 1840. **NOTE.**—The letters of all classes have in this statement been converted into single Letters.

Average number of Letters passing by the Post as above.	Average number at each rate of Postage.	Average rate of Postage upon Letters.	Average cost of conveyance per Letter.	Average cost of management per Letter.	Net remainder being the surplus or gain on each Letter.	Aggregate gain on 1,400,000 Letters at 3d. 11-48ths	
1,400,000	At distances under 60 miles	4d.	416,000				
	Ditto over 60 miles but under 100	7d.	130,000				
	Ditto 100 do.	200 9d.	510,000				
	Ditto 200 do.	300 11d.	130,000				
	Ditto 300 do.	400 1s. 2d.	120,000				
	Ditto 400 do.	500 1s. 4d.	30,000	8d. $\frac{29}{48}$	3d. $\frac{20}{48}$	1d. $\frac{46}{48}$	
	Ditto 500 do.	600 1s. 6d.	25,000			3d. $\frac{11}{48}$	
	Ditto 600 do.	700 1s. 8d.	12,000				
	Ditto 700 do.	800 1s. 10d.	500				
	Ditto 800 do.	900 2s. 1d.	5,000				
	Ditto 900 do.	1000 2s. 3d.	400				
	At rates exceeding	2s. 3d.	600				
			1,400,000			Cy.* £18,846 7 2	

* The Postage on Military correspondence defrayed through the Military Chest at the several Military Posts in the Canadas, amounted in the above year to £18,172 17s. 11d. currency.

T. A. STAYNER, D. P. M. G.

By other Returns it will appear that the yearly travel of the Mail on the 5th July 1840, was 2,521,416 miles. That the annual expense under the head of conveyance was £22,342 11 8 currency, and the number of Newspapers and Sheets of Pamphlet sent by the Post yearly 1,456,000. The present Return or Estimate shows that about 1,400,000 Letters are sent yearly. From these data I arrive at the following conclusions, viz. That the average cost of a mile of mail conveyance (discarding minute fraction,) is about 3½d., and that one Letter and one Newspaper (or the equivalent of a Newspaper,) are sent per mails—in other words that for a mile of Post travelled—one Letter and one Newspaper (nearly) appear upon the Return.

T. A. STAYNER, D. P. M. G.

No. 37.

No. 37.

Estimate of No. of Newspapers Mailed yearly.

ESTIMATE of the number of Newspapers and Sheets of Pamphlet liable to Postage, sent through the Post in the Canadas, in a year, with the probable number of Exchange papers, and the number of papers sent and received by the Government Packets.

Of these, probably one per cent may be Pamphlets.	Number of Newspapers and Sheets of Pamphlet published in the Provinces as transmitted by the Printers to their Subscribers,	600,000
	This statement is grounded upon the Returns made to me by my Deputies.*	
Of these probably 5 per cent are pamphlets.	Number of ditto published in the Provinces and transmitted through the Post by others than Printers,	50,000
	These are termed in the Post Office " <i>transient papers</i> ," and the charge for transmission is 1d. each.	
	Number of Newspapers and Pamphlets received from the United States into the Provinces,	210,000
	The transmission per our Post is paid for at 1d. each.	
	Total number liable to charge under existing regulations,	860,000.

Note.—I have reason to think that many Printers send a considerably greater number of Newspapers by the Post under the Deputy Post Master General's privilege than they pay for, and probably it might be a safe estimate to allow 20 per cent on this score, say, Exchange papers between Printers, and Papers, for Post Masters, all uncharged for,

Total sent unpaid within the limits of the Provinces 276,000

ESTIMATE of the Number of Newspapers sent to, and received from England by the Government Packets in a year, viz.

Received from England;	*200,000
Sent to England,	120,000
Total number received and sent by the Packets,	320,000

*It is proper for me to observe that this Estimate is based upon the number received since the establishment of Cunard's Packets—the numbers increase by each successive Packet, and it is difficult to estimate to what extent this increase may go.

Appendix (F.)		RECAPITULATION.		Appendix (F.)	
26th March.	Newspapers and Sheets subjected to charge for transmission under existing Regulations,		860,000	26th March.	
	Ditto ditto sent (unpaid for) within the limits of the Provinces,		276,000		
	Ditto ditto received from and sent to England by the Government packets, free of charge,		320,000		
(D.)		General total;	1,456,000	(D.)	

General Post Office,
Montreal, 13th Jan. 1841.

T. A. STAYNER, D. P. M. G.

No. 38.

A RETURN shewing the names of all Newspapers and Pamphlets published in the Canadas—The names of their respective Proprietors or Publishers—the number of time each Paper appears—The number of each mailed under the Deputy Post Master General's privilege—The rate charged each Paper for the year ended the 5th of July 1840.

Title.	Proprietor or Publisher.	Where published.	Number of times each paper appears.	Actual or estimated No. sent under the Deputy Post Mr. General's privilege within the year.	Rate charged for each paper.	Amount per Annum.
Mercury.....	T. Cary & Co.....	Quebec,	Tri-weekly,	14,676	6s. per 156,.....	£ 28 4 0
Official Gazette,.....	Ditto,		Weekly,	6,760	4s. per 52,.....	26 0 0
Quebec Gazette,.....	John Neilson,.....		Tri-weekly,	32,916	6s. per 156,.....	63 6 0
Ditto,	Ditto,		30 Nos. daily,	9,360	9s. per 312,.....	13 10 0
Literary Transcript,.....	W. Cowan,.....		Tri-weekly,	2,808	6s. per 156,.....	5 8 0
Ditto,	Ditto,		Weekly,	260	4s. per 52,.....	1 0 0
Canadian Colonist,.....	A. Jacques,.....		Semi-weekly,	3,270	5s. per 104,.....	7 16 0
Le Canadien,.....	E. Parent & J. B. Frechette,.....		Tri-weekly,	33,072	6s. per 156,.....	63 12 0
Le Fantastique,	R. Aubin & W. H. Rowan,.....		Weekly,	2,073	£5 per annum,.....	5 0 0
Herald,	Robert Weir,		100 Nos. daily } 200 do. tri-weekly, }	62,400	£76 do.	76 0 0
Ditto,	Ditto,	Tri-weekly,	31,200	£60 do.	60 0 0	
Gazette,	Robert Armour,.....	Ditto,	31,200	£60 do.	60 0 0	
Morning Courier.....	Charles Lindsay,.....	Montreal,	Semi-weekly,	21,632	£52 do.	52 0 0
L'Ami du Peuple,.....	Leclère & Jones,.....		Tri-weekly,	15,600	£30 po.	30 0 0
Transcript,	Lovell & McDonald,.....		Monthly,	13,874	1d each,.....	57 16 2
Temperance Advocate,.....	James Court,.....		Ditto,		£17 10s per an.	17 10 0
Baptist Magazine,.....	Benjamin Davies,.....		Semi-weekly,	2,730	6s per 156,.....	5 5 0
Commercial Messenger.....	John Lovell,.....		Monthly,	560	9d each,.....	21 0 0
Literary Garland, (Pamphlet.)	John Lovell,.....		Semi-Monthly,.....			22 0 0
L'Aurore,	F. Cinq Mars,.....		Weekly,	7,800	4s per 52,.....	30 0 0
Gazette,	Robert Stanton,		Ditto,	23,900	Ditto,	92 0 0
Christian Guardian,.....	E. Ryerson,		Ditto,	2,331	Ditto,	9 0 1
Palladium,	— Rothergill,	Ditto,	23,400	Ditto,	90 0 0	
British Colonist,.....	— Scobie,	Toronto,.....	Ditto,	2,510	Ditto,	9 13 1
Mirror,.....	Donlary & McFavey,.....		Ditto,	4,960	Ditto,	19 1 7
Examiner,.....	Fras. Hincks,.....		Semi-weekly,	41,600	5s per 104,.....	100 0 0
Patriot,	Mrs. Dalton,		Ditto,	4,654	Ditto,	11 3 7
Commercial Herald,.....	Rogers & Thompson,.....		Monthly,.....		£25 per annum,.....	25 0 0
Christian Examiner,.....	H. Scobie,		Weekly,	910	4s per 52,.....	3 10 0
Globe,	John Carey,		Semi-weekly,	11,024	5s per 104,.....	26 10 0
Chronicle,	James McFarlane,.....		Weekly,	5,590	4s per 52,.....	21 10 0
U. C. Herald,	Thos. H. Bentley,.....		Ditto,	962	Ditto,	3 14 0
Spectator,	John Vincent,		Ditto,	2,600	Ditto,	10 0 0
British Whig,.....	Dr. Barker,.....	Hamilton,	Ditto,	7,561	Ditto,	29 1 4
Gazette,	G. P. Ball,.....		Ditto,	6,159	Ditto,	23 14 0
Journal and Express,.....	Solomon Breza,.....	Cobourg,.....	Ditto,	26,000	£100 per an.....	100 0 0
Church,	Rev. A. N. Bethune,.....		Ditto, do	7,280	£28 do.....	28 0 0
Star,	R. D. Chaterton,.....	Cornwall,.....	Ditto,	3,510	4s per 52,.....	13 10 0
Cornwall Observer,.....	John Carter,		Ditto,	9,296	Ditto,	35 15 0
Gazette,	T. & B. Hodgkinson,.....	London,	Ditto,	4,053	Ditto,	15 11 9
Enquirer,	Park & Blackstaff,.....		Ditto,	633	1d each,.....	2 12 9
Intelligencer,	G. Benjamin,		Ditto,	60	Ditto,	0 5 0
Prompter & Disseminator,.....		Belleville,	Monthly,.....	849	£3 14 6	4 17 7
Religious Repository,.....	Geo. D. Greenleaf,.....		Weekly,.....	185	1d each,.....	1 3 6
Victoria Sun,.....		Brantford,.....	Ditto,	100	Ditto,	0 8 4
Sentinel,	Thomas Lemmon & Son,.....		Ditto,	12,571	1s per 52,.....	48 7 0
Recorder,	W. Buell,	Brockville,	Ditto,	16,021	Ditto,	61 12 4
Statesman,	O. R. Gowan,		Ditto,	6,878	1d each,.....	28 13 2
Bytown Gazette,	Dr. H. J. Christie,.....	Bytown,	1,313	Ditto,	8 4 1	
Christian Examiner,.....		Niagara,	Monthly,	3,136	Ditto,	12 1 4
Chronicle,	John Simpson,.....		Ditto,	1,475	Ditto,	6 2 11
Reporter,	Thomas Sewell,	Preston,	Ditto,	1,914	Ditto,	7 19 6
Canada Museum,.....	H. W. Peterson,		Ditto,	3,120	4s per 52,.....	12 0 0
Bathurst Courier,.....	James Thompson,.....	Perth,	740	1d each,.....	3 1 8	
Backwoodsman,.....	John Darcus,	Peterboro',	648	4s per 52,.....	2 9 8	
Journal,	Hiram Leavenworth,.....	St. Catherines,.....	5,466	1d each,.....	22 15 6	
Western Herald,	H. E. Grant,	Sandwich,	707	Ditto,	2 18 11	
Farmers & Mechanics' Journal,.....	Jos. L. Walton,	Sherbrooke,	331	Ditto,	1 7 3	
Canada Morning Star,.....	Not known,	Waterloo, U. C.,.....	188	4s per 52,.....	0 14 6	
Woodstock Herald,.....	Mewsier & Walker,.....	Woodstock, U. C.,.....	5,926	Ditto,	22 15 9	
Woodstock (N. B.) Times,	E. J. Gilbert,	Woodstock, N. B.,.....				

General Post Office,
Montreal, 13th January, 1841.

T. A. STAYNER, D. P. M. G.

Appendix
(F.)

26th March.

(D.) No. 39.

Circulation by
Mail of Pam-
phlets, &c.,
from Great
Britain or
United States.

No. 39.

GENERAL POST OFFICE,
Montreal, 13th January, 1841.Appendix
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SIR,—Adverting to a Requisition made upon Mr. Howe the 24th December last, for certain information relative to Newspapers and Pamphlets, I have thought it would be acceptable to the Post Office Commissioners that I should supply corresponding information (so far as I can do it) for the Canadas. I therefore beg to state as follows:—

QUESTIONS.

No. 1.—A statement according to the best returns or estimates in your power, of the total number of Periodicals (not Newspapers) mailed in the United States and circulated yearly within the limits of your charge, together with a like statement in regard to Pamphlets or other publications not coming under the designation of Periodicals?

No. 2.—What rates of British Postage are charged on such Periodicals; and is any distinction made by the Department between American Periodicals properly so called, and American re-prints of English Periodicals?

No. 3.—At what rate is British Postage charged on Pamphlets, &c. not Periodicals, brought by the Mail from the United States?

No. 4.—A statement according to the best evidence at your command, of the total number of Periodicals not Newspapers, mailed in Great Britain and circulated yearly by Post within the limits of your charge, before the establishment of the Royal Mail Steam Ships, together with a like statement in regard to Pamphlets, &c. not Periodicals?

No. 5.—Similar statements, for the period which has elapsed since the establishment of the Royal Mail Steam Ships?

ANSWERS.

No. 1.—I have no certain means of discovering the number of Periodicals, (not Newspapers) mailed in the United States and circulated in the Canadas,—but estimate it at about 10,000 sheets per annum. In reply to the latter portion of the question, I can only say that the proportion of Pamphlets or other publications—not coming under the head of Periodicals, is exceedingly small.

No. 2.—A penny a sheet is received by me under my privilege for all such papers, without distinguishing between American Periodicals, and American re-prints of English Periodicals.

No. 3.—A penny a sheet is received by me under my privilege.

No. 4.—The Newspapers by Packet being sent to us without any note of the number, and distributed in the same way. I cannot speak to this question with perfect confidence; but I have on more than one occasion, caused the papers brought in a single Mail to be counted, and I believe I should be near the mark in saying that before the establishment of the Royal Mail Steam Ships, about 100,000 Newspapers were received annually by the Government Packets. Few Pamphlets ever come to us by those Packets, if any; formerly the Postage was paid for at Falmouth, at I believe 1s. an ounce, which tended to check transmission. Under the present Post Office Act every thing except Newspapers is charged with Letter Postage.

No. 5.—As I have stated in another Report, I think that since the establishment of the Royal Mail Steam Ships, Newspapers have reached Quebec at the rate of 200,000 per annum, but the number increases with every succeeding packet, and thus the necessity is becoming more urgent for such an improvement of the Post Road to Nova Scotia, as will enable us to bring on during the winter season such a weight of matter as those Newspaper Mails constitute, with speed and regularity. An English Mail for Quebec, now probably weighs from 1,500 to 2,000 lbs, and it is impossible, in the condition of the roads during several months of the winter, to convey at one despatch, more than 4 or 500 lbs. weight; hence a great deal of time is occupied in bringing through the whole of one of those Mails. The Newspapers are received in divisions, a few bags at a time, the files of course irregular, until all the Mail has arrived, and the public consequently much dissatisfied with the imperfect nature of the accommodation. To give full effect to the views of Government in establishing the Steam Packet line (as regards the inland Provinces) it is urgently necessary that the Post routes should be much improved. I am happy to say that this subject is now under the consideration of the Government.

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

F. A. STAYNER, D. P. M. G.

C. Dunkin, Esq. &c., &c., &c.

P. S.—I beg to acquaint the Commission, that since the establishment of the line of Government Steam Packets, I have caused the Newspapers, as well as Letters, made up at Quebec by each Mail to be counted, and the following Statement exhibits a correct view of the several transmissions that have been made.

Appendix (F.)

RETURN of the number of Letters and Newspapers sent by each Mail since the Royal Mail, Steam line has been established.

Appendix (F.)

26th March.

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(D.)	Date.	Number of Letters.	Number of Papers.	(D.)
	23d July 1840,	302		} Left Halifax per Steamer on the 4th of August 1840.
	24th do.	450	4097	
	27th do.	271		
	30th August 1840,	5338	4536	Monthly Mail.
	29th September 1840,	8734	7021	Ditto.
	13th October 1840,	4749	2446	Semi-Monthly.
	29th do.	6397	4464	Ditto.
	10th November 1840,		*5785	} Monthly Mail.
	22d do.	7325	5190	
	25th December 1840,	8557	9187	Ditto.
	Letters,	§ 42,123	42,126	Newspapers.

The first Mail under the reduced rate of Postage was despatched the 30th August.

* These Newspapers appertained to the Mail despatched on the 22d November.

§ Soldiers' Letters sent at a penny each constitute at present about 25 per cent of the Letters sent to England by the Government Packets.

T. A. STAYNER, D. P. M. G.

General Post Office, }
Quebec, 2d Jan. 1841. }

No. 40.

No. 40.

Post Office Communications with the United States.

GENERAL POST OFFICE,
Montreal, 25th January, 1841.

SIR,—I beg to submit for the consideration of the Post Office Commission, copy of two Reports made by me to the General Post Office, London, relative to the Post intercourse between these Provinces and the United States, with a letter from the Secretary in reply, a subject which from its great importance, I venture to think will obtain the marked attention of the Commission.

This correspondence it will be observed took place in the years 1837 and 1838; the recent establishment of the national line of Steam Packets between Liverpool and Halifax (inasmuch as it affects some of the arguments advanced in my first Report) will naturally be taken into account when the whole subject is reviewed; but I must observe that in my opinion the formation of this line of Packets by no means supercedes the necessity for placing our Post communications with the United States upon an improved footing, for although much of the correspondence with Europe, heretofore carried on through New York, will now be diverted to the Halifax route, Commercial transactions between the Provinces and the States are likely to increase, and letter writing by the Post will keep pace with it: further than this, it appears that the Mercantile people in Upper Canada, with whom time in the transmission of their advices is of so much importance, continue to avail themselves of the New York Packets whenever they can do so; altogether therefore I do not anticipate any diminution in the total amount of our Post Office transactions with the United States.

It may be useful to add that the amount of United States Postage collected in the Canadas, (and Wood-

took, N. B.) in the year ended 30th September last, was \$45,265 13cts. or £11,316 5.8 currency! the relative importance of this correspondence may be better understood, when I inform the Commissioners that it is equal to one third of the domestic correspondence of the countries under my immediate management as Deputy Post Master General.

I subjoin a Return shewing the several offices at which the Postage in question is collected and the amount at each office.

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

T. A. STAYNER,
Deputy Post Master General.

C. Dunkin, Esq., &c. &c. &c.

Enclosure No. 1.

GENERAL POST OFFICE,
Quebec, 25th Sept. 1837.

Report of Deputy Post Master General to General Post Office, London, 25th Sept., 1837.

SIR,—The Post Intercourse between the British American Provinces, and the United States of America, has now become of such importance, and is every day so rapidly increasing, that the provisional arrangements under which it has hitherto been conducted, are no longer suited for it. This conviction has been for some time growing upon me, and I have been giving the subject my best consideration with a view of devising a plan which I might submit for the sanction of My Lord, The Post Master General. I should not therefore in any event, have much longer deferred the duty of inviting His Lordship's attention to this mat-

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ter, but a necessity for doing so immediately has arisen from the fact that the American Post Office Department (as will be perceived by the enclosed Communication from the Post Master General at Washington) has arrived at a conclusion corresponding with that which I have expressed, and is desirous of having the intercourse alluded to placed upon an improved footing, under the direct recognition of Her Majesty's Post Master General, who alone is qualified to issue such orders as will meet the views of the American Authorities.

Although in more than one instance in my Reports to the General Post Office, I have had occasion to mention the mode in which our Post relations with the United States are conducted, I conceive it to be proper in the Memorial I am now about to submit that I should describe the same anew, in order that the Post Master General may the more readily appreciate the changes that are called for.

The plan now pursued is, that under the management and accountability of the Deputy Post Master General (who is Agent of the United States Post Office) six of our Offices in the Canadas (stretching along the frontier in a line of many hundred miles) collect and distribute the letters for and from the United States, and the interior of the Provinces. The American portion of the Postage on this correspondence is necessarily (under the present system) kept separate and distinct from the British portion.

The Post Masters at the six Distributing Offices, keep private Accounts for that Postage with all the Post Masters in the interior—and the proceeds, after deducting the Commission allowed by the American Government, is ultimately remitted by me to Washington. Owing to the great number of offices now established in the the Provinces, this has become a very laborious and perplexing process—each of the Post Masters at the six frontier Distributing Offices being obliged to keep a detailed account with three or four hundred other Post Masters, and at the end of each quarterly period to collect (often in very minute sums) the Postage due, which is then to be sent to me at Quebec, previous to being transmitted to Washington.

For the trouble and responsibility which I incur in conducting the communication between the countries under the above described circumstances, I have derived upon an average of the three years, ended the 31st December last, after paying expenses, a clear annual income of £538 10s. Currency, or £166 14s. Sterling (dollars at 4s 4d each). This is received from the United States Post Office, in the shape of a Commission on the collection of American Postage, and is not the slightest burthen upon the British Department. The above is the portion which I individually receive, but the total amount of Commission accruing from the American business may be stated in round numbers, at about £1,900 Currency. The difference between this amount and what I personally receive will be from thirteen to fourteen hundred pounds, which sum goes amongst the sub-Deputies under the change of arrangement proposed by the American Post Master General, including the erection of more distributing offices on the frontier, and the uniform allowance of 20 per cent (which will no doubt be agreed to) I am quite within the mark in estimating the amount of Commission to be derived from the American Post Office, for the next five years, at from £2,500 to £2,800 Currency per annum, and in ten years from this time it will be £4,000 or £5,000 per annum. In time past when the correspondence between the United States and the Provinces was comparatively small, and the number of offices within the British Territory, few, there was no great difficulty in keeping separate ac-

counts of the American Postage; but of late years the commercial relations between the two countries have increased astonishingly and the correspondence in proportion, added to which, the American Merchant *Packets* (as they are called) which ply between New York and England, are now made use of almost exclusively for conveying our mercantile correspondence, and a great proportion of our Government Letters go by the same channel. Daily Mails connect with nearly all the points of junction on the frontier, and altogether so large a business has arisen, that it seems impossible longer to conduct it (satisfactorily) as it has been done—that is as a concern separate and distinct from our own proper duties: hence the necessity for the proposition which I am about to submit, and which I conceive is calculated to remove the difficulties resulting from the present system, and secure the advantages which should attach to a Post communication between two countries placed in the relation which the United States and these Provinces bear to each other. All that I propose can be accomplished without subjecting the British Revenue to one shilling's actual charge—on the contrary, the General Post Office will derive a positive pecuniary gain by the adoption of my plan; which is, in the first place, that I should be authorized to establish a formal agreement with the American Post Office, conformably (so far as circumstances will permit) to the outline laid down in the letter from Mr. Kendall, under the guarantee of My Lord the Post Master General.

2dly.—That after an account of the American unpaid Postage is taken at the Frontier distributing Post Offices, it should be merged in the British Postage and incorporated in my account with the General Post Office, London, and the whole Postage (of course) be collected together at the Interior Offices.

3rdly.—As a natural consequence, the American Postage will then be a charge in my account with the General Post Office, London.

4thly.—The compensation or Commission of 20 per cent allowed by the American Government for collection, to go to the credit of the General Post Office, London. The annual amount of this Commission as I have already said is in round numbers £1900 Currency—but it is rapidly increasing, and will in a few years be double that amount.

5thly.—The Post Masters in direct communication with the United States, and myself, who relinquish the advantages we now realize through the American Post Office, to be indemnified out of the Revenue of the General Post Office.

6thly.—The Post Master of Toronto, Upper Canada, (although Toronto is not a Frontier Office,) benefits to the extent of £150 Currency a year by his share of the Commission on United States Postage collected by him: by the adoption of my proposal he would lose this, because his salary is a limited one (£200 Sterling a year) I would recommend as a measure of justice, that whilst he holds office, he should receive a compensation for this loss. The amount should be in my opinion £130 Sterling—equal to £150 Currency. The present Salary of £200 a year is not sufficient for such an Office as Toronto, but receiving the compensation of £130 per annum now recommended, the insufficiency will be less a ground of complaint.

7thly.—Although it will add to my labor, I consider it necessary, as well with reference to what is said upon the subject by Mr. Kendall, the American Post Master General, as to the communication from Sir John Harvey, the Lieut. Governor of New Brunswick, accompanying my letter of the 23d instant, to

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recommend that the Province of New Brunswick should be included in the new plan and placed under the same management; indeed there is no other way of establishing a system susceptible of cheque, and possessing the advantages which are called for on all sides. The withdrawing of the Province of New Brunswick from the Quebec charge, which was done in 1828, on a representation from Mr. Howe of Halifax, has been a fertile source of difficulty to this Department (as well in the Executive as in the Account duties) and as I conceive, of injury to the Public; and I should think that even Mr. Howe himself must now be sensible of the evils of the measure:—in fact it is an anomaly which could never have been contemplated, that in Provinces situated as are those in British America, there should be two distinct sources of local administration of the Post Office duties! At any time, the bad consequences likely to result far exceeded any good that could fairly be counted upon, but now that the relations between the Provinces are every day becoming more and more intimate, and that public attention is becoming awake to the fact that conflicting usages, extending even to different rates of Postage, prevail in the several Provinces (though it is well known that they are all properly subject to the same law,) I am bound, however painful it is to me on some accounts, to express my opinion plainly on the subject, and to say that no efficient system of Post arrangement can be perfected throughout these Provinces, until the whole are placed under one local head. Mr. Freeling in 1833, had become fully sensible of the truth of this position, and the Duke of Richmond had taken preliminary steps for carrying it into effect by placing all the Provinces under my immediate management. His Grace, however, thought it advisable to await the adoption by the different Provinces, of the Post Office Bill prepared in England, intending that the two changes should take effect at the same time. It is now, however, evident that the Provinces will not concur in adopting the Bill, whilst the necessity for the other change has gained strength constantly since it was first determined on.

8thly.—The Post Master General of the United States stipulates for the return to his country, of all Dead Letters bearing United States Postage! Those Letters have not hitherto been returned to the United States; they always bear British* as well as American Postage, and the United States Post Office has allowed me to take credit for the American Postage upon my declaration of the amount: now, however, that the demand for the return of those Letters has been formally made, it is necessary that I should submit the question for the decision of the Post Master General, that I may know how to negotiate about it. It appears only reasonable that unclaimed Letters which have originated *within* the United States, should be returned thither, but a great number of Letters bearing United States Postage are of British origin (brought by the American Merchant Packets) and should properly be returned to the writers in Great Britain and Ireland! I have no doubt that the American Post Master General would upon explanation waive his claim to a return of this class of Letters, and receive, instead of the Letters, (as a Voucher for the Postage) my certificate of the amount.

9thly.—Mr. Kendall in his letter alludes to the adoption of some plan for the collection of British Postage within the United States, thus making our Post arrangements reciprocal. I wished to ascertain if such a measure would be entertained by his Department, and the notice he has taken of the subject is the consequence of a verbal suggestion from me, made through the me-

*By "British Postage" is here meant Postage accruing in these Provinces.

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dium of the Post Office Surveyor for Lower Canada, who was sent by me on a special mission to Washington. It is very evident from the obstacles alluded to by Mr. Kendall (and which are certainly not removable at present) as well as other obstacles which he has not mentioned (but which I know to exist as they lie immediately under my observation) that the arrangement of a reciprocal scheme is not now attainable, and fortunately the necessity for it is not urgent. That United States Postage should be collected in these Provinces is indispensable to the maintenance of our correspondence with Great Britain and Ireland, which as I have already stated, passes for the greater part, *vid* New York; but there is no corresponding reason why the American Post Office should collect British Postage. It is true that if practicable it would materially add to the facilities of intercourse between the two countries and in time it *may* be brought about, but for the present I am compelled to acknowledge that this part of this project must be abandoned.

The alteration in the Salaries or Emoluments of the different Officers who would be affected by the adoption of the plan herewith submitted, should in my opinion be as follows:

The Deputy Post Master General who would renounce a clear advantage of £588 10s. Currency or £466 14s. Sterling, but who would still be the ostensible Agent for the American Post Office, to receive such compensation as My Lord the Post Master General may consider right.

The Post Master at STANSTEAD, (one of the Distributing Offices for American Postage) who has a Salary from the General Post Office of £40 Currency, besides what he derives as Commission from the American Government, and which may be computed at between £55 and £60 Currency per annum, to be allowed a specific Salary of £80 Sterling, in lieu of the whole. It is true that he will be relinquishing a rapidly increasing source of income, but his trouble and responsibility will both be much diminished.

The Post Master of MONTREAL (another of the Distributing and Collecting Post Masters alluded to above) and who will sustain a loss of upwards of £100 by the change proposed, to be allowed £175 Sterling a year in addition to his present pay and allowances, upon condition he employs three Assistants in his Office, who shall be approved of by the Deputy Post Master General. The Montreal Office requires not less than the number of Assistants I have named to enable the Post Master to do justice to his duties, which are particularly troublesome from the fact that Mails are there received and dispatched at all hours of the day. I recommend the above additional compensation to the Post Master of Montreal, not merely to cover the loss to which he will be exposed by the introduction of the new system, but because (as I have frequently had occasion to state) the office is not adequately provided for; and I conceive that as the amendment of the establishment has been so long deferred, there cannot be a better occasion than the present to place it on a proper footing.

The Post Master of PRESCOTT (a Distributing and Collecting Post Master for American Postage) whose total income is now £165 Currency (and fast increasing) of which about £55 is derived from the American Government, to be placed on a fixed Salary of £90 Sterling and £45 Sterling, the latter sum as a compensation to the present incumbent for the loss sustained by the change of arrangement.

The Post Master of KINGSTON (also a Distributing and Collecting Post Master for American Postage) derives a sum in Commission, through the United States

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Post Office, to the amount of about £200 Currency per annum—besides which he receives from the British General Post Office, a Salary of £130 Sterling, and an allowance of £60 Currency for assistance. This Officer's salary has not been increased for a great number of years (I believe 20, or upwards) and is not adequate to the duties he is called upon discharge, I recommend that the arrangement for the Kingston Office be as follows :

Salary, £200 Sterling per annum.
 Allowance for Assistance, £60 Ditto the same as at present.
 Compensation to the Deputy for loss sustained by the new arrangement, £120 Ditto,

As I propose an increase in the fixed salary of this Officer, I have made the compensation less than I otherwise would have done. Altogether I conceive that the recommendation is equitable.

The Post Master of QUEENSTON U. C. (the most important of the Distributing Offices for American correspondence in Upper Canada) will be deprived of a considerable income now derived from the American Post Office by the adoption of my plan, but his duties will be reduced, for although he will still be obliged to receive and distribute the American correspondence, he, like the other Distributing Offices, will no longer be at the trouble of collecting the Postage thereon; his income is now £50 Currency as a salary from the British General Post Office, and (as nearly as I can ascertain) about £400 Currency per annum from the American Post Office; I recommend that he be placed upon a fixed salary of £150 Sterling a year—£100 Sterling under the head of compensation (to cease with the present incumbent) and allowance for two Assistants—say,

1 at £90 Sterling.
 1 at £80 Sterling.

These two Assistants, besides the Post Master, are necessary at this office in order that the Mails may be made up and despatched into the Interior with promptitude. If this is not done, much valuable time is lost, and the interests of the Department and of the Public suffer.

I have made the compensation allowance to this officer much less in proportion to the others who relinquish the same emolument, because I have suggested a very material augmentation in his fixed salary and in the establishment of his office.

SANDWICH.—A Distributing Office for United States Letters recently established. It is impossible now to say what will be the extent of business at this office, but from its situation it will doubtless in time be very considerable. I beg to be permitted to allow the Post Master for the present £30 Sterling per annum; and to be authorized to increase his salary progressively as high as £60, as I may find the business increase to warrant such an advance.

Besides the six regular Distributing Offices for United States correspondence, there is a publicly recognized communication between the American Post Office Department and our offices at Niagara and Brockville, U. C. for the especial accommodation of the inhabitants of those two Towns, at which a considerable amount of American Postage is collected. It will be necessary, I conceive, to continue this accommodation, but as the Post Masters will receive compensation for their services by a Commission of 20 per cent (the

mode in which most of our Post Masters are paid) no special charge for salary need be recommended for the Niagara and Brockville Deputies.

Another office in connexion with the United States is now required at Philipsburg, Lower Canada, and others will be wanted as population multiplies at different points on the Frontier. I solicit permission to place such offices as I may find absolutely necessary, in communication with the American Territory, with authority to allow the Post Masters in the first instance not more than £30 Sterling a year, and to advance upon this progressively, in the way suggested for the Sandwich office, to the extent of £60 per annum: any claim for compensation beyond this to be specially considered by the Post Master General.

As a general remark applicable to the compensation to be granted as an indemnification for the loss of the American allowance, it will not escape the observation of My Lord the Post Master General that much of this, and in the case of some of the Deputies, the whole of it, will cease to be a charge upon the General Post Office, with the death or removal from office of the present incumbents.

I must not omit to state, with regard to Mr. Kendall's proposition for a new arrangement, that as I did not possess the authority for entering definitively upon the negotiation, I wrote to that Functionary upon the receipt of his letter requesting him to suffer our intercourse to continue upon the present footing until I should submit the whole subject for the Post Master General's consideration, and receive His Lordship's orders thereon. Mr. Kendall's dispatch, as you will perceive, is dated the 1st August last, at Washington, and has been several weeks in my possession—but the pressure of other matters, and the necessity for giving to the subject very deliberate consideration before I could prepare my Report, have put it out of my power to execute this task at an earlier date, which I would willingly have done if possible, because it is manifest that the question is one of a nature which can scarcely admit of postponement.

I would have wished to put my plan for the proposed modification of our American intercourse and a new scheme of salaries to the distributing Post Masters in a tabular form, but I find I cannot do so in a way that would be comprehensive and satisfactory, because several of the items of increased salary recommended are the consequence of *blended* claims, and not alone compensation for the relinquishment of income derived through the American Post Office. I trust, nevertheless, that whatever the *form* may be in which I have prepared my Report, I shall have succeeded in conveying a clear statement of my views, to which I beg to add that so far as I am able to judge, My Lord the Post Master General may meet all the objects which I have now the honor to submit to him, without exposing the Department to any actual expenses. On the contrary, a considerable profit to the General Post Office will attend the adoption of my plan, as the allowance from the American Government (and which is a constantly increasing source of income) will cover every thing. I consider it further necessary to observe that with a view of arriving at just conclusions on the subject submitted, I have endeavoured to ascertain what portion of American Postage is collected by my Sub-Deputies *who have fixed incomes*, and *what* by those *who are paid by a commission or their collections*, and I find that about two-thirds of the gross receipts pass into the hands of the former, so that hereafter, should the plan now recommended be adopted, the advantage to our Revenue will go on increasing in a greater ratio than the expenditure.

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As respects the communication between the Province of New Brunswick and the United States, I beg to say that there is already one point of communication in operation, that between St. Andrews in New Brunswick and Robinstown in the State of Maine, but this is not sufficient for the wants of the country (as I have stated in another Report dated the 23d instant,) a second communication being required through Woodstock. If this Province (N. B.) is restored to my control, I would desire an authority for placing those two offices, St. Andrews and Woodstock, upon a proper footing. I cannot without further enquiry undertake to say what amount of salary should be granted to the Deputies of those offices, but, situated as they are, they should certainly be placed on fixed salaries; and if the Post Master General is satisfied to leave the measure of compensation to my discretion, I can assure His Lordship that I will in this as in every other matter in which my judgment is trusted, endeavour to consult the true interests of the Department.

As regards the transfer of Nova Scotia to the Quebec Establishment, I feel a delicacy about urging it to be done until the proposed New Post Office Act for the Colonies is passed, because Mr. Howe enjoys an emolument from the Newspaper privilege within that Province, which it is not my wish to deprive him of. If therefore His Lordship the Post Master General sees no objection to the measure, I would respectfully suggest that for the present, matters in Nova Scotia should not be disturbed further than this, that with a view to ensure uniformity of practice in the Post Offices throughout the Provinces, Mr. Howe should be directed to take his instructions for the internal management of the business of that Province from me.

I have thus endeavoured to convey to My Lord the Post Master General as clear a view as in my power, of a plan for certain alterations which I conceive to be urgently necessary for the well doing of the Post Establishment in these Provinces. The question of placing the Lower Provinces under the immediate control of the Deputy Post Master General at Quebec, which I have introduced in the present Report, might with more propriety in some respects have formed a distinct communication, but as you will perceive, Sir, that the two subjects work to the same conclusion, namely, that there is a necessity of having one *local* general superintendance throughout all the Provinces, I trust I may be considered to have done right in bringing them forward together. I now humbly submit the whole matter to My Lord the Post Master General, soliciting for it that consideration which its importance deserves.

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

T. A STAYNER,
Deputy Post Master General.

*Post Office Department,
August 1st, 1837.*

Enclosed Letter from the Post Master General of the United States to the Deputy Post Master General at Quebec.

SIR,—I have the honor to propose the following plan for the future government of the Post intercourse between the Canadas and the United States.

Mails shall cross the Frontier at such points as shall from time to time be designated.

Letters, Newspapers and Pamphlets shall be permitted to pass into the British Provinces from the United States, postage unpaid; and Letters, Newspapers and Pamphlets *with the American Postage*

paid shall be permitted to pass into or through the United States from the British Provinces.

Post Masters within the United States shall be designated to keep accounts of all unpaid Letters, Newspapers and Pamphlets passing into British Provinces, and of all paid Letters, &c. coming out, and render them quarterly to this Department.

By these Accounts the Deputy Post Master General of those Provinces will be charged with the amount of Postage on unpaid Letters, &c. passing into the Provinces, and on Paid Letters, &c. coming out.

The Deputy Post Master General of the British Provinces will render a quarterly account to the Post Office Department of the United States, in which he will charge himself with the United States Postage on Letters, Newspapers and Pamphlets remaining on hand at the beginning of the quarter; on unpaid Letters, &c. received from the United States, and paid Letters, &c. sent into or through the United States during the quarter, and with undercharges. He will then credit himself with the United States Postages on Letters, Newspapers and Pamphlets remaining on hand—with all overcharges of such Postages—with Dead Letters remaining on hand, *which will be returned to this Department*, with the account—and with the authorized commissions.

The balance remaining due to this Department may be paid in gold and silver coins legalized in the United States, to the Post Masters at Burlington, Vermont and Buffalo, New York, or to the Post Master in the City of New York, at the option of the Deputy Post Master General of the British Provinces.

If perfect precision and correspondence in the accounts of the two Deputies be desired—the United States Post Masters keeping the accounts of Canada Letters, &c. will be instructed to stamp all such Letters, &c. going into Canada, with the date of their transit, and to enter in their quarterly accounts of paid Letters, &c. only such as were postmarked within the quarter; and the same rule observed by Canada Post Masters in reference to the transit date of unpaid Letters, &c. received by them from the United States would produce the desired result.

No objection exists to a commutation of the commissions at 20 per cent on the whole amount of Postages collected, provided such an arrangement be compatible with the laws of the United States. To solve the doubts which exist on that point, the opinion of the Attorney General will be asked on as early a day as practicable.

It would be acceptable to this Department to have but one account for the United States Postages collected in all the British Provinces of North America. If the Province of New Brunswick cannot be embraced, it would still be desirable to have all the rest consolidated, so that this Department should correspond only with the Head of the Department at Quebec.

The Champlain Steam Boat Mail has become, under our new and improved contracts for land service, of little or no importance as a medium of communication between Post Offices situated within the limits of the United States. But its importance to the Canada Mails as now understood* has induced me to take steps to form an arrangement for their transportation in that manner, the success of which cannot be doubted.

*I remonstrated against the cessation of this means of transmission—a measure contemplated by the American Post Office, and the Post Master General has (as it appears) listened to my representations.

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Mr. Griffin suggested your wish for an arrangement by which Letters, &c. should be permitted to come into the United States with the Canada Postages unpaid, to be collected and accounted for by this Department—such an arrangement is practicable, but it would be attended with such difficulties in execution as to forbid its adoption, especially under existing circumstances. There are probably over 2000 Post Offices in the United States which would receive Canada Letters—Each of these Offices would be obliged to keep and render separate accounts of the Postages on these Letters. Many of our Post Masters are men of moderate education and scarcely competent to understand our own system, and render an intelligible account. Your rates of postage are much more complicated, and charged in a currency to them generally unknown. There are minor difficulties in the Department itself, and the Auditor's office, such as the difficulty of discriminating in opening Dead Letters, the multiplication of accounts, &c. involving an increase of labor to which our present force is not competent.

But if your Postages could be charged in the currency of the United States,* the most essential obstacle would be removed and a few additional Clerks by Act of Congress might obviate the rest.—At present, however, it is not deemed expedient to take any active step with a view to such an arrangement. If you can obviate the first difficulty, the subject will merit serious consideration as soon as the present disturbances in business and derangements of currency shall cease.

If the plan herein suggested (which is little else than the present reduced to form) be acceptable to you, I beg that you will favor me with a designation of such points of transit as may be most acceptable to your Department.

Very respectfully, your obedient servant,
(Signed,) AMOS KENDALL,
Post Master General, United States America.

T. A. Stayner, Esq. D. P. M. Gl. for B. N. A.
Quebec, Lower Canada.

Enclosure No. 2.

GENERAL POST OFFICE,
London, 27th January, 1838.

SIR,—With reference to your Report of the 25th September last, I have to request that you will transmit for the information of the Post Master General, returns from the several Sub-Deputies, for whom you propose compensation, of the emoluments derived by them, respectively, from the per centage on the collection of United States Postage, during each of the three last years, duly signed and certified by them and by you, if you have the means of checking the returns.

A similar return of your own emoluments from the same source is also required.

I am, Sir,
Your obedient servant,
(Signed,) THO. LAWRENCE.

T. A. Stayner, Esq. &c. &c. &c. Quebec.

* If the material in the United States of which Post Masters are made, is bad—ours is decidedly worse—I mean more especially in Lower Canada, where education has been but little attended to—the stipulation here proposed as a condition for sending our unpaid Letters into the United States forms in my opinion an insuperable obstacle to the plan :—fortunately the necessity for the measure is not great.

Enclosure No. 3.

GENERAL POST OFFICE,
Quebec, 12th June, 1838.

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SIR,—I have the honor to acknowledge the receipt of your letter of the 27th January last desiring me in reference to my Report of the 25th September preceding, to transmit for the information of the Post Master General returns from the several Sub-Deputies for whom I propose compensation for the emoluments derived by them from the per centage on the collection of United States Postage during each of the three last years, and a similar return of my own emoluments from the same source.

In compliance with this order I beg leave to furnish you with those statements, so far as it was possible for me to procure them, accompanied by a schedule affording explanation and information, which appeared to me to be necessary to meet the expectations of the Post Master General on the subject.

For reasons given in the schedule no returns are sent for two offices, Sandwich and Stanstead. In transmitting this statement I cannot refrain from again adverting to that portion of my Report of the 25th September, 1837, which describes the obstacles with which I have to contend in maintaining my communication with the Lower Provinces of Nova Scotia and New Brunswick, more especially the latter, with which I am now in direct and constant communication, from the indefinite nature of my control over the Department there, and the conflicting nature of Mr. Howe's system and mine. I really do not see how it is possible for me to get on without some such alteration as I have suggested in my letter above alluded to, for as our intercourse by Post is rapidly becoming closer and more intimate, difficulties multiply, and there seems to be no remedy for them. Mr. Howe's Postage rates differ from mine, and his "Forwarded" Postage is charged upon a different principle, which I cannot admit to be correct, because it is certainly not conformable to Law; his rates in many cases seem to be arbitrary, or provisional, and we cannot therefore understand them here, and when letters thus rated arrive for delivery in Canada, the complaints made by the public of overcharges are frequent and perplexing.

It had lately become urgently necessary in order to meet the views of Government that I should open a direct communication between Woodstock, N. B. (60 miles above Fredericton and lying within the limits of my charge) and the American Post Office establishment in the State of Maine, but after communicating with Mr. Howe on the subject, I find myself quite at a loss how to proceed to accomplish my object, as I cannot do it without interfering with his views. Mr. Howe is extremely courteous, and I am far from complaining of a want of disposition on his part to oblige; the evil lies, as I have already had the honor to report, in a defective system, a system which I do not hesitate to say is incompatible with the interests of either the inhabitants or the Post Office.

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

(Signed,) T. A. STAYNER,
Deputy Post Master General.

Lieut. Col. Maberly, &c., &c., &c.

Second Report
of Deputy Post
Master General
to General
Post Office,
London.—12th
June, 1838.

Letter from
the General
Post Office,
London, to
Deputy Post
Master General.
27th Jan.,
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SCHEDULE of Returns, shewing the amount of the Emoluments derived by the Deputy Post Master General of British North America and his Sub-Deputies of the Canadas from the per centage on the collection of United States Postage, during each of the three years below stated, called for by letter of the Secretary, dated 27th January, 1838.

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No. of the Return.	Name of the		Amount sterling for each of the following years:			Annual average Sterling, dollars 4s. 4d.	Compensation allowance per annum recommended by the Deputy Post Master General in his letter to the Secretary, dated 25th Sept. 1837.
	Officer.	Office.	1835	1836	1837		
1	T. A. Stayner,.....	D. P. M. G.....	£ 442 s. 4 d. 7	£ 446 s. 4 d. 1	£ 472 s. 6 d. 5	£ 460 s. 5 d. 0	The amount submitted to the Post Master Genl, £130 A. £175 B. £45 C. £120 D. Vide my letter of 25th Sept. 1837. £30 E. Vide my letter of 25th Sept. 1837.
2	C. Berczy,(actg. P.M.)	Toronto,.....	156 12 9	173 14 0	170 13 5	167 0 0	
3	A. Porteous,.....	Montreal,.....	108 6 8	108 6 8	124 11 8	113 15 0	
4	A. Jones,.....	Prescott,.....	44 5 9	50 0 2	40 10 9	48 5 6	
5	R. Deacon,.....	Kingston,.....	212 16 8	239 8 0	266 19 10	239 14 10	
6	A. Hamilton,.....	Queenston,.....	324 5 10	361 18 5	400 8 8	362 4 3	
	John Gentle,.....	Sandwich,.....				Videmyletter of 25th Sept. 1837.	
	P. Hubbard.....	Stanstead,.....				75 0 0	Vide my letter of 25th Sept. 1837.

REMARKS.

A.—The annual average of £167 includes a sum of £55 Currency a year, gained by the Post Master in converting United States money into Provincial currency. Under my plan this gain will go to the General Post Office. I now find that in recommending £130 a year, I have put the compensation too low.

B.—See my reasons in letter dated 25th Sept. 1837, for recommending this sum of £175.

C.—£40 is as compensation money, besides which a salary of £90 a year is recommended.

D.—Compensation £120, besides an augmentation in the fixed salary of £70 a year. I find that the emoluments from per centage at this office on American Postage are greater than I imagined. I now think the compensatory allowance might with propriety be made £130. I would have proposed a larger sum: but that I have recommended an increase in the fixed salary.

E.—£30 a year with the power of increasing the same to a certain limit, should circumstances justify it.

F.—Mr. Child who was Post Master at Stanstead when I

made the Report dated 25th Sept. 1837, has been dismissed from office, and I cannot obtain from him an account of his emoluments for per centage on United States Postage. I feel certain, however, that it amounts to at least £75 Sterling a year; when I made my report dated 25th Sept. 1837, I estimated the emoluments of the Post Master from United States Postage at £50 Sterling; the business of that office has, however, so rapidly increased that I am within bounds in stating the Post Master's gains now to be £75 Sterling, and in another year they will probably exceed £100 Sterling, besides the £40 Currency, which he receives as Post Master. I respectfully, therefore, submit to the Post Master General whether in depriving the present incumbent of this source of income, it may not be just to make his paid Salary £100 Sterling a year instead of £80 as formerly recommended by me. It is of great consequence that the Frontier Post Masters in direct communication with the United States, and upon whose zeal and integrity so much depends, should be fairly paid.

(Signed,)

T. A. STAYNER, D. P. M. G.

General Post Office,
Quebec, May, 1838.

RETURN of Emoluments derived by the Deputy Post Master General at Quebec, from per centage on the collection of United States Postage within his charge, during each of the three years below stated.

Years.			
1835	1836	1837	
Currency.	Currency.	Currency.	£1,593 3 7 Equal to £1,380 15 2 Sterling, dollars at 4s. 4d, each, or an annual average of £460 5 Sterling.
£510 5 4	£537 18 7	£544 19 8	

T. A. STAYNER, D. P. M. G.

General Post Office,
Quebec, May, 1838.

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RETURN of Emoluments derived by the Post Master at Toronto City, Upper Canada, from the per centage on the collection of United States Postage received through the Queenston Post Office and other Distributing Offices for United States Postage, for the last three years ending 5th January, 1838.

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	Years ending 5th January		
	1836	1837	1838
From the Queenston Office.....	£120 14 8	£140 8 6	£136 18 7
From other Distributing Offices, being, as nearly as can be ascertained, from £5 to £6 per annum, say £5.	5 0 0	5 0 0	5 0 0
Currency,.....	£125 14 8	£145 8 6	£141 18 7

The falling off in the year ending 5th January, 1838, was evidently occasioned by the political disturbances in the country for the last quarter of the year, which for a time put almost an entire stop to the intercourse with the United States *via* Queenston. Had it not been for this circumstance, the emoluments for that year, instead of £141 18 7 would in all probability have been from £155 to £160 Currency.

Besides the emoluments accruing to the Post Master of Toronto from the per centage above described, he derives a considerable advantage in the conversion of United States money into Canada currency, the fractions (as a matter of course) being in his favor; it is impossible to say exactly how much this may be, but it is a low estimate to put it at £55 per annum.

I certify the above Return to be correct to the best of my knowledge and belief.

(Signed,)

CHAS. BERCZY,
Acting Post Master.

I have no certain means of checking the calculation in this Return, but I am firmly persuaded that it is nearly as correct as a statement of the kind can be made.

T. A. STAYNER.

RETURN of Emoluments derived by me within each of the three last years up to the 5th January, 1838, from the collection of United States Postage.

	£	s.	d.
From the 6th January, 1835, to 5th January, 1836,	125	0	0
Ditto 1836, to 5th January, 1837,	125	0	0
Ditto 1838, to 5th January, 1838,	143	15	0
Amounting as above for three years to	393	15	0

(Signed,)

ANDREW PORTEOUS,
Post Master.

Post Office,
Montreal, 25th May, 1838. }

I am satisfied that the sums in the above statement do not exceed the amount of emoluments derived by the Post Master of Montreal from the collection of United States Postage, and which he must relinquish if my proposition dated 25th September, 1837, is acceded to.

T. A. STAYNER.

RETURN of Emoluments derived by me within the three last years, up to the 5th January, 1838, from the per centage on the collection of United States Postage.

	£	s.	d.
From the 6th January, 1835, to 5th January, 1836,	51	2	0
Ditto 1836, to 5th January, 1837,	57	14	0
Ditto 1837, to 5th January, 1838,	46	15	6
	155	11	6

Amounting as above to the sum of one hundred and fifty five pounds eleven shillings and six pence, Halifax currency.

(Signed,)

A. JONES,
Deputy Post Master.

Post Office,
Prescott, U. C., April 11th, 1838. }

I have reason to believe the above statement to be correct, but I have not the means of checking it with certainty.

T. A. STAYNER, D. P. M. G.

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KINGSTON, POST OFFICE,
17th April, 1838.

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SIR,—In conformity to the order contained in your letter of 30th ultimo—I beg to transmit you herein, to be submitted to His Lordship the Post Master General, a certified Return of the emoluments derived from the per centage on United States Postage within each of the last three years, up to the 5th January, 1838.

I am, Sir, your very obedient servant,

(Signed,)

ROBERT DEACON,
Post Master.

T. A. Stayner, Esqr.
Deputy Post Master General,
Quebec.

NOTE.—The greater part of the emoluments have been received by the late Post Master (the Honble. John Macaulay) whom I succeeded on the 5th July, 1837.

(Signed,)

ROBERT DEACON,
Post Master.

RETURN of the Emoluments derived by the Post Master at Kingston from the per centage on the collection of United States Postage for the years 1835, 1836 and 1837 respectively.

Date.	Quarterly Commission at Home.	Quarterly Commission from other Offices.	Allowance from Washing-ton of 3 cents per Letter		
	£ s. d.	£ s. d.	£ s. d.		
April, 1835,.....	53 19 10		21 19 6		
July, 1835,.....	52 3 0		17 13 10		
October, 1835,.....	54 0 11	1 14 7	19 2 4		
January, 1836.....	50 12 11½		19 6 10		
	210 16 8½	1 14 7	78 2 6	290 13 9½	
April, 1836,.....	66 12 3	less allowed Commission to other P. M.'s	24 12 2	45 2 3½	£245 11 6
July, 1836, ..	61 11 0		19 3 5		
October, 1836,.....	59 11 9	1 12 10	19 5 1		
January, 1837,.....	56 1 2		19 14 1		
	243 16 2	1 12 10	82 14 9	328 3 9	
April, 1837,	72 3 10	less allowed Commission to other P. M.'s	27 11 9½	51 19 2	£276 4 7
July, 1837,.....	66 1 4		21 10 8		
October, 1837,.....	69 2 0	2 6 10	22 1 11		
January, 1838,.....	64 9 8		22 3 8		
	271 16 10	2 6 10	93 8 0½	367 18 8½	
		less allowed Commission to other P. M.'s	59 10 4	308 1 4½	

(Signed,)

ROBT. DEACON,
Post Master.

Certified to be a correct Return:

(Signed,) R. DEACON, P. M.

I have not the means of checking this Return, but I entertain no doubt of its accuracy.

T. A. STAYNER, D. P. M. G.

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RETURN of Emoluments derived by the Post Master at Queenston, U. C., from the per centage on the collection of United States Postage, for the three last years, ending 1st January, 1838, as follows.

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			Currency.
			£ s. d.
For the year ending 1st January, 1836,			374 3 8
Ditto ditto	1837,		417 12 0
Ditto ditto	1838,		462 0 9

Certified to be correct.

E. E.

(Signed,)

ALEXANDER HAMILTON,
Post Master.

Post Office,
Queenston, 1st Jan. 1838. }

I have reason to believe the above statement to be correct, but I have not the means of checking it with certainty.

T. A. STAYNER, D. P. M. G.

Enclosure No. 4.

Return of
American Postage
collected in Quebec
charge for year
ended 30th
Sep., 1840.

A RETURN of the amount of United States Postage, deducting therefrom Overcharges, Mis-sents and Dead Letters, collected in the Canadas and Woodstock, N. B. in the year ended 30th September, 1840.

Towns.	Gross.	Deduct. Overcharges, Mis-sents and Dead Letters.	Net.
Queenston, U. C.....	\$16,923 41	\$27 17	\$16,896 24
Niagara,	825 88		825 88
Toronto, (one qr.) U. C.,.....	1,368 14	3 06	1,365 08
Sandwich, U. C.,.....	261 19		261 19
Brockville, U. C.....	437 26	23 66	413 60
Prescott, do.	896 42	5 68	890 74
Kingston,	4,274 72	11 22	4,263 50
Stanstead, L. C.,.....	1,520 13	24 47	1,495 66
Montreal } and } do. Quebec, }	18,942 87	1,380 43	17,562 44
Woodstock, N. B.,.....	1,290 80		1,290 80
	46,740 82	1,475 69	45,265 13
	or, Halifax Currency, £11,316 5 8.		

T. A. STAYNER, D. P. M. G.

General Post Office,
Quebec, }

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Letters, &c.
from Deputy
Post Master
General at
Halifax.

No. 1.

Acknowledges
letter of 3d Nov.

APPENDIX (E.)

LETTERS and RETURNS from Deputy Post Master
General at Halifax.

No. 1.

GENERAL POST OFFICE,
Halifax, 19th Nov., 1840.

SIR,—I have the honor to acknowledge the receipt of your Letter of the 3rd instant, conveying particulars of information required by the Commission, recently appointed by His Excellency the Governor General, to investigate and report upon the state of the British American Post Office—and I beg you will assure the Gentlemen composing the Commission, that I will with as little delay as possible, furnish the information required, as far as may be in my power.

I feel grateful for the authority I have received to employ the necessary assistance to enable me to comply with the commands of the Commission, for which I will thank you to tender my best acknowledgments.

I am, Sir,

Your most obedient Servant,

J. HOWE.

C. Dunkin, Esq.
&c. &c. &c.

No. 2.

Post Office
Communications with
United States.

No. 2.

GENERAL POST OFFICE,
Halifax, 7th Dec., 1840.

SIR,—In answer to Queries Nos. 21 and 22, I beg respectfully to state for the information of the Commissioners, that the intercourse between the Post Office of St. Andrews (New Brunswick) and Robinston (United States) is daily—that the Post Master of Robinston debits the Post Master of St. Andrews, with the Postage charged on Letters and Papers received at his Office, for New Brunswick, Nova Scotia and Prince Edward Island, who remits quarterly to the Post Master General at Washington, the amount due on account of such Postage. The Post Master at St. Andrews only collects the Postage on Letters from the United States.

The Merchants throughout these Provinces complain, and I think very justly, of this arrangement. They are obliged to pay the postage on Letters sent by them, *via* Robinston, as well as on those from that Office. I represented this hardship to the Post Master General of the United States, but he informed me that he could afford no relief.

All the Letters and Papers received from the Robinston Office are brought into account at St. Andrews, and charged as other Postage against the various offices to which they are forwarded.

Dead Letters bearing United States Postage are sent to St. Andrews, and credit taken for the same by the Post Master at that place in his account with the American Government.

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I have allowed the Post Master at St. Andrews the benefit of the Commission on the American Postage.

With reference to Query No. 23, I have only to say the communication with the United States is very satisfactory to the people of these Provinces; the only complaint I hear is against the payment of postage both to and from the United States.

I have the honor to be, Sir,

Your most obedient servant,

J. HOWE.

C. Dunkin, Esq.
&c. &c. &c. Montreal.

No. 3.

GENERAL POST OFFICE,
Halifax, 10th Dec., 1840.

No. 3.

Correspon-
dence other-
wise than by
Mail.

SIR,—With respect to Query No. 32, I can only say that I find it difficult to come to any satisfactory conclusion as to the extent of the conveyance of Letters, Papers, and other Periodicals, within the limits of my charge, at present carried on through other agency than that of the Post Office.

I am not aware that within the limits of my control there are any persons engaged in making collections of Letters, Papers, &c. and in transmitting them with the view of benefiting themselves, but I am quite satisfied that since the establishment of stage coaches in Nova Scotia and New Brunswick, the revenue has suffered by Letters being conveyed by passengers. Indeed I believe the number of Letters thus forwarded is very great. Persons travelling by other conveyances, I am also convinced, take very many Letters. This is an evil which exists in England, and for which I fear no remedy can be found.

I have the honor to be, Sir,

Your most obedient servant,

J. HOWE.

C. Dunkin, Esq.
&c. &c. &c.

No. 4.

GENERAL POST OFFICE,
Halifax, 11th Dec., 1840.

No. 4.

Revision of
Postage Rates.

SIR,—Query No. 33 directs me to give my views with regard to a revision of the Postage Rates at present in force, and to suggest such a scheme as from my knowledge and experience, I might think the most likely to prove satisfactory to the public, and at the same time to sustain the Funds of the Department.

I have given to this subject much consideration; I am very apprehensive the Funds of the Department would suffer by a reduction of the present rates of Postage—I am satisfied if a reduction was made the disposition which now prevails, and I believe extensively, to forward Letters by private conveyance would continue as strong as ever.

Appendix
(F.)

26th March.

(E.)

If it is considered advisable to make any alteration, that which I should humbly recommend would be, that the system recently adopted as respects the transmission of Letters to and from England, should be followed in the North American Colonies—that of taxing Letters according to their Weight.

The boon thus granted would be of much consequence to the Public, and would give general satisfaction.

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

J. HOWE.

C. Dunkin, Esq.
&c. &c. &c.

No. 5.

Emoluments of
Post Masters,
&c

No. 5.

GENERAL POST OFFICE,
Halifax, 17th Dec., 1840.

SIR,—With reference to No. 4, which directs me to furnish a statement of the nature and tenure of each several Class of Post Office appointments, subordinate to my own, and showing also the nature of the Emoluments of each Class, and the source or sources whence they are drawn, I have to state that my Deputies receive a Commission of 20 per cent of the revenue collected by them. That one Assistant is allowed to me, whose salary is £100 per annum. That there are two Letter Carriers attached to this Office, who are allowed one penny upon each Letter delivered by them—they receive no allowance from Government.

My Deputies in Towns where Newspapers are printed, are allowed half of the Newspaper perquisite which is granted to me, for their trouble in transmitting the papers and collecting the perquisite.

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

J. HOWE.

C. Dunkin, Esq.

No. 6.

Post Masters
and Couriers'
Bonds.

No. 6.

GENERAL POST OFFICE,
Halifax, 17th Dec., 1840.

SIR,—I herewith transmit Copies of the Post Master's and Courier's Bonds agreeably to the direction conveyed in No. 6.

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

J. HOWE.

C. Dunkin, Esq.
&c. &c. &c.

Post Master's Bond.

Form of Post
Master's Bond
in Lower Pro-
vinces.

Know all men, by these presents, that We are held and firmly bound unto our Sovereign Lady Victoria, by the Grace of

Appendix
(F.)

26th March.

(E.)

God, of the United Kingdom of Great Britain and Ireland, Queen, Defender of the Faith, &c. in the just and full sum of _____ to be paid unto our said Sovereign Lady the Queen, Her Heirs and Successors. To which payment, well and truly to be made, we bind ourselves, our and each of our Heirs, Executors and Administrators, jointly and severally, firmly by these presents. Sealed with our Seals. Dated the _____ day of _____ in the year of Our Lord, 18 _____

The condition of the obligation is such, that if the above bound who is appointed Post Master at shall well and truly demean himself, in his said Office, and shall observe all such instructions as shall be given him, from time to time, by John Howe, Esquire, Deputy Post Master General for the Provinces of Nova Scotia, New Brunswick, and Prince Edward Island, in North America, for the time being, appertaining to his said Office; and shall also faithfully and justly pay all sums of money at any time due from him to the General Post Office, according to the directions of the said Deputy Post Master General, then the above obligation to be void and of none effect, otherwise to be and remain in full force and virtue.

Signed, Sealed and Delivered }
in the presence of }

We the Subscribers, two of Her Majesty's Justices of the Peace for the County of _____ do certify that _____ within named, as Sureties for the within named _____ are to the best of our knowledge and belief, persons of Estate and Property, with the said County, and of good character and credit, and sufficiently able to pay, if required, the penalty of the within Bond. Given under our hands, this _____ day of _____ A. D. 18 _____

£ Bond to be executed, and transmitted to the Deputy Post Master General, on the 5th January of every year.

Courier's Bond.

Know all men, by these presents, that We, _____ are held and firmly bound unto _____ Deputy Post Master General of Nova Scotia, New Brunswick and Prince Edward Island, in the just and full sum of _____ hundred pounds, lawful money of Great Britain, to be paid unto the said _____ his certain Attorney, Executors, Administrators or Assigns. To which payment well and truly to be made, We bind ourselves, our and each of our Heirs, Executors, and Administrators, jointly and severally, firmly by these presents. Sealed with our Seals, dated the _____ day of _____ in the year of Our Lord 18 _____

Form of Courier's Bond in Lower Provinces.

The condition of the above obligation is such, that whereas the above-bounden hath undertaken to ride the Post Stage between _____ and _____ Now if the said _____ shall well and truly perform the same, coming in regularly and constantly at each Office, on the appointed days and hours, (unavoidable accidents excepted) and shall there always deliver safely, and in good order, the Mails with which he shall be entrusted; and moreover shall not, during his continuance in the said service, wrong the revenue

Appendix (F.) 26th March. (E.)

of the Post Office, by carrying Letters or Packets for his own private lucre or profit, or by any other ways or means whatsoever; but whatever Letters or Packets are put into his hands, by any person whatsoever, on the Road or elsewhere, he shall faithfully and honestly deliver to the next Post Master; and shall carry or deliver no parcels or bundles, without submitting the same to the inspection of a Post Master, to the end that if any Letters are fraudulently concealed therein, they may be discovered and charged. Then the above obligation to be void and of no effect, otherwise to be and remain in full force and virtue.

Signed, sealed and delivered, } in the presence of }

We, the Subscribers, two of Her Majesty's Justices of the Peace for the County of within named, sureties for the within named are, to the best of our knowledge and belief, persons of Estate and Property within said County, and of good character and credit, and sufficiently able to pay, if required, the penalty of the within Bond. Given under our hands, this 18 day of

I do swear, that I will not open, detain or delay, or cause, procure, permit, or suffer to be opened, detained or delayed, any Letter or Letters, Packet or Packets, which shall come into my hands, power or custody, by reason of my employment as Post Messenger in the Service of the Post Office: And that I will not any way embezzle any such Letter or Letters, Packet or Packets as aforesaid. And that I will not, during my continuance in the said Service, wrong the Revenue of the Post Office, by carrying and delivering Letters or Packets on any part of the Post Road, for my own Private Lucre or Profit, or by any other ways or means whatsoever: But, that I will faithfully deliver to the next Post Master, whatever Letters or Packets shall be put into my hands on the Road, or elsewhere: Or, in case the Postage of any such Letter or Letters, Packet or Packets, must necessarily be paid to me, on any part of the Post Road where no Post Office is near, that I will faithfully and honestly account for, and pay all such monies so received by me, into the hands of the Post Master at or to his Order: And, that I will at all times, and all occasions, to the utmost of my power and ability, perform the duties of a Post Messenger, faithfully and with punctuality, in every respect, agreeably to the terms and conditions of my obligation: And finally, that I will comply with, and obey all Orders, Instructions and Directions, which shall from time to time, or at any time, be given to me by the Post Master of Halifax, or by any other Post Master on the route, as occasion may require, for the furtherance of the Queen's Service.

SO HELP ME GOD.

Sworn before me this day of

Bonds to be given by the Post Riders on the 5th January, of every year. The Post Master of will attend to this duty, as respects the Couriers connected with his Office, and transmit the Bonds to the Deputy Post Master General, without delay.

No. 7.

GENERAL POST OFFICE, Halifax, 17th Dec., 1840.

SIR,—In reference to No. 7, which directs me to furnish a copy of all Standing Instructions to Post Masters at present in force, with a statement in particular as to the Franking Privilege enjoyed by them, and the limitation (if any) imposed upon its exercise, I have to state that on taking charge of this Office, I found no copy of Standing Instructions. A system was established, and I considered I had only to require strict attention to it, to ensure uniformity in the mode of keeping the accounts—the regular transmission of the Mails, and all reasonable convenience to the Public.

The Franking Privilege enjoyed by Deputy Post Masters when I assumed the charge of this Office was the liberty of sending and receiving by Mail, four single Letters—or two double—or a packet of one ounce weight. This privilege is still continued to them, and were it not granted, difficulty would be experienced in procuring suitable persons in many places to take charge of Post Offices, from the smallness of the income derived from the Commission of 20 per cent on the revenue collected by them.

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

J. HOWE.

C. Dunkin, Esq. &c. &c. &c.

Appendix (F.) 26th March. (E.) No. 7.

Standing Instructions and Franking Privilege of Post Masters.

No. 8.

GENERAL POST OFFICE, Halifax, 18th Dec., 1840.

No. 8.

No form of Mail Contract.

SIR,—No. 12 requires me to furnish a copy of the form or forms of Mail Contracts in present use, in reference to which I can only say that I have never been in possession of the form to which you allude. Couriers are employed to convey Mails certain distances in limited periods, and are placed under Bonds; if guilty of neglect of duty, or other improper conduct, they are at once deprived of their situations and more suitable persons employed in their places upon the terms of the original tenders for the service in which they were engaged.

I am satisfied that this is the preferable course for me to pursue in managing Couriers,—good men are thus secured without any increase of expense.

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

J. HOWE.

C. Dunkin, Esq. &c. &c. &c.

Appendix
(F.)

26th March.

(E.) No. 9.

No. 9.

GENERAL POST OFFICE,
Halifax, 16th January, 1841.

Appendix
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Sir,—The accompanying Documents have reference to Query No. 2.

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

J. HOWE.

C. Dunkin, Esq. &c. &c. &c., Montreal.

REVENUE of the Post Office, Charlotte Town, Prince Edward Island, for three years ending 5th July, 1840.

Aggregate Amount Received and sent.	Forwarded.	Salary.			Net Revenue paid into the chest.	Expense of conveying Mails.		Incidentals. Office Rent, Fuel and Stationery.
		Commission.	From the Colony.	From Newspapers.		Between Prince Edward Island and Pictou.	Between Prince Edward Island and Amherst.	
£ s. d. 1589 13 7	£ s. d. 93 13 5	£ s. d. 229 12 6	£ s. d. 70 0 0	£ s. d. 3 16 10	£ s. d. 1094 17 6	£ s. d. 1546 15 0	£ s. d. 439 0 3	£ s. d. 61 4 0½
		70 0 0 3 16 10				439 0 3		
		303 9 4				1985 15 3		

A RETURN shewing the amount of Revenue derived from Unpaid Received, Paid Sent, Way and Ship Letter Postage. Also the Amount of Mis-directed, Forwarded and Dead Letters, Charlotte Town, Prince Edward Island.

	Unpaid Received.	Paid Sent.	Way.	Ship.	Mis-directed.	Forwarded and Dead.
For the year ending 5th July, 1838,	£ s. d. 463 2 4½	£ s. d. 83 1 0	£ s. d. 0 17 3	£ s. d.	£ s. d. 3 11 6	£ s. d. 30 16 10
Ditto. 1839,	371 3 4½	75 4 5½	0 18 4		4 0 9½	30 18 6
Ditto. 1840,	485 10 9½	109 0 8	0 15 4		3 16 1	20 13 8½

ELIZABETH CHAPPELL,
Post Mistress.

Appendix
(F.)

26th March.

(E.)

Appendix
(F.)

26th March.

(E.) No. 9.

Returns relative to Department in Prince Edward Island.

RETURN relative to Charlotte Town Post Office.

Annual expense of conveying Mails.		From what source defrayed.	How often Mails are despatched from and received at Charlotte Town.	Amount of Revenue paid into the Provincial Treasury for three years ending 5 July, 1840.		Amount of my Commission.		Amount of allowance from the Colony.		Benefit derived from transmission of Newspapers.	
Between the Island and Pictou.	Between the Island and Amherst.			For the year ending 5 July, 1838.	For the year ending 5 July, 1839.	For the year ending 5 July, 1840.	For the year ending 5 July, 1838.	For the year ending 5 July, 1839.	For the year ending 5 July, 1840.	For the year ending 5 July, 1838.	For the year ending 5 July, 1839.	For the year ending 5 July, 1840.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
For the year ending 5 July, 1838, 517 5 0	For the year ending 5 July, 1838, 159 2 0	Provincial Treasury.	Once a week.	For the year ending 5 July, 1838, 371 9 1½	For the year ending 5 July, 1838, 73 17 10½	For the year ending 5 July, 1838, 20 0 0	For the year ending 5 July, 1838, 1 10 0				
Ditto 1839, 514 10 0	Ditto 1839, 158 10 6			Ditto 1839, 320 16 9	Ditto 1839, 70 18 8	Ditto 1839, 20 0 0	Ditto 1839, 1 12 6				
Ditto 1840, 515 0 0	Ditto 1840, 121 7 9			Ditto 1840, 402 11 7½	Ditto 1840, 84 15 11½	Ditto 1840, 30 0 0	Ditto 1840, 1 14 4				

ELIZABETH CHAPPELL,
Post Mistress.

Appendix
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26th March.
(E.)

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RETURNS relative to Prince Edward Island Post Offices.

Number of Post Offices.	When established.	By whom held.	Couriers.	By whom appointed.	Date of appointment.	Amount of Bonds given.	Distance of each Office from Charlotte Town.	Distance between each other.		Letters.	News papers.	Annual expense.	
								From	To				
CHARLOTTE TOWN,.....	July, 1827,.....			Lieut. Governor,.....	18 July, 1839,.....	100	Miles.			2d.	2d.	Year ending 5 July, 1838,.....	
WESTERN ROUTE,.....			{ Thomas Crabb, } { Western Courier }									£ s. d. 72 16 0	
Tryon River,.....	11 July, 1827,.....	John Hall,.....		Ditto,.....	5 Nov., 1839,.....	Nil	24	Tryon,.....	Cape Traverse,.....	6		Ditto, 1839,.....	7 16 0
Cape Traverse,.....	26 April, 1840,.....	Hector Campbell,.....		Ditto,.....	26 April, 1840,.....	"	30	Bedeque,.....	Travellers Rest,.....	9			
Bedeque,.....	11 July, 1827,.....	Thomas Hooper,.....		Ditto,.....	11 July, 1827,.....	"	37	Travellers Rest,.....	St. Eleannors,.....	4			
Travellers Rest,.....	11 July, 1827,.....	John Townshend,.....		Ditto,.....	15 October, 1840,.....	"	41	St. Eleannors,.....	Lot 16,.....	6			
St. Eleannors,.....	27 July, 1831,.....	John Morris,.....		Ditto,.....	3 April, 1838,.....	"	47	Lot 16,.....	Port Hill,.....	5		Ditto, 1840,.....	121 13 0
Lot 16,.....	3 April, 1838,.....	James Kyle,.....		Ditto,.....	3 May, 1832,.....	"	52	Port Hill,.....	Egmont Bay,.....	9			
Port Hill, Lot 13,.....	3 May, 1832,.....	James Yeo,.....		Ditto,.....	19 June, 1839,.....	"	55	Egmont Bay,.....	Casampeque,.....	24			
Egmont Bay,.....	19 June, 1839,.....	Joseph Higgins,.....		Ditto,.....	Ditto,.....	"	62	Casampeque,.....	Kildare,.....	6			
Casampeque,.....	Ditto,.....	Alexander Meggin,.....		Ditto,.....	3 May, 1840,.....	"	69	Kildare,.....	Travellers Rest,.....	35			
Kildare,.....	3 May, 1840,.....	John Traverse,.....		Ditto,.....	3 August, 1839,.....	"	34	Travellers Rest,.....	Indian River,.....	6			
Indian River,.....	3 August, 1839,.....	James Blanchard,.....		Ditto,.....	11 July, 1827,.....	"	38	Indian River,.....	Prince Town,.....	3			
Prince Town,.....	11 July, 1827,.....	James Sinclair,.....		Ditto,.....	19 July, 1839,.....	"	37	Prince Town,.....	Park Corner,.....	7			
Park Corner,.....	19 April, 1835,.....	David Cousins,.....		Ditto,.....	8 April, 1833,.....	"	30	Park Corner,.....	Campbell Town,.....	7			
Campbell Town,.....	3 April, 1833,.....	Duncan McIntyre,.....		Ditto,.....	17 April, 1833,.....	"	24	Campbell Town,.....	Cavendish,.....	6			
Cavendish,.....	17 April, 1833,.....	Daniel McNeil,.....		Ditto,.....	30 April, 1834,.....	"	18	Cavendish,.....	New Glasgow,.....	6			
New GLASGOW,.....	30 April, 1834,.....	James Arthur,.....		Ditto,.....	18 July, 1839,.....	100	12	New Glasgow,.....	St. Peters,.....	11		Ditto, 1838,.....	50 11 10½
EASTERN ROUTE,.....	July 1827,.....		{ James Feehan, } { Eastern Courier }										
Mount Pleasant,.....	11 July, 1827,.....	John Champion,.....		Ditto,.....	4 May, 1838,.....	Nil	18	Mount Pleasant,.....	Bay Fortune,.....	21			
St. Peters,.....	Ditto,.....	John Jaraine,.....		Ditto,.....	10 August, 1828,.....	"	29	St. Peters,.....	Souris,.....	6			
Bay Fortune,.....	Ditto,.....	Joseph Coffin,.....		Ditto,.....	4 Nov., 1834,.....	"	50	Bay Fortune,.....	Fairfield,.....	14		Ditto, 1839,.....	50 11 10½
Souris,.....	4 June, 1830,.....	Alex Leslie,.....		Ditto,.....	10 August, 1838,.....	"	48	Souris,.....	East Point,.....	5			
Fairfield,.....	19 September, 1838,.....	George Campbell,.....		Ditto,.....	4 April, 1838,.....	"	63	Fairfield,.....	St. Margarets,.....	12		Ditto, 1840,.....	62 8 0
East Point, Lot No. 47,.....	4 April, 1832,.....	William Collins,.....		Ditto,.....	11 July, 1827,.....	"	46	East Point,.....	George Town,.....	16		Ditto, 1838,.....	62 8 0
St. MARGARETS, Lot 44,.....	11 July, 1827,.....	Alex. McDonald,.....		Ditto,.....	18 July, 1839,.....	"	15	St. Margarets,.....	Murry Harbour,.....	12		Ditto, 1839,.....	62 8 0
GEORGE TOWN ROUTE,.....	July, 1827,.....		{ Samuel Lane, } { George Town courier }										
Vernon River,.....	11 July, 1827,.....	Mathew Redmond,.....		Ditto,.....	11 May, 1838,.....	"	31	Vernon River,.....	White Sands,.....	7			
George Town,.....	Ditto,.....	Charles McLaren,.....		Ditto,.....	11 July, 1834,.....	"	40	George Town,.....	Belfast,.....	20		Ditto, 1840,.....	62 8 0
Murry Harbour,.....	8 May, 1834,.....	Edward Butler,.....		Ditto,.....	10 August, 1839,.....	"	44	Murry Harbour,.....					
White Sands,.....	10 August, 1839,.....	Walter Bell,.....		Ditto,.....	30 July, 1840,.....	"	28	White Sands,.....					
Belfast,.....	5 April, 1832,.....	Edward Pool,.....		Ditto,.....		"		Belfast,.....					

ELIZABETH CHAPPELL,
Post Mistress.

GENERAL POST OFFICE,
Halifax, 16th January, 1841.

SIR,—I herewith forward the Return required by Instruction No. 9.

The only Post Office established by me, within the last three years, is at Newcastle in New Brunswick.

I also inclose a Return of places of deposit for Letters and Papers varying in different directions. The Letters for those places are all charged against the regular Post Offices, to whom the Depositories account quarterly.

With the very limited assistance afforded to me, it was impossible for me to do more for the public accommodation, which however has been quite satisfactory.

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

J. HOWE.

—C. Dunkin, Esq., &c. &c. &c. Montreal.

NAMES of Post Offices and Post Masters in Nova Scotia and New Brunswick.

No.	Names of Offices.	Names of Post Masters.
1	Windsor,.....	J. L. Dewolfe,
2	Kentville,.....	John F. Hutchinson.
3	Annapolis,.....	Sam. Cowling.
4	Digby,.....	Henry Stewart.
5	Yarmouth,.....	H. G. Parish.
6	Shelburne,.....	R. R. Thomson.
7	Liverpool,.....	Thos. P. Calkin.
8	Lunenburg,.....	Chas. Godfrey.
9	Truro,.....	John Ross.
10	Cumberland,.....	J. W. Smith.
11	Pictou,.....	A. P. Ross.
12	Antigonish,.....	R. N. Henry.
13	Prince Edward Island,.....	Elizabeth Chappell.
14	Parsborough,.....	J. Ratchford.
15	Arichat,.....	H. McDonald.
16	Sydney,.....	N. H. Martin.
17	Wallace,.....	J. Huestis.
NEW BRUNSWICK.		
18	Dorchester,.....	C. Milner.
19	Richibucto,.....	J. W. Weldon.
20	Miramichi,.....	James Caic.
21	Bathurst,.....	T. M. Deblois.
22	Dalhousie,.....	D. Stewart.
23	St. John,.....	John Howe.
24	Fredericton,.....	W. B. Phair.
25	St. Andrews,.....	G. F. Campbell.
26	St. George,.....	G. Knight.
27	Kingston,.....	A. Davidson.
28	Gagetown,.....	W. F. Bonnell,
29	St. Stephen,.....	David A. Rose.
30	Sussex Vale,.....	John O. Vail.

Post Offices
and Places of
Deposit for
letters.

Appendix
(F.)Account of the Number and Names of Places for the deposit of Letters in Nova Scotia, New Brunswick,
Prince Edward Island and Cape Breton.Appendix
(F.)

26th March.

26th March.

(F.)	No.	Name of Place.	No.	Name of Place.	(E.)
	1	Noel, Nova Scotia.	31	Stormont, Nova Scotia.	
	2	Rawdon, do.	32	Sherbrooke, do.	
	3	Maitland, do.	33	Guyshoro, do.	
	4	Falmouth, do.	34	Causo, do.	
	5	Wolfville, do.	35	Cape George, do.	
	6	Cornwallis, do.	36	Malignant Cove, do.	
	7	Wilmot, do.	1	Jollicure, New Brunswick.	
	8	Lawrencetown, do.	2	Shediac, do.	
	9	Bridgetown, do.	3	Buctouche, do.	
	10	Granville, do.	4	Coengne, do.	
	11	Brier Island, do.	5	The Bend, do.	
	12	Waymouth, do.	6	Campbelltown, do.	
	13	Barrington, do.	7	Quaco, do.	
	14	Brookfield, do.	1	Plaister Cove, Cape Breton.	
	15	Chester, do.	2	River Inhabitant, do.	
	16	Gay's River, do.	3	Port Hood, do.	
	17	Musquodoboit, do.	4	Mahou, do.	
	18	Stewinck, do.	5	Margaric, do.	
	19	New Glasgow, do.	6	Judique, do.	
	20	Earltown, do.	7	Cheticamp, do.	
	21	Merigomish, do.	8	Argyle, do.	
	22	River John, do.	9	Bedeque, do.	
	23	Tatamagouche, do.	10	L'Ardoise, do.	
	24	Pugwash, do.	11	Bras d'Or, do.	
	25	River Philip, do.	12	Mainalieu, do.	
	26	West Chester, do.	13	Bridgeport, do.	
	27	Londonderry, do.	14	North Sydney, do.	
	28	Economy, do.	15	Louisbourg, do.	
	29	Maccan, do.			Prince Edward Island.
	30	Advocate Harbour, do.			(Sec No. 9.)

No. 11.

No. 11.

Cost of Post
Communication in Nova
Scotia.GENERAL POST OFFICE,
Halifax, 16th January, 1841.

SIR,—The accompanying Document, I trust, will afford the information required by Instruction No. 15.

I have however to state for the information of the Commissioners that in the last Session of the Legislature, a Resolution was adopted throwing the support of the whole communication on the Revenue of the Post Office, and that in consequence I paid the amounts due on the April and July quarters—and shall on that which terminated on the 5th instant. The amount required for the October quarter His Excellency the Lieutenant Governor caused to be advanced from the Treasury.

This advance was rendered necessary in consequence of the employment of Expresses to Pictou with the English Mails for Canada.

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

J. HOWE.

C. Dunkin, Esq., &c. &c. &c., Montreal.

Appendix (F.)

RETURN of the Sums paid Post Office Couriers in Nova Scotia, the year ending 5th January, 1840.

Appendix (F.)

26th March.

26th March.

(E.)

(E.)

Service Performed.		Paid by Post Office.	Paid by the Province.	Cost of Post Communication in Nova Scotia.
		£ s. d.	£ s. d.	
Western Stage Coach Company, from Halifax.....	to Annapolis,	88 0 0	312 0 0	
William Davis,.....	" Annapolis.....	60 0 0		
L. Seldort,.....	" Windsor.....	284 13 4	260 0 0	
J. Wyceman,.....	" Yarmouth.....	110 18 2½	70 0 0	
H. Enslow,.....	" Shelburne,.....	44 12 5	90 0 0	
J. McIntosh,.....	" Pictou,.....	.. .. .	65 0 0	
J. Blanchard,.....	" Ditto,.....	136 15 0	40 0 0	
A. Thomson,.....	" Antigonish,.....	.. .. .	52 10 0	
R. M. Cutler,.....	" Gaysboro,.....	.. .. .	22 10 0	
Wm. McKeen,.....	" Plaister Cove,.....	.. .. .	25 0 0	
Henry Taylor,.....	" Mabou,.....	.. .. .	20 0 0	
Wm. Faulcineer,.....	" Gay's River,.....	.. .. .	40 0 0	
L. Morehouse,.....	" Digby,.....	.. .. .	42 0 0	
J. Crow,.....	" Londonderry,.....	.. .. .	20 0 0	
J. Farrestall,.....	" Antigonish,.....	.. .. .	40 0 0	
A. McLennan,.....	" Mabou,.....	.. .. .	28 2 6	
J. Fellows,.....	" Bridgetown,.....	.. .. .	30 0 0	
H. L. Dickey,.....	" Wolfville,.....	.. .. .	20 0 0	
J. Ratchford,.....	" Parrsboro,.....	16 5 1	20 0 0	
J. O'Brien,.....	" Newport,.....	.. .. .	20 0 0	
R. N. Henry,.....	" Antigonish,.....	.. .. .	20 0 0	
Ditto,.....	" Ditto,.....	.. .. .	10 0 0	
J. Ross,.....	" Pictou,.....	.. .. .	20 0 0	
T. Archibald,.....	" Truro,.....	.. .. .	40 0 0	
N. Smith,.....	" Trefry's,.....	.. .. .	50 0 0	
H. Taylor,.....	" Margarie,.....	3 17 1½	16 2 11	
J. Dotten,.....	" River Philip,.....	37 15 6½	27 10 5	
H. McVeil,.....	" Plaister Cove,.....	77 0 0	48 0 0	
A. Ross,.....	" Pictou,.....	.. .. .	25 0 0	
Signalman at Digby,.....	.....	.. .. .	5 0 0	
Ferry at Brier Island,.....	.....	.. .. .	10 0 0	
M. Murdoch,.....	" Arichat,.....	25 0 0		
D. Urquhart,.....	" Ditto,.....	20 0 0		
A. More,.....	" Sydney,.....	60 0 0		
J. Cady,.....	" Buddock,.....	40 0 0		
Courier,.....	" Sydney,.....	24 0 0		
Ditto,.....	" Ditto,.....	6 0 0		
Ditto,.....	" Ditto,.....	20 0 0		
R. Watson,.....	" Truro,.....	90 0 0		
T. Atkinson,.....	" Westchester,.....	205 0 0		
J. Ross,.....	" Halifax,.....	285 0 0		
Ditto,.....	" Ditto,.....	500 0 0		
Courier,.....	.....	.. .. .	11 5 0	
Ferry at La Hays,.....	.....	.. .. .	15 0 0	

No. 12.

No. 12.

GENERAL POST OFFICE,
Halifax, 16th January, 1841.

Post Office Tables.

SIR,—I have the honor to enclose a copy of the Post Office Tables shewing the distances from place to place, and the rates of Postage, in obedience to the direction contained in Query No. 24.

I have to state that the practice is followed in the Provinces under my Post Office control of charging anew at each Office Letters remained.

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

J. HOWE.

C. Dunkin, Esq., &c. &c. &c., Montreal.

From Halifax to St. Andrews via Cumberland.

62	Truro.
138½	76½ Amherst.
163	101½ 24½ Dorchester.
213½	151½ 75½ 50½ Sussex Vale.
308½	246½ 170½ 145½ 95 St. John.
375½	313½ 237½ 212½ 162 67 St. Andrews.

Halifax to St. Andrews via Digby.

4½d	45	Windsor.
7d	4½d	27 Kentville.
9d	7d	7d 58 Annapolis.
130	85	22 Digby.
9d	107	4½d 45 St. John.
9d	197	152 125 67 45 St. John.
144d	264	219 192 134 112 67 St. Andrews.

Appendix (F.)

26th March.

(E.)

Halifax to Shelburne via Yarmouth.

Twice a week.	4½d					
	45	Windsor.				
	7d	4½d				
	72	27	Kentville.			
	9d	7d	7d			
	130	85	58	Annapolis.		
Once a week.	9d	9d	9d	4½d		
	152	107	80	32	Digby.	
	1s 1½d	9d	9d	9d	7d	
	225	180	153	95	73	
	1s 1½d	9d	9d	9d	7d	
	292	247	220	162	140	
					67	
					Shelburne.	

Halifax to Cheticamp, Cape Breton.

Once a week.	9d				
	152	Antigonish.			
	11d	2d			
	190	38	Plaister Cove.		
	11d	2d	2d		
	218	66	28	Port Hood.	
	11d	2d	2d	2d	
	224	72	34	6	
	1s 1d	4d	2d	2d	
	260	108	70	42	
	1s 1d	4d	2d	2d	
	274	122	84	56	
				50	
				14	
				Cheticamp.	

Appendix (F.)

26th March.

(E.)

From St. John to Montreal.

	7d					
	65	Fredericton.				
	129	7d				
		64	Woodstock.			
	203	9d				
		138	74			
	236	11d				
		171	107			
	283½	11d				
		218½	154½			
			80½	47½		
				Temiscouata.		
	315	11d				
		250	186			
	427½	1s 2d	298½	224½		
		362½	224½	191½		
			144	112½		
				Quebec.		
	607½	1s 6d	478½	404½		
		542½	478½	371½		
			324	292½		
				180		
				Montreal.		

From Halifax to Dalhousie.

Twice a week.	5d				
	62	Truro.			
	9d				
	158½	76½			
	11d				
	163	101			
	1s				
	228	166			
	1s 1d	11d	9d	5d	
	268	206	129½	105	
Weekly.	1s 2d				
	310	256			
	1s 3d	179½	155		
	380	249½	225		
			160		
			120		
			1s		
			70		
			Dalhousie.		

From Halifax to Quebec, twice a week during winter.

Twice during the year.	5d				
	62	Truro.			
	9d				
	138½	76½			
	11d				
	162½	100½			
	11d	2d			
	213	151	75		
	11d				
	213	151			
	11d	11d	9d		
	281½	219½	143½	119	
	1s 6d				
	640½	578½			
			178		
			427½		
			359		
			Quebec.		

From Fredericton to St. Andrews.

	7d			
	65	St. John.		
	110	45		
			St. George.	
	132	67	22	
			St. Andrews.	
		5d		
		70		
		Kingston via the Eastern side of the River.		
		7d	3d	
		86	16	
		9d		
		7d		
		153		
			83	
			67	
			St. Andrews.	

From Halifax to Yarmouth via Windsor.

Twice a week.	4½d				
	45	Windsor.			
Weekly.	7d	7d			
	101½	56½	Lunenburg.		
Do.	9d	8d	4½d		
	138	93	36½	Liverpool.	
Do.	1s 1½d	9d	9d	4½d	
	178	133	76½	40	
Do.	1s 1½d	9d	9d	7d	
	245	200	143½	107	
				67	
				Yarmouth.	

From Halifax to Sidney.

Weekly.	9d			
	152	Antigonish.		
	11d	2d		
	190	38	Plaister Cove.	
	11d	2d	2d	
	212	60	22	L'Ardoise.
	1s	2d	2d	
	217	65	27	5
	1s 3d	10d		
	286	134	96	
			74	69
				Sydney.

From Fredericton to Dalhousie.

	7d				
	88	Sussex Vale.			
	9d	7d			
	161	73	Dorchester.		
	1s				
	210	122			
	1s 1d				
	266	178			
	2s 1d				
	386	298			
			225	176	
			120	1s	
				Dalhousie.	

From Halifax to P. E. Island during the close of the navigation of the St. Lawrence via Amherst.

	5d			
	65	Truro.		
	9d	5d		
	141½	76½	Amherst.	
	181½	116½	40	
			Cape Tormentine.	
	191½	126½	50	
			10	
	8d			
	211½	146½		
			70	30
				20
				Charlotte Town.
				Once a week.

Appendix (F.)

26th March.

(E.)

From Fredericton to Dalhousie via Nashwack Road.

9d	Newcastle.	
1s	2d	Chatham.
113	5	
2s 1d	125	1s
233	120	Dalhousie.

From Halifax to P. E. Island via Pictou when navigation of the Gulf of St. Lawrence is open, once a week.

Weekly.	5d	Truro.	
	62	7d	4d
	102	40	Pictou.
8d	4s 3d	50	P. E. Island.
158	90		

From Halifax to Parrsborough via Amherst.

Weekly.	9d	Amherst.	
	138½	7d	4d
149½	36	Parrsborough.	

From Halifax to Cape Canso.

Weekly.	9d	Antigonish.	
	152	11d	2d
	186	34	Guysborough.
11d	4d	2d	To Cape Canso.
213	61	27	

From Halifax to Parrsborough via Windsor.

Weekly.	45	Windsor.	
	9d	4d	Parrsborough.
81	36		

Appendix (F.)

26th March.

(E.)

Account of the number of Miles of established Mail Route in Nova Scotia and New Brunswick.

Number of Miles,.....	1,223
Number of Miles travelled by the Post weekly,.....	2,402

Extent of established Mail Routes.

No. 13.

GENERAL POST OFFICE,
Halifax, 16th January, 1841.

No. 13.

SIR,—I herewith transmit the Documents required by the 23th Instruction.

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

J. HOWE.

C. Dunkin, Esq., &c. &c. &c., Montreal.

A RETURN shewing the Amount of Revenue derived from Unpaid Letters Received and Paid Letters Sent, Way and Ship Letters, Forward and Missent, sent to Dead Letter Office; Salary to Deputy Post Master General, Assistant, &c. for three years ending 5th July, 1840, at the Post Office, Halifax.

Return.
Revenue of Department in Lower Provinces, &c.

Aggregate Amount of Unpaid Received and Paid Sent.		Missent and Forward, &c.		Salary to Deputy Post Master General and Assistant,		Allowed for Office Rent, Fuel, Stationery.
	Currency. £ s. d.		Currency. £ s. d.		Currency. £ s. d.	Currency.
Unpaid Received from England, Paid Sent to England,.....	2963 14 9	Forward and Missent,.....	2118 4 9½	Salary to Deputy Post Master General.....	1398 9 2	£166 13 0 The allowance for Stationery is £11 2 2½ per annum included in the above amount.
Offices with which Halifax keeps accts.	9906 2 6	Sent to Dead Letter Office, London,	1584 8 11	Do. Assistant....	349 12 3	
Way and Ship Letters,	275 10 5½	Paid for Ship Letters, Cash remitted to London,.....	7455 3 8			
		Paid for Riding Work in Nova Scotia and New Brunswick,	15900 0 0			

Account of Premium paid on Dollars and loss on British Silver for 3 years ending 5th July, 1840.

	British Silver.	Dollars.
Loss on Coin.....	£61 5 8.	208 9 2½ 61 5 8
	Currency...	£264 14 10½

Loss on remittances to General Post Office, London.

Appendix (F.)

REVENUE of the Post Office in Nova Scotia, for three years ending 5th July, 1840.

Appendix (F.)

26th March.

26th March.

(E.)
Revenue of Post Office in Nova Scotia.

(E.)

	Aggregate amount Received and Sent.	Forward.	Commission.	Net Revenue.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Windsor,.....	440 4 8	66 16 9	75 1 6½	141 18 4
Kentville,.....	397 1 2½	31 12 11½	73 3 6	104 16 5½
Annapolis,.....	328 3 6½	102 3 8½	52 2 10	210 16 6
Digby,.....	226 1 2½	55 0 10½	36 5 2	138 1 6
Yarmouth,.....	619 17 6	26 0 1	118 17 6	407 10 11½
Shelbourne,.....	218 14 5	95 12 5	24 12 5	64 6 3
Liverpool,.....	228 1 3	16 10 4½	42 6 3½	149 18 8½
Lunenburg,.....	141 11 1	11 3 10	26 3 6	71 6 7½
Truro,.....	277 14 10	53 3 0	36 16 4	188 0 9½
Cumberland,.....	972 4 4½	519 13 8	70 10 0	272 13 0
Pictou,.....	1707 0 6	630 13 0	210 16 8	802 0 0
Antigonish,.....	843 16 7	306 4 3	108 0 2	378 15 0
Parrsborough,.....	80 2 2½	6 5 5½	14 16 10	64 0 0
Arichat,.....	304 0 9	37 15 11½	59 12 6½	199 14 5½
Sydney,.....	960 16 3½	90 14 9	189 6 1	707 19 0½
Wallace,.....	199 5 11	10 2 0½	38 3 1½	122 7 10½
	7944 16 4½	2059 13 1½	1176 14 4	4004 8 7½

Ditto in New Brunswick.

REVENUE of the Post Offices in New Brunswick for three years ending 5th July, 1840,

	Aggregate Amount Received and Sent.	Forward.	Commission.	Incidentals.	Net Revenue.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Saint John,.....	12039 17 1½	8975 19 1½	780 6 11	170 0 6½	2113 19 7
Fredericton,.....	4717 6 2½	1326 17 11½	560 0 3	603 11 10	2116 15 5½
St. Andrews,.....	5064 14 3	4727 14 8	127 0 0	45 13 1	101 10 9
St. Stephens,.....	370 7 11	16 9 8	69 19 4		283 0 0
St. George,.....	247 16 2½	64 11 0	35 18 9		149 8 5
Sussex Vale,.....	235 11 9	25 15 5	41 16 2		171 1 0
Gagetown (3 qrs. of a year,).....	29 17 6½	0 7 9½	4 13 11½		18 3 3½
Kingston,.....	55 7 1½	8 1 7	9 1 2½		39 18 10
Dorchester,.....	437 5 3	105 10 4	64 6 11½		257 7 11½
Richibucto,.....	418 4 1½	31 18 2½	75 4 6½		310 5 6½
Miramichi,.....	2234 5 1½	956 11 7	218 6 6½	31 0 0	896 1 1½
Bathurst,.....	447 2 8	107 11 0½	67 11 4		276 11 2½
Dalhousie,.....	651 7 9	218 18 2	84 10 9		370 15 10
	26949 3 7½	16566 6 6½	2138 16 6½	850 5 5½	7104 19 0

Incidental expenses of Department in Lower Provinces.

AMOUNT of Incidentals in Nova Scotia and New Brunswick, for three years ending 5th July, 1840.

Included in this sum are Blanks for Offices in Nova Scotia, New Brunswick and Prince Edward Island,.....		£ s. d.
		1293 5 0½
The Post Master at Halifax has a yearly allowance for Stationery,.....	£ s. d.	
	11 2 2½	
The Post Master of St. John for ditto,.....	25 0 0	
Ditto for an Assistant,.....	72 0 0	
The Post Master at Fredericton for Stationery,.....	16 0 0	
Ditto for an Assistant,.....	100 0 0	
Ditto for Office Rent,.....	30 0 0	

Appendix (F.)

AMOUNT of Postage received from the Military Departments, &c., in Nova Scotia and New Brunswick for three years ending 5th July, 1840.

Appendix (F.)

26th March.

26th March.

(E.)

(E.)

Official Postage in Nova Scotia, and Military Department at St. John N. B.

Vide No. 1 and seq.

	Nova Scotia. Currency.	New Brunswick. Currency.
	£ s. d.	£ s. d.
Lieutenant General Commanding.....	204 19 2	
Military Secretary.....	453 19 7	
Deputy Adjutant General.....	344 7 8	
Deputy Quarter Master General.....	101 1 3	
Medical Department.....	133 2 2	
Commissariat Department.....	604 3 10	
Ordnance Department.....	273 19 5½	
Royal Artillery.....	91 6 7	
Royal Engineers.....	99 11 0½	
Members of the Council and Provincial Legislature.....	966 16 11	
Provincial Treasury.....	70 18 5	
Received by the Post Master in St. John from Military Departments in New Brunswick.....		1224 15 2

No. 14.

No. 14.

GENERAL POST OFFICE,

Halifax, 11th March, 1841.

Newspaper Postage, &c.

SIR,—I herewith transmit the Newspaper Return required by the Commission.

The Printers complain, and I believe with some justice, that they experience much trouble in collecting their subscriptions in the interior and that many of them they are unable to recover—instances have occurred in which my feelings have been annoyed by insulting remarks in some of the Newspapers opposed to the imposition of a tax on Newspapers transmitted through the Post Office. I believe it will be generally admitted that I have acted with leniency towards the Publishers of papers; I have admitted, as correct, their own statement of the numbers of papers respectively sent by them through the Post Office, and have charged for 80 of every hundred at the rate of two shillings and six pence per annum. The charge was paid by my predecessor to the Post Master here upwards of 50 years ago—I have never instituted any Law-suit for the recovery of my perquisite; if it was not paid I reconciled myself to the loss. The perquisite has been increasing for several years past, and is now of much benefit to me. Some Members of the Legislature here think it would be satisfactory to the people in the Country if the papers were sent free of charge and half penny paid for each to the Deputy Post Master General during the time he might hold the Office, but to cease upon his removal. The said halfpenny to be paid from the Provincial funds upon the necessary certificates being produced from the Publishers of papers—such an arrangement would be satisfactory to me.

If Her Majesty's Government think it advisable to do away with the perquisite, I have every confidence the consideration allowed to me in lieu of it would be liberal—much of the perquisite has been appropriated to the payment of Assistants whom I have been obliged to employ to enable me to get through with the business of the office.

The transmission of pamphlets through this Office has been very trifling—some few have been sent and taxed at the rate of a penny per sheet, which has been charged against the offices to which they have been sent, but no benefit has accrued to me from that source. Pamphlets may have been sent from St. Andrews, to interior parts of New Brunswick and Nova Scotia; if so the Postage was charged against the offices to which they were forwarded.

I am, Sir,

Your obedient servant,

J. HOWE.

C. Dunkin, Esq. &c. &c. &c.

Appendix
(F.)
26th March.
(E.)

Appendix
(F.)
26th March.
(E.)

NEWSPAPERS Published in Nova Scotia, New Brunswick, Prince Edward Island and Cape Breton.

Name of Paper.	Proprietor or Publisher.	When established.	Published.			Where Published.	Annual Charge.		Number sent by Post.			Annual sum paid Transmission.	When paid.	To Whom paid.	Remarks.
			Weekly.	Semi-Weekly.	Tri-Weekly.		Sold in Town.	Sent to Country.	To Subscribers.	To Post Masters.	Exchange				
Journal,	J. Munroe,	1840	Weekly.			Halifax,	15s.	17s. 6d.	100	20	50	£ s. d.			
Morning Herald,	J. Cunnable,		Ditto,		Tri-Weekly.	Ditto,	1d. each.		30	20	17				
Times,	Gossip & Coade,		Ditto,		Ditto,	Ditto,	20s.	22s. 6d.	79	12		47	10	0	
Morning Post,	J. H. Crosskill,	1840	Ditto,			Ditto,	12s.	15s.	20	30	17				
Royal Gazette,	J. Howe & Son,		Ditto,			Ditto,	15s.	17s. 6d.	79	12	20				
Guardian,	J. Martin,	1838	Ditto,			Ditto,	15s.	17s. 6d.	635	44	29				
Nova Scotian,	Jos. Howe,		Ditto,			Ditto,	20s.	22s. 6d.	1400	50	50				
Acadian Recorder,	English & Blackader,	1837	Ditto,			Ditto,	15s.	17s. 6d.	700	20	80				
Christian Messenger,	Baptist Society,	1823	Ditto,			P. E. Island,	15s.	15s.	12	3	26				
Royal Gazette,	Jas. Hazard,	1837	Ditto,			Ditto,	15s.	15s.	12	1	26				
Colonial Herald,	J. B. Cooper & Co,	1828	Ditto,			St. John,	15s.	17s. 6d.	140	12	22				
Observer,	D. A. Cameron,	1838	Ditto,			Ditto,	15s.	17s. 6d.	50	8	20				
Herald,	H. P. Sanction,	1809	Ditto,			Ditto,	15s.	15s.	56	18	49				
City Gazette,	Wm. Hill,	1811	Ditto,			Ditto,	15s.	17s. 6d.	80	21	30				
Courier,	Henry Chubb,	1836	Ditto,			Ditto,	15s.	17s. 6d.	80	10	35				
Chronicle,	L. Duvant & Co,	1837	Ditto,			Ditto,	15s.	17s. 6d.	244	30	25				
Sentinel,	E. Ward,	1838	Ditto,			Fredericton,	15s.	15s.	120	15	32				
Standard,	A. W. Smith,	1838	Ditto,			St. Andrew,	15s.	17s. 6d.	130	7	17				
Mechanic & Farmer,	Jno. Stiles,	1840	Ditto,			Pictou,	15s.	17s. 6d.	126	10	17				
Cape Breton Advocate,	R. Huntington,	1833	Ditto,			Sydney,	15s.	17s. 6d.	67	3	25				
Yarmouth Herald,	Alex. Lawson,		Ditto,			Yarmouth,	15s.	17s. 6d.							
Royal Gazette,	Jno. Simpson,		Ditto,			Fredericton,	15s.	17s. 6d.							
Gleaner,	J. A. Pierce,		Ditto,			Miramichi,									

Amount received for Postage on American Newspapers by the Deputy Post Master General for one year ending 5th January, 1841..... 135 0 0

N. B.—No Pamphlets passing through any of the Offices, American Books and Pamphlets seized by the Custom House at St. Andrews.

He rendered assistance in the office for several years for which he received no compensation, his papers are sent without charge. Nothing has yet been paid. Not yet received. Published by D. P. M. G. See accompanying explanation of Not yet received. Publisher. Not yet received. Half the perquisites have been allowed the Post Master by whom those papers were forwarded. Acct. sent to commissioners at Montreal. Thus paid nothing as yet.

Appendix (F.)

NEWSPAPER printed at Halifax, Nova Scotia, 1841.

Appendix (F.)

26th March.

26th March.

(E.)

(E.)

Name of Paper.	Proprietor.	When established.	Published			When published.	Annual charge.		No. sent by Post.			Annual sum paid for transmission for the year ending 1839.	When paid.	To whom paid.
			Weekly.	Semi-weekly.	Tri-Weekly.		Delivered in Town.	Sent to the country.	To Subscribers.	To Post Masters.	Exchange.			
The Novascotian,	Joseph Howe,	in 1825	Yes.			Thursday.	20s. cy.	22s 6d c.	1400	50	50			

* The country circulation of the Novascotian has been gradually increasing from about 450, in 1828, when it fell into the hands of the present proprietor, to this number. Last year it was 500 less, before the commencement of the new series.

The father of the present proprietor of the Novascotian held the office of Deputy Post Master General in this Province for nearly 16 years, during 7½ years of which he paid the whole of his own and the clerk's salary to the family of Mr. Boulton, the previous incumbent. The whole amount paid was about £1500. For ten years before he purchased the Novascotian, Joseph Howe, assisted his brother occasionally in the Post Office, for three or four years discharging the duty of Clerk, and for 11 months, during the absence in England of the Deputy Post Master General, taking entire charge of the Department. For these services he received no salary, the whole income of the office being so small. In consideration of these services his brother has declined receiving remuneration for mailing his Newspapers.

NEWSPAPER printed at Fredericton, New Brunswick, 1840.

Name of Paper.	Proprietor.	When established.	Published			Where Published.	Annual Charge.		No. sent by Post.			Annual sum paid for the transmission for the year ending 1839.	When paid.	To whom paid.
			Weekly.	Semi weekly.	Tri-weekly.		Delivered in town.	Sent to the country.	To Subscribers.	To Post Masters.	Exchange.			
Royal Gazette,.....	John Simpson,	About 1814.	Yes.			Fredericton,...	16s.	20s.	140	543	£17 10	Quarterly.	W. B. Phair.	

The Subscribers to the Royal Gazette have not varied in number for these 8 or 10 years—some years a dozen more or less.

J. SIMPSON,
Queen's Printer.

RETURN showing the Amount of Postage received from the Legislature for the three years ending 5th July last.

Return. Postage of Legislature of N. B.

		£	s.	d.	£	s.	d.
1838	The House of Assembly, " Legislative Council,	196	13	0	177	16	7
March,		41	3	7			
1839	The House of Assembly, " Legislative Council,	215	3	6	311	1	5
March, and September,		95	17	11			
1840	The House of Assembly, " Legislative Council,	240	19	2	336	8	0
March,		95	8	10			
					825	6	0

W. B. PHAIR,
Deputy Post Master.

Post Office,
Fredericton, 30th January, 1841. }

Appendix (F.)

RETURN shewing the several Amounts received from the Military Departments in Fredericton, for the period of three years ending 5th July last.

Appendix (F.)

26th March.

26th March.

(E.)
Return.
Postage of Military Departments, paid at Fredericton, N. B.

Date.	Department.	Amount Received.	Total.	Remarks.
Year ending 5 July 1838,...	The Major General,.....	£ s. d. 177 6 4	566 19 4½	
Ditto, 1839,...	Ditto,	225 6 6		
Ditto, 1840,...	Ditto,	164 6 6½		
Year ending 5 April 1840,...	The Brigade Major,.....	58 7 7	69 5 1	Taken from commencement of accounts.
Qr. do. 5 July 1840,...	Ditto,	10 17 6		
From 5 July 1838 to 5 July 1839,.....	The Commissariat Department,	58 2 7	213 11 3½	Ditto.
From 6 July 1839 to 5 July 1840,.....	Ditto,	155 8 8½		
From 5 Jan. 1839 to 5 Jan. 1840,.....	The Engineer Department,.....	6 15 5		
From 6 Jan. 1840 to 5 July 1840,.....	Ditto,	4 19 5	11 14 10	Ditto.
			861 10 7	

Post Office,
Fredericton, Jan. 11, 1841. }

WM. B. PHAIR,
Deputy Post Master.

No. 15.

No. 15.

Establishment of Halifax Post Office.

GENERAL POST OFFICE,
Halifax, 20th March, 1841.

SIR,—In answer to the fourth query, as to the nature and tenure of each Class of Post Office appointments subordinate to my own, I have to acquaint you that, in this office, until very recently, but one Assistant was employed, whose salary is one hundred pounds sterling; that a second is now employed at a salary of one hundred pounds sterling. That there are two Letter Carriers employed, whose only compensation is a penny upon the delivery of each Letter.

I owe it to the Letter Carriers to state, that, on receiving and despatching Mails, particularly those from and for England, I derive great assistance from them—that they make the fires and sweep out the offices, and perform the duties of Messengers, for all which they receive no compensation; I should be glad if some remuneration could be recommended for the services performed by them to the Department.

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

J. HOWE.

C. Dunkin, Esq. &c. &c. &c.

terior, and from the interior to Halifax, is never stated in the Bills which accompany their transmission.

This practice is the same as is observed in England on forwarding Mails to Halifax.

The American Papers received at St. Andrews last year for transmission through these Provinces amounted to 37,200.

For the number of Colonial Papers forwarded through the Offices in the Provinces, I beg respectfully to refer the Commissioners to the Return which I recently transmitted.

The number of Newspapers from Great Britain last year, independent of those for Canada, I should think amounted to 25,000—about a similar number of Colonial Papers was sent to England.

In forwarding Mails to England I have always kept an account of the number of Letters sent in each. The number forwarded in the year ending 5th January last was 36,470.

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

J. Howe.

C. Dunkin, Esq. &c. &c. &c.

No. 16.

No. 16.

Number of Letters and Papers passing by Post.

GENERAL POST OFFICE,
Halifax, 20th March, 1841.

SIR,—With reference to the Query No. 31, I find it impossible to make any statement which would be satisfactory to the Commissioners or to myself—Mr. Stayner can explain the manner in which the Letter Bills are made out and the accounts kept. The number of Letters forwarded from Halifax to the in-

No. 17.

No. 17.

GENERAL POST OFFICE,
Halifax, 25th March, 1841.

Emoluments of Deputy Post Master at Halifax.

SIR,—I herewith transmit the answer to Query No. 3.

I am Sir, Your obedient servant,

J. HOWE.

C. Dunkin, Esq. &c. &c. &c.

Appendix
(F.)
26th March.
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STATEMENT shewing the several sources of Revenue from which the Official Income of the Deputy Post Master General of Nova Scotia was derived, for three years ending 5th July 1840.

Salary £100 Sterling per annum—derived from Post Office.

Revenue raised in Nova Scotia.

Newspaper Privilege,.....	1838	£255.
	1839	271.
	1840	330.

No Commission, Agency or Allowance for Officers—£50 is allowed for Office Rent, Fuel and Stationery. This was the allowance 36 years since when the present incumbent entered the Office with his predecessor, and it is now, and has been for several years past, not more than sufficient to enable him to procure the Fuel and Stationery which are required.

No. 15.

No. 18.

Extension of Mail routes.

GENERAL POST OFFICE,
Halifax, 26th March, 1841.

SIR,—In answer to Query No. 18, I have to state, that I believe throughout the range of my control much satisfaction is experienced by the Public—I hear of no complaints. Applications for the extension of the Post Communications are, generally speaking, made by Petition to the Legislature, or the necessity of them represented by Members of the Assembly in their places. The means required, until last year, were voted by the Legislature of this Province, and the routes recommended were established. The expense of the routes established by the Legislature for the quarter which terminated on the fifth of October last, was defrayed by the Province, as also a portion of that for the January quarter. This proceeding was rendered necessary in consequence of the Inland Revenue not being sufficient to meet the expense of the Inland Communication.

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

J. HOWE,

C. Dunkin, Esq. &c. &c. &c.

No. 16.

No. 19.

Post Communications with Newfoundland and Bermuda.

GENERAL POST OFFICE,
Halifax, 26th March, 1841.

SIR,—With reference to Queries Numbers 19 and 20, I have to state, that Mail Boats have been established between Halifax and Bermuda, and Halifax and Newfoundland. That Mails for those places are made up, and forwarded by the Boats, in a very short time after the arrival of the Steam Packets from England. That the Letters are taxed fourpence Sterling, (single), that the Letters originating in Bermuda and Newfoundland are

Appendix
(F.)
26th March.
(E.)

debited in the Way Account of this Office. Letters bearing *forward postage* are debited in the Dead Letter Account with the General Post Office. Paid Letters sent from this Office to Bermuda and Newfoundland are also debited in the Way Letter Account.

It is impossible for me to form any opinion of the extent of correspondence carried on between Halifax, Newfoundland and Bermuda. The commercial intercourse between this Port and Newfoundland is of considerable extent—much more than between Halifax and Bermuda; all the Merchant Vessels carry more or less of Letters and Papers. As the allowance for Letters and Papers has been recently increased I think the Ship Letter Revenue will improve.

I am not aware of any improvement which can be made in the Post Office Communications with Bermuda and Newfoundland.

The Inland Postage is received in the Offices under my charge on Letters forwarded to Halifax for transmission to Newfoundland and Bermuda.

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

J. HOWE.

C. Dunkin, Esq. &c. &c. &c.

No. 20.

No. 20.

GENERAL POST OFFICE,
Halifax, 2nd April, 1841.

Official Franking in Nova Scotia.

SIR,—I have to state with reference to Query No. 29, that there is no Franking Privilege enjoyed by any of the Public Departments in Nova Scotia, New Brunswick and Prince Edward Island. That in the year 1827, His Excellency Sir James Kempt, the then Governor of this Province, in consequence of the Post Communications being mainly supported by Provincial Funds, directed me to send under my Official Frank the correspondence of the Secretary's Office, which could also embrace the Public Letters of the Adjutant General of Militia. I felt it to be my duty to obey His Excellency's commands—and also to allow, for the reason stated, the Revenue Returns of the Province to pass free. And I have further to state that three years since, at the request of the Commissary General, I allowed Pensioners' Papers to be forwarded through the Department without charge, under envelopes open at the ends.

I suppose the correspondence of the Secretary's Office would amount to £75 per annum—of the Revenue Department to £25—The Pensioners' Papers to a similar sum; while the sum paid from the Provincial Treasury increased from eight hundred pounds to one thousand and five hundred pounds.

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

J. HOWE.

C. Dunkin, Esq.
&c. &c. &c.

Appendix (F.)

RETURN of Sums paid Couriers in New Brunswick, year ending 5th January, 1841.

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Cost of Mail transport in New Brunswick.

				No. of Miles.	£ s. d.
Courier from	Dorchester,	to Richibucto,	Twice a week,	See Map and Tables.	180 0 0
Do.	Richibucto,	Miramichi,	do. do.		130 0 0
Do.	Miramichi,	Bathurst,	Once do.		120 0 0
Do.	Bathurst,	Dalhousie,	do. do.		100 0 0
Do.	Dalhousie,	Campbelltown,	Service do.		20 0 0
Do.	Dorchester,	Bend Petticodiac,	do. do.		47 10 0
Do.	Bend Petticodiac,	Sussex Vale,	do. do.		120 0 0
Do.	Sussex Vale,	St. John,	do. do.		120 0 0
Do.	St. John	St. Andrew,	do. do.		200 0 0
Do.	St. Andrew,	Robinstown,	do. do.		35 0 0
Do.	St. Andrew,	St. Stephen's,	.....		35 15 0
Do.	St. Johns,	Fredericton, via the Nerepis Road twice a week in Winter,	.....		180 0 0
Do.	do.	do.	2 Steamers during the Navigation,		40 0 0
Do.	Fredericton	Finger Board, 30 Miles from St. John on Main Road,	.....		150 0 0
Do.	do	do.	2nd Mail,		150 0 0
Do.	St. John,	Dorchester,	2nd do.		287 10 0
Do.	Fredericton,	New Castle,	Once a week,		85 0 0
Do.	St. John,	Indian Town,	Twice do.		5 0 0
Do.	Hampton,	Kingston,	Once do.		20 0 0

RETURN of Sums paid Post Office Couriers in Nova Scotia, year ending 5th January, 1841.

Cost of Mail transport in Nova Scotia.

Vid. supr. No. 11.

				No. of Miles.	£ s. d.
Courier from	Halifax,	to Annapolis,	Twice a week,	See Map and Tables.	132
Do.	Annapolis	Digby,	Once a week,		22
Do.	Windsor,	Shelburne,	do.		400 0 0
Do.	Yarmouth,	Digby,	do.		60 0 0
Do.	Ditto,	Shelburne,	do.		370 13 6
Do.	Trefoys,	Noel,	do.		224 19 3
Do.	Newport,	Petite,	do.		102 16 7
Do.	Wolfville,	Cornwallis,	do.		50 0 0
Do.	Bridgetown,	Granville Point,	do.		20 0 0
Do.	Guysboro,	Canso,	do.		23 15 0
Do.	Pictou,	Wallace,	do.		30 0 0
Do.	Mabou,	Plaister Cove	do.		22 12 6
Do.	Ditto,	Margaree,	do.		65 0 0
Do.	Antigonish,	St. Mary,	do.		25 0 0
Do.	Margaree	Cheticamp,	do.		20 0 0
Do.	Digby,	Brier Island,	do.		30 0 0
Do.	Londonderry,	Economy,	do.		12 10 0
Do.	Pictou,	Antigonish,	do.		42 0 0
Do.	Gay's River,	Musquadoit,	do.		20 0 0
Do.	Antigonish,	Guysboro,	do.		190 0 0
Do.	Parrsboro,	Advocate Harbour,	do.		40 0 0
Do.	Antigonish,	Cape George,	do.		40 0 0
Do.	Mabou,	Argyle,	do.		37 11 11
Do.	Pictou,	Earl Town,	do.		15 0 0
Do.	Guysboro,	Country Harbour,	do.		31 0 0
Do.	Pictou,	New Glasgow,	do.		20 0 0
Do.	St. Peters,	L'Ardoise,	do.		20 0 0
Do.	Truro,	Tatamagouche,	do.		18 15 0
Do.	Wallace,	River Philip,	do.		20 0 0
Do.	Sydney,	Louisburg,	do.		10 0 0
Do.	Parrsboro,	Amherst,	do.		40 0 0
Do.	Liverpool,	Brookfield,	do.		26 0 0
Do.	Sydney,	Baddeck,	do.		40 0 0
Do.	Antigonish,	Plaister Cove,	do.		25 0 0
Do.	Sydney,	Arichat,	do.		60 0 0
Do.	Ditto,	Louisburg,	do.		26 0 0
Do.	Ditto,	Margaree,	do.		90 0 0
Do.	Ditto,	Main-a-dieu,	do.		26 0 0
Do.	Ditto,	Bridgeport,	do.		40 0 0
Do.	Arichat,	Grand Ance,	do.		6 0 0
Do.	Ditto,	St. George's Channel,	do.		20 0 0
Do.	Halifax,	Pictou,	Twice a week,		25 0 0
Do.	Truro,	West Chester,	do.		20 0 0
Do.	Westchester,	Dorchester,	do.		285 0 0
2d. mail	Halifax,	Ditto,	do.		90 0 0
Do.	Plaister Cove,	Grand Ance,	.....		205 0 0
Do.	Windsor,	Halifax,	.....		500 0 0
Paid Mr. Barlow for conveying Mails per Steamer (during the summer) weekly from St. John to Windsor,					50 0 0

Appendix
(F.)

26th March.

(E.) No. 21.

Commission of
Deputy Post
Master General
at Halifax.

No. 21.

GENERAL POST OFFICE,
Halifax, 26th April, 1841.

SIR,—I enclose a copy of my Commission. In 1833, I was directed to assume the charge of the Post Office Department in New Brunswick.

In 1836, my salary was increased to four hundred per annum.

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

J. HOWE.

C. Dunkin, Esq.
&c. &c. &c.

THOMAS EARL OF CHICHESTER, and JAMES MARQUESS
OF SALISBURY, His Majesty's Post Master General.

To all to whom these Presents shall come, Greeting: KNOW YE, that We the said Thomas Earl of Chichester and James Marquess of Salisbury, having received good testimony of the Fidelity and Loyalty to his Majesty of John Howe, Junr. Esquire, and of his ability to be Agent, Manager and Director of His Majesty's Packets, appointed and established for carrying the Mails and Expresses between Falmouth and Halifax, Nova Scotia, and reposing great trust and confidence in him, do by these presents, depute, nominate, constitute, authorize and appoint him the said John Howe, Junr. our Agent, Deputy Manager and Director of His Majesty's Packet-boats aforesaid established for carrying and conveying the said Mails, &c. between Falmouth and Halifax, to do, execute and perform all things belonging to the said Office or employment according to such Orders and Instructions as he shall from time to time receive from Us or by Our order, and for his care and diligence in the said service he is to have and receive the yearly sum of two hundred and twenty pounds Sterling to be paid him quarterly, commencing from the time he took upon himself the duties of the said Office, and to continue as long as We shall think it requisite for His Majesty's service; and We do hereby require all Officers and other persons concerned to give due obedience to the same in their several stations.

Given at the General Post Office, under our Hands and Seal of the said Office, this twenty eighth day of August, 1818, and in the fifty-eighth year of His Majesty's Reign.

(Signed,) CHICHESTER.
SALISBURY.

By Command,
(Signed,) T. Freeling, Secretary.

Appendix
(F.)

26th March.

(E.)

Deputy Post
Master General's
Franking and Newspaper
Privilege.

No. 22.

GENERAL POST OFFICE,
Halifax, 29th April, 1841.

SIR,—In answer to Query No. 1, in your Letter of the twenty third February, viz. "How many Letters or Packets, as nearly as you can judge, do you send by the Post, under your Franking Privilege?" I have to state, that independently of those referred to in my Letter of the third instant, and of those on the business of the Department, I should suppose about one hundred.

To Query No. 2, I answer about a similar number; in reference to Query No. 3, I have to state that, as Publisher of the Royal Gazette, I exchange with the Proprietors of other papers. I have never charged any sum on the exchange papers received and forwarded by other Printers in these Colonies.

To Query No. 4. "What do you consider to be the yearly value to you, in money, of your Franking privilege—having regard as well to Newspapers as to Letters sent and received?" I answer, about £450 Sterling.

With reference to the 5th Query, I would only say that I shall be quite satisfied to receive whatever sum the Commissioners may be pleased to recommend.

I should however humbly hope that it would not be less than three hundred pounds Sterling.

I am, Sir,
Your obedient servant,

J. HOWE.

Appendix
(F.)

APPENDIX (F.)

Appendix
(F.)

26th March.

BLANK FORMS IN USE IN THE HALIFAX CHARGE—FURNISHED BY THE POSTMASTERS AT ST. JOHN AND FREDERICTON.

26th March.

(F.)

(F.)

Blanks forms
in Lower Pro-
vinces.

No. 1.

Monthly
Sheets.

No. 1.

Form of Monthly Sheets.

Sent Side.

Date.	Letters sent from		to		Rate of Postage.			Rate of Postage.			Name of Post Towns.	Forward Postage.	Paid Postage.	Total carried over.	
	Unpaid.		Unpaid.		Unpaid.			Unpaid.							
	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.					
184															
6															
7															
8															
9															
10															
11															
12															
13															
14															
15															
16															
17															
18															
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24															
25															
26															
27															
28															
29															
30															
31															
1															
2															
3															
4															
5															
Total,															

P. M.

Appendix
(F.)

26th March.

(F.)

Received Side.

N. B.—All Post Bills which differ in the two Amounts are to be sent with your Vouchers folded into that to which they belong.

Letters received at

from

Date.	Rate of Postage.			Rate of Postage.			Rate of Postage.			Name of Post Towns.	£ s. d.
	Unpaid.	Paid.	Forward.	Unpaid.	Paid.	Forward.	Unpaid.	Paid.	Forward.		
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
184											
7											
8											
9											
10											
11											
12											
13											
14											
15											
16											
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25											
26											
27											
28											
29											
30											
31											
1											
2											
3											
4											
5											
The Dates in the date Column to be the same as those on the Post Bills received.											
First total,											
Add the Additional Postage.											
Second total.											
Additional Postage on Letters Examined and Re-charged.											

Appendix
(F.)

26th March.

(F.)

Appendix (F.)

No. 2.

Appendix (F.)

26th March.

FORM of Monthly Abstract, exchanged between Corresponding Offices before the Accounts are sent to Halifax.

26th March.

(F.) No. 2.

Amounts of Letter Bills received from, and sent to, the

Post Office, during the month

(F.)

Monthly Abstract.

Date.	Received.			Sent.		
	Unpaid.	Paid.	Forward.	Unpaid.	Paid.	Forward.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
6						
7						
8						
9						
10						
11						
12						
13						
14						
15						
16						
17						
18						
19						
20						
21						
22						
23						
24						
25						
26						
27						
28						
29						
30						
31						
1						
2						
3						
4						
5						
Total.						

If the above agree with the entries in Mr. Bye Bills he will please retain this Document and forward it with his Quarterly Accounts to the General Post Office—If not, he will return it, with the Disagreements pointed out, when a corrected Statement will be transmitted to him, which he will send to Halifax.

P. M.

Post Office,

No. 3.

No. 3.

Letter Bill.

FORM of Letter Bill.

Letters for	Post Office,	18	Additional Postage on Letters examined and re-charged. £ {	
	Unpaid £	Amount Sent.		Amount Rec.
	Paid £			
	Forward Postage £			
		P. M.		

Appendix (F.)

26th March.

(F.)

No. 4.

Form of Quarterly Abstract sent with Accounts to Halifax.

ABSTRACT of the Monthly Sheets of the Office at

Quarter ending 5th

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Appendix (F.)

26th March.

(F.) No. 4.

Quarterly Abstract.

MONTHS.	SENT.			RECEIVED.		
	Unpaid.	Paid.	Forwarded.	Unpaid.	Paid.	Forwarded.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
From the 6th to the 5th						
From the 6th to the 5th						
From the 6th to the 5th						
Total,.....						

(Signed in duplicate)

P. M.

No. 5.

Form of Account Current in common use.

Dr.

The Post Office at

in account with the General Post Office in Nova Scotia.

Cr.

For the Quarter ending the 5th

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No. 5.

Account Current.

	Currency.		Currency.
	£ s. d.		£ s. d.
To Postage on Letters remaining in Office last Quarter,.....		By Postage on Letters remaining in this Office this Quarter,.....	
To Postage on Paid Letters sent from, and Unpaid Letters received at, this Office this quarter (per Abstract),.....		By Postage on Dead Letters, and forwarded sent Letters (per Abstract),.....	
To Postage on Way Letters (per Account),... ..		By Commission on the net proceeds at 20 per cent,.....	
To Undercharges,.....		By incidental charges (per Receipts),.....	
To Amount of Ship Letters belonging to this Office,.....		By Pence paid for Ship Letters,.....	
		By Cash to Balance,.....	

I do solemnly and sincerely declare that the above is a just and true account of all matters and things contained therein—and I make this solemn Declaration conscientiously believing the same to be true.

Declaration made before me }
this day of 183 }

The Magistrate }
to sign here. }

The Post Master }
to sign here. }

The mode of ascertaining the Net Letter Postage collected (in order to calculate the Commission thereon) is as follows:— From the amount of Postage opposite the items of "Letters remaining last Quarter," "Paid and Unpaid Letters," "Way Letters," and "Undercharges," you deduct the sums which appear from the credit side of the Account, opposite the items of "Letters remaining this Quarter," "Dead Letters and Forwarded Letters," and upon the Balance the Commission on the Letter Postage is to be struck.

No. 6.

Form of Account Current in use at the St. John Post Office.

Post Office, St. John, New Brunswick, Quarter ending 5th

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No. 6.

Account Current at St. John Post Office.

Dr.	No. of Vouchers.	Currency.	Mark of Vouchers.	Currency.
		£ s. d.		£ s. d.
To Balance due by Deputies,.....			By Letters mis-sent and re-directed to other Offices,.....	
To Balance due by St. John,.....			By Incidental Charges,.....	
To Aggregate Amount of Unpaid Letters received and of Paid Letters sent to other Offices,.....			By Salaries per Account,.....	
To amount of Postage of Towns in New Brunswick, or Deputies under St. John,.....			By Account of Balances due by St. John and Deputies under St. John,.....	
To amount of Way Letters,.....			By Pence paid for Ship Letters,.....	
To amount of Ship Letters,.....			By Cash remitted,.....	

I do solemnly and sincerely declare that the above is a just and true Account of all matters and things contained therein, and I make this solemn Declaration, conscientiously believing the same to be true.

Declaration made before me this day of 183

The Magistrate }
to sign here. }

The Post Master }
to sign here. }

Memo.—Balance as above,..... £
Letters on hand,.....

£

Appendix (F.)

26th March.

(G.)

APPENDIX (G.)

Appendix (F.)

26th March.

(G.)

ANSWERS OF POST MASTERS AT FREDERICTON AND ST. JOHN, ON THE SUBJECT OF OFFICIAL POSTAGE AND FRANKING.

No. 1.

No Official Franking in New Brunswick.

No. 1.

POST OFFICE,
Fredericton, 29th April, 1841.

SIR,—In compliance with your letter of the 17th instant, I forward a Return shewing the amount of Postage paid by the Civil Departments with which I keep Accounts for the last three years and paid by the Province.

There is no right of franking exercised by any individual. I regret to say that the receipts in my office will in future be materially diminished by the removal of the Military Command, the Major General, Military Secretary and Major of Brigade, which will lessen my commissions little short of £100 per annum.

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

WM. B. PHAIR,
Deputy Post Master.

C. Dunkin, Esq., Secretary.

Amount of Civil Department Postage at Fredericton.

RETURN in compliance to a requisition from the Post Office Commission at Montreal dated 17th April, 1841. (Shewing the several amounts received for Postage from the Civil Departments from 5th July, 1837, to 5th July, 1840.

Date.	Civil Departments.	Amount.	
		£ s. d.	Total. £ s. d.
Year ending 5th July, 1838,.....	The Lieutenant Governor,.....	88 16 5	337 9 11½
Ditto, 1839,.....	Ditto,	112 13 10½	
Ditto, 1840,.....	Ditto,	135 19 7½	
Year ending 5th July, 1838,.....	Provincial Secretary,.....	85 9 4	268 14 10½
Ditto, 1839,.....	Ditto,	95 3 5	
Ditto, 1840,.....	Ditto,	88 2 1½	
Year ending 5th July, 1838,.....	Crown Land Department,.....	150 3 4½	528 11 9½
Ditto, 1839,.....	Ditto,	188 17 0½	
Ditto, 1840,.....	Ditto,	189 11 4½	
			1134 16 7½

WM. B. PHAIR,
Deputy Post Master.

Post Office,
Fredericton, April 29, 1841. }

No. 2.

Official Postage (Military) at St. John, N. B.

No. 2.

POST OFFICE,
St. John, 29th April, 1841.

SIR,—I beg to enclose copies of the amount of Postage charged to the Public Departments at St. John, N. B., at the close of each Quarter, during the three years ended 5th July last.

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

J. HOWE, JR.,
Post Master.

C. Dunkin, Esq., Secretary to Commission.

AMOUNT of Postage paid by the Commandant at St. John, N. B., during the three years ended 5th July last.

	£ s. d.
From 5th July to 5th October, 1837,.....	0 19 4
" 5th October to 5th January, 1838,.....	3 11 6
" 5th January to 5th April, 1838,.....	7 3 6
" 5th April to 5th July, 1838,.....	10 16 7
" 5th July to 5th October, 1838,.....	8 1 8
" 5th October to 5th January, 1839,.....	11 18 8½
" 5th January to 5th April, 1839,.....	4 15 1
" 5th April to 5th July, 1839,.....	6 6 4
" 5th July to 5th October, 1839,.....	3 0 1
" 5th October to 5th January, 1840,.....	1 17 7½
" 5th January to 5th April, 1840,.....	2 13 7½
" 5th April to 5th July, 1840,.....	3 7 3
Currency,.....	£ 64 11 3½

Appendix (F.)

26th March.

(G.)

AMOUNT of Postage paid by the Artillery Department at St. John, N. B., during the three years ended 5th July last.

	£	s.	d.
From 1st July to 30th September, 1837,	3	1	6
" 30th September to 31st December, 1837,	4	4	7
" 1st January to 31st March, 1838,	2	17	1
" 1st April to 30th June, 1838,	2	12	9
" 1st July to 30th September, 1838,	5	9	8
" 1st October to 31st December, 1838,	3	5	3
" 1st January to 31st March, 1839,	5	14	7
" 1st April to 30th June, 1839,	5	4	6
" 1st July to 30th September, 1839,	5	14	2
" 1st October to 31st December, 1839,	3	14	3
" 1st January to 31st March, 1840,	5	2	1
" 1st April to 30th June, 1840,	3	14	6
Sterling,.....£	50	14	11
Currency,.....£	60	16	11½

AMOUNT of Postage paid by the Engineer Department at St. John, during the three years ended 30th June last.

	£	s.	d.
From 1st July to 30th September, 1837,...	2	7	3
" 1st October to 31st December, 1837,...	1	5	3
" 1st January to 31st March, 1838,...	3	16	9
" 1st April to 30th June, 1838,...	4	3	1
" 1st July to 30th September, 1838,...	4	4	11
" 1st October to 31st December, 1838,...	3	1	11
" 1st January to 31st March, 1839,...	8	1	7
" 1st April to 30th June, 1839,...	5	19	0
" 1st July to 30th September, 1839,...	6	2	4
" 1st October to 31st December, 1839,...	3	18	5
" 1st January to 31st March, 1840,...	7	5	7½
" 1st April to 30th June, 1840,...	2	8	7
Currency,.....£	52	14	8½

AMOUNT of Postage paid by the Ordnance Department at St. John, N. B. during the three years ended 30th June last.

	£	s.	d.
From 1st July to 30th September, 1837,...	7	10	10
" 1st October to 31st December, 1837,...	7	13	10
" 1st January to 31st March, 1838,...	9	15	8
" 1st April to 30th June, 1838,...	11	3	4
" 1st July to 30th September, 1838,...	9	8	0
" 1st October to 31st December, 1838,...	8	16	1
" 1st January to 31st March, 1839,...	13	5	3
" 1st April to 30th June, 1839,...	15	17	8
" 1st July to 30th September, 1839,...	6	8	10
" 1st October to 31st December, 1839,...	4	15	1
" 1st January to 31st March, 1840,...	6	9	9
" 1st April to 30th June, 1840,...	9	6	2
Sterling,.....£	110	14	6
Currency,.....£	132	17	4

AMOUNT of Postage paid by the Commissariat Department at St. John, N. B. during the three years ended 5th July last.

	£	s.	d.
From 6th July to 5th October, 1837,.....	57	19	10½
" 6th October to 5th January, 1838,.....	58	16	8½
" 6th January to 5th April, 1838,.....	109	6	7½
" 6th April to 5th July, 1838,.....	86	12	9
" 6th July to 5th October, 1838,.....	69	19	11
" 6th October to 5th January, 1839,.....	81	4	11
" 6th January to 5th April, 1839,.....	125	7	11
" 6th April to 5th July, 1839,.....	73	19	7
" 6th July to 5th October, 1839,.....	64	13	11
" 6th October to 5th January, 1840,.....	58	19	8
" 6th January to 5th April, 1840,.....	59	5	9
" 6th April to 5th July, 1840,.....	53	18	3
Currency,.....£	900	5	10½

Appendix (F.)

26th March.

(G.)

APPENDIX (H.)

(H.)

ANSWERS of Post Masters at St. Andrews and St. John, on the subject of the collection of United States' Postage.

No. 1.

No. 1.

POST OFFICE,
St. Andrews, N. B., 2nd Feb. 1841.

Amount of
United States'
Postage at St.
Andrews, N.B.

SIR,—I have the honor to acknowledge the receipt of your letter of the 16th ultimo, and have now the pleasure of enclosing the Return of United States' Postage required by the Commissioners.

The proportion of United States' Postage properly so called (as distinguished from Ship Letters for and from these Provinces passing through the United States), I think to have been about one half.

The whole tide of correspondence between Great Britain and these Provinces has not yet diverged into the direct communication by steam between Liverpool and Halifax, but it is rapidly doing so, and the falling off in the gross amount of United States' Postage will be fully two thirds of the present return.

Very respectfully, I remain, Sir,
Your most obedient servant,

GEO. F. CAMPBELL,
Post Master.

To C. Dunkin, Esq., Sec. P. O. C. Montreal.

Appendix
(F.)RETURN of United States' Postage collected at the St. Andrews (N. B.) Post Office, during the year ending
5th Oct. 1840.Appendix
(F.)

26th March.

26th March.

(11.)
Return.

(H.)

1840.	Gross.	Deduct.		Net.	Remarks.
		Missent and Over charged.	Dead Letters.		
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
During the Quarter ending 5th January, 1840,	387 18 1½		22 0 3½	365 17 10	
Ditto 5th April, 1840,.....	384 14 9		17 8 5	367 6 4	
Ditto 5th July, 1840,.....	416 2 9½		36 16 8	379 6 1½	
Ditto 5th October, 1840,.....	316 16 10		25 0 6	291 16 4	
	1505 12 6		101 5 10½	1404 6 7½	

GEO. F. CAMPBELL,
Post Master.Post Office,
St. Andrews, N. B., 2d Feb. 1841.

No. 2.

No. 2.

How collected
and accounted
for.POST OFFICE,
St. Andrews, N. B., 3rd May, 1841.

SIR,—In reply to your letter of the 20th ultimo, received on the evening of the 1st, I beg to state:—

1.—The American Postage for which I account to the General Post Office, Washington, is almost exclusively charged by me as Forward Postage to the Post Master at St. John, and is included in the gross amount of Unpaid Postage charged against that Office.

2.—I refer you to the accompanying forms of my Accounts Current.

With the exception of occasionally letters bearing United States' Postage being charged against Quebec, Fredericton, St. Stephen and St. George, (amounting to about £8 or £10 per annum,) all letters bearing American Postage except those for this place are charged against the Post Master at St. John; who at the end of each quarter receives those unclaimed, refused, &c., from other offices, forwarding them to this and charging me with the gross amount of Postage, both American and Colonial. These letters I carefully examine, draw my pen through the American Postage, cross them and mark the Colonial Postage in red ink. I then return them to St. John, charging the Colonial tax only as Dead Letter Postage, and taking credit for the amount of United States' Postage in my account current with the General Post Office, Washington; and draw on the Post Master at St. John for the balance due the Department in Washington, which sum is added to the Unpaid and Forward Postage received from his office, on the last day of each quarter.

3.—I have never in any instance been requested to make, or made, any allowance to Post Masters for collecting American Postage.

In 1834 I had an interview in the General Post Office at Washington, with R. S. Hobbie, Esq., first Assistant Post Master General (the Hon. W. T. Barry, P. M. G., being indisposed); and among other subjects spoke of letters bearing Colonial Postage being admitted into the United States and the Postage accounted for in the same way as letters bearing American Postage are received in the Colonies. He was decidedly opposed to the suggestion, and concluded by remarking that it would require a Special Act of Congress to authorize the Post Master General to do so, and that the Department could not recommend a measure of the kind.

I can offer no suggestion that I think will be more satisfactory for the collecting and remitting United States' Postage, either for the public of these Provinces or for the General Post Office of the United States, than the system at present pursued.

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

GEO. F. CAMPBELL,
Post Master.

To C. Dunkin, Esq., S. P. O. C., Montreal.

Appendix (F.)

26th March.

(H.)

Enclosures.

Appendix (F.)

26th March.

(H.)

Dr. The Post Office St. Andrews in account with the General Post Office in Nova Scotia.

Cr.

For the quarter ending the 5th January, 1841.

	Currency.		Currency.
	£ s. d.		£ s. d.
To Postage on Letters remaining in Office last Quarter,.....	9 19 6	By Postage on Letters remaining in this Office this Quarter,.....	16 0 10
To Postage on Paid Letters sent from, and Unpaid Letters at, this Office this Quarter (per Abstract,).....	375 5 11	By Postage on Dead Letters, and forwarded sent Letters (per Abstract,).....	348 7 11
To Postage on Way Letters (per Account,).....	3 9 10½	By £40 Stg. per annum in security of Commission,.....	12 0 0
To Undercharges, paid sent to St. John wrong cast in addition Feb. 1839,.....	1 0 0	By incidental charges (per Receipts,).....	2 16 6
To amount of Ship Letters belonging to this office,.....	0 1 1½	By Pence paid for Ship Letters,.....	1 16 2
	389 16 5	By Cash to Balance,.....	8 15 0
			389 16 5

I, George F. Campbell, do solemnly and sincerely declare that the above is a just and true account of all matters and things contained therein—and I make this solemn Declaration conscientiously believing the same to be true.

Declaration made before me, }
this 16th day of January 1841. }

GEO. F. CAMPBELL,
Post Master.

Dr. Post Office, St. Andrews, N. B. in account current with the General Post Office, Washington,

Cr.

For Quarter ending 5th January, 1841.

	£ s. d.		£ s. d.
To Aggregate Amount of Unpaid Letters received this Quarter,.....	\$866,46 216 12 4½	By Dead Letters returned this Quarter,.....	\$98,98½ 24 14 11
To Newspapers and Pamphlets received this Quarter,.....	161,88½ 40 9 5	By Pamphlets, &c. seized by Her Majesty's Customs,.....	5,55 1 7 9
To Letters remaining on hand last Quarter,.....	405,63½ 101 7 2	By Letters remaining on hand this Quarter,.....	342,78½ 85 13 11
		By 20 per cent commission on amount collected,.....	197,33 49 6 8
		By Cash herewith to balance (draft on New York,).....	787,33½ 197 5 8½
	1433,98 358 8 11½		1433,98 358 8 11½

I, Geo. F. Campbell, do solemnly and sincerely declare that the above is a just and true Account of all matters and things contained therein, and I make this solemn Declaration, conscientiously believing the same to be true.

Declaration made before me, this }
16th day of January, 1841. }

GEO. F. CAMPBELL,
Post Master.

ABSTRACT of the Monthly Sheets of the Office at St. Andrews, Quarter ending 5th January, 1841.

Months.	Sent.			Received.		
	Unpaid.	Paid.	Forwarded.	Unpaid.	Paid.	Forwarded.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
From the 6th Oct. to the 5th Nov. 1840,.....	175 6 3	3 6 4	107 0 3	25 9 0	9 4 4½	10 9 10½
From the 6th Nov. to the 5th Dec. 1840,.....	168 4 11	3 14 9	101 14 8½	33 19 9½	10 10 2	20 19 5½
From the 6th Dec. to the 5th Jan. 1841,.....	217 1 2	4 19 8	139 12 11½	303 15 10½	10 9 10½	286 6 11
Total,.....	560 12 4	12 0 9	348 7 11	363 5 2	30 4 4½	317 16 3

(Signed in duplicate.)

GEO. F. CAMPBELL,
Post Master.

Appendix
(F.)

26th March.

(II.) No. 3.

And how at St.
John, N. B.

No. 3.

POST OFFICE,
St. John, 11th May, 1841.

Appendix
(F.)

26th March.

(II.)

SIR,—In answer to Query No. 1 in your letter of the 20th ultimo, I beg to state :—

That, with the exception of those for Quebec, Fredericton, St. Stephens and St. George, the letters from the United States are sent charged with the Inland as well as the American Postage, against this Office. Those for St. John are delivered; those for other parts of New Brunswick and Nova Scotia are forwarded, and debited against the respective Post Offices.

With reference to No. 2, I have to say the whole of the United States' Postage is brought into account at St. Andrews, and there considered as British Postage.

Dead Letters bearing United States' Postage are returned to St. Andrews; the Post Master there takes credit for the amount of United States' Postage charged upon them, in his account with the American Government.

I have only in conclusion to remark that the system pursued protects the British Post Office Revenue from any loss.

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

J. HOWE, Jr.
Post Master.

C. Dunkin, Esq., &c. &c. &c.

(I.)

APPENDIX (I.)

Transmission
by Post of
American Re-
prints.

CORRESPONDENCE relative to the transmission of American Re-prints by Post in British North America.

No. 1.

No. 1.

Collector at
Quebec reports
present usage.

II. JESSOPP, Esq., Collector of Customs at Quebec.

CUSTOMS,

Quebec, 14th Dec. 1840.

SIR,—In compliance with the request contained in your letter of the 19th ultimo, I would beg leave to state for the information of the Post Office Commissioners, that by the Act of Parliament 3d and 4th William IV, cap. 59, entitled: "An Act to regulate the Trade of the British Possessions abroad," "Books first composed or written or printed in the United Kingdom, and printed or reprinted in any other country, imported for sale," are prohibited to be imported; but that nevertheless, Books of that description, sold to subscribers, are to a considerable extent introduced into this Province through the Post Office.

I remain, Sir,
Your obedient servant,

II. JESSOPP,
Collector.

C. Dunkin, Esq. S. P. O. C., Montreal.

PORT OF QUEBEC.

A RETURN of the value of Books imported in the years 1838, 1839 and 1840.

Foreign Books admitted free, per Treasury orders, for the use of the Roman Catholic Seminaries, &c.

1838,	£143 18 11 Sterling.
1839,	657 16 2
1840,	405 19 11

Foreign Books, Law, Literature, and Religious, imported for sale and paying a duty of 30 per cent.

1838,	£106 8 10 Sterling.
1839,	182 16 4
1840,	325 0 0

British Books, chiefly Religious, liable to 2½ per cent.

1838,	£1274 6 2 Sterling.
1839,	714 3 8
1840,	1937 7 3

H. JESSOPP,
Collector.

Customs, }
Quebec, 4th March, 1841. }

Returns--va-
lue of books le-
gally imported.

CUSTOMS,
Quebec, 4th March, 1841.

SIR,—In compliance with the request of the Commissioners made to me when before them, I beg to transmit the enclosed return of British and Foreign Books, imported into this port in the years 1838, 1839 and 1840.

I am, Sir,
Your obedient servant,

II. JESSOPP,
Collector.

C. Dunkin, Esq., S. P. O. C.

No. 2.

No. 2.

WM. HALL, Esq., Collector of Customs at Montreal.

OFFICE OF THE POST OFFICE COMMISSION,
Montreal, 18th Feb. 1841.

To Collector at
Montreal, for a
return of books
imported.

SIR,—I have the honor, by direction of the Post Office Commissioners, to request that you will be kind enough to favor me for their information with a statement of the total amount of duties paid at the port of Montreal, during each of the three years ended 5th

Appendix (F.)

26th March.

(1.)

January last, on works of literature imported from the United Kingdom, and also on works imported from Foreign Countries; distinguishing therein Imperial from Colonial duties.

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

CHRIST'R. DUNKIN,
Secretary to Commission.

W. Hall, Esq., Collector, Port of Montreal,
&c. &c. &c.

His reply.

CUSTOMS,
Montreal, 23d Feb. 1841.

SIR—In reply to your letter of the 18th instant, addressed to me by the direction of the Post Office Commissioners, requesting for their information a statement of the total amount of duties paid at this Port during each of the three years ending 5th January last, on works of literature imported from the United Kingdom, and also on works imported from Foreign Countries, distinguishing therein the Imperial from the Colonial duties; I regret it is not in my power to furnish you, for the information of the Commissioners, with a statement of the duty on English works of literature imported from the United Kingdom; they being generally blended in the entries with Stationery and other articles coming under that denomination, so that at present it is impossible to ascertain their value, or the duty paid upon them; the only account kept distinct is that on Foreign Books, of which I herewith enclose to you a statement.

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

WM. HALL,
Collector.

C. Dunkin, Esq., Secretary,
&c. &c. &c.

Return.

STATEMENT of the value of Foreign Books imported into the Port of Montreal in the years ended 5th January 1839, 1840, and 1841, distinguishing the Imperial and Colonial duties levied thereon in each year.

Foreign Books.						
	Value,			Imperial duty,		Provincial duty.
	Sterling,			Sterling,		Halifax C.
	£	s.	d.	£	s.	d.
Imported.						
In the year ended 5th July 1839,.....	327	15	7	82	7	2
In the year ended 5th July 1840,.....	556	9	4	139	5	0
In the year ended 5th July 1841,.....	887	7	7	221	18	4
	1771	12	6	443	10	6
				44	14	9

WM. HALL,
Collector.

Customs,
Montreal, 23d Feb. 1841. }

No. 3.

Appendix (F.)

26th March.

(1.) No. 3.

W. MACRAE, Esq., Collector of Customs at St. Johns, (L. C.)

OFFICE OF THE POST OFFICE COMMISSION,
Montreal, 18th Feb. 1841.

To Collector at St. Johns, for return, &c.

SIR,—I have the honor to request, by direction of the Post Office Commissioners, that you will be so kind as to favor me for their information with a statement of the total amount of duty paid at the port of St. Johns, during each of the three years ended 5th January last, on works of literature imported from the United States.

I am further directed to ask for any information or suggestions you may feel at liberty to offer on the subject of the importation of American Re-prints of English publications.

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

CHRIST'R. DUNKIN,
Secretary to Commissioners;

W. Macrae, Esq., Collector, Port of St. Johns,
&c. &c. &c.

CUSTOM HOUSE,
St. Johns, 26th Feb. 1841.

His reply.

SIR,—I have the honor to acknowledge the receipt of your letter of the 18th instant, addressed to me by direction of the Post Office Commission, requesting a statement of the total amount of duty paid at this Port, during each of the three years ended 5th January last, on works of literature imported from the United States.

I beg leave to state, for the information of the Board, that the following sums have been collected by me, viz :—

For the year ended 5th January 1839, .	£279	9	6	Return.
Ditto ditto 1840, .	278	1	7	
Ditto ditto 1841, .	496	12	11	

Total for the three years—Cy. .£1054 4 0

If the prohibition on the importation of English Re-prints for sale was repealed, the duty would in my opinion be trebled or quadrupled; for although they are prohibited being imported for sale, private individuals can, and do import them on payment of the duty, which is 30 per cent ad valorem. Statement of present usage, and suggestions.

I am fully persuaded that a great many Re-prints as well as other Books are clandestinely introduced into the Province, and there are very few individuals travelling to and from the United States, who do not bring with them a few volumes which pass unnoticed, the duties on which would amount to a considerable sum yearly. This would be obviated by permitting Booksellers to import them, who generally purchase books from the Publishers in New-York and Philadelphia, at a much lower rate than private individuals, and consequently would be enabled to sell them in Canada, on such terms as would preclude the necessity of other persons than Booksellers importing them.

Appendix
(F.)

26th March.

(1.)

The free admission of English Re-prints from the United States, for sale, on payment of duty, I do not conceive would materially affect importers of English Books, so long as private individuals are permitted by Law to import them. It would have the beneficial effect of affording all classes an opportunity of supplying themselves with cheap works, which they are now precluded from doing; and would at the same time disseminate instruction more generally throughout the Provinces.

I have the honor to be, Sir,

Your most obedient and very humble servant,

WM. MACRAE,
Collector.

C. Dunkin, Esq., &c. &c. &c.

No. 4.

To Inspector
General of
Public Ac-
counts for
U. C.

HON. J. MACAULAY, Inspector General of Public Accounts for the late Province of Upper Canada.

OFFICE OF THE POST OFFICE COMMISSION,
Montreal, 18th Feb. 1841.

SIR.—I have the honor, by direction of the Post Office Commissioners, to request that you will favor me for their information with a return shewing the amounts of duty paid during each of the three years ended 5th January last, at the several Custom Houses which transmit their accounts to your Department, on works of literature imported from the United States.

I am further directed to ask for such information as you may have it in your power to give as to the practice at these Custom Houses or any of them, in regard to the admission of American Re-prints of English publications, and to add that any suggestions with which you may be prepared to favor the Commission on the subject of the admission generally of periodicals and other works through the Post Office or through the Custom House, will command their best attention.

I have the honor to be, Sir,

Your most obedient humble servant,

CHRIST'R. DUNKIN,
Secretary to Commission.

Hon. J. Macaulay,
Inspector General of Public Accounts.
&c. &c. &c.

His reply.

INSPECTOR GENERAL'S OFFICE,
Toronto, 6th March, 1840.

SIR.—In compliance with the request contained in your letter of the 18th ultimo, I have the honor to transmit a return for the years 1838, 1839 and 1840, of the amounts of duty paid at the several Custom Houses of Upper Canada on Books and Papers, founded upon the quarterly returns of the several Collectors. The departmental years of 1838 and 1839 terminated on 31st December in each year respectively. By virtue of a Statute passed during last Session, the Official year of 1840 ended on 5th January last.

It will be seen that the Return is not confined to "Works of Literature imported from the United States," but includes under the term "Books and

Papers," (which is used in the 9th Section of the Imperial Act 3d and 4th Will. 4th, chap. 59) all importations of Printed Papers.

I regret to say that this statement is not to be relied upon as exhibiting a correct view of the subject, because the returns of the several Collectors upon which it is grounded in many cases fail to discriminate between different articles but frequently embrace several of them in one sum, under the head of the ad valorem duty of 30 per cent. The actual importation of Books from the United States has probably much exceeded the sums stated in this Return.

My predecessors have frequently called on the Collectors to be more specific in their returns, but there is still great room for improvement in the statements prepared by them. There ought to be in this office the means of compiling annual statements of the quantity and value of each separate article of commerce, and I presume that the person to whom the office of Inspector General for the United Province may be assigned, will under the Governor General's directions receive authority to call upon every Collector for such details as may enable him to imitate in some respects the Annual Returns of Imports prepared by the Imperial Board of Trade.

I had not been long in this office before I discovered that the restrictions of the Imperial Acts upon the importation of Foreign Re-prints of British Books had failed to be observed.

By the 9th Section of 3d and 4th Will. 4th, cap. 59., Books and Papers generally are admitted from the United States on payment of a duty of 30 per cent ad valorem, with this limitation, contained in the 7th Section of the same Act, viz. Books such as are prohibited to be imported into the British possessions in America.

On turning to the Imperial Act of the same year, cap. 52, which as far as I am aware is the latest Act on this subject, I find by a Table of Restrictions and Prohibitions inwards into the United Kingdom under the title Books, that "such as may have been first composed or written or printed in the United Kingdom and printed or re-printed in any other country, imported for sale, except Books not reprinted in the United Kingdom within 20 years; or being parts of collections, the greater parts of which had been composed or written abroad," are absolutely prohibited.

There can be no doubt that seven-eighths of the Books imported from the United States into Upper Canada consist of Foreign Re-prints of Books originally composed and printed in England and re-printed there within 20 years.

I repeated this fact to His Lordship the Governor General last winter, but neither before nor since that period have I felt it expedient under the circumstances to urge the strict enforcement of the prohibitions. In point of fact, all that an enforcement of the law could effect would be to cut off the revenue now produced by those importations and to compel the dealers to introduce the Foreign publications in a clandestine manner. If the sum charged by the New-York Publisher for the four leading British Reviews be compared with the actual cost of only the London Quarterly or the Edinburgh Review, printed in Great Britain and delivered in this country, it will be seen that the enforcement of the prohibitory enactment would instantly become an enormous grievance in the eyes of Canadian readers, and be complained of as intolerable.

It is unfortunate that English Publications are comparatively so much more costly than the New York

Appendix
(F.)

26th March.

(1.)

Statement of
present usage.
Return.

Appendix (F.)

26th March.

(I.)

and other American editions of the same works, for nothing can be more important to our social improvement than the encouragement of literature and the diffusion of sound knowledge in this country, and as the introduction in some way or other of American Reprints by reason of the peculiarities of our geographical position, cannot be prevented, I am convinced that sound policy demands a relaxation of the Imperial law upon this point, as far as the North American Colonies are concerned in this question.

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

JNO. MACAULAY.

C. Dunkin, Esq., S. P. O. C., Montreal.

Appendix (F.)

26th March.

(I.)

So far as American Original works of the above description are concerned, I conceive this should not be the case, but it may require a Special Act of the Imperial Parliament to prevent it. These works are taxed with United States' Postage, and are allowed both by the Post Office Act of that Country and Great Britain, to be sent by Mail; and when so sent and legally charged with Postage they should in my opinion be allowed to pass through all these Provinces; but American Reprints of British Works should be prohibited.

OFFICE OF THE POST OFFICE COMMISSION,
Montreal, 18th Feb. 1841.

SIR,—With reference to your communication of the 31st Dec. in answer to mine of the 17th, I am instructed by the Post Office Commissioners to request that you will favor me with the following additional particulars of information as to the Custom House seizures of which you therein speak, as being daily made from the United States' Mail bags at St. Andrews.

1.—What is the average number of Pamphlets, &c. thus seized weekly, and what the average amount of United States' Postage charged on the same?

2.—Are any Pamphlets or other works not printed in the United States ever seized from the said bags?

3.—What proportion of all the Pamphlets seized are ordinarily addressed to parties living in St. Andrews, and what to parties living at a distance?

4.—Are any measures taken to inform the parties interested, of the seizure, with a view to payment of the duties? And if so what measures are taken, and by whom?

5.—In what proportion of cases are the duties actually paid? And are they, in particular, ever paid by parties not residing in or near St. Andrews?

6.—In such cases, what is done with any Pamphlets on which the duty may have been paid? Are they delivered to the parties claiming them, from the Custom House or through the Post Office; and if delivered from the Custom House, how is the Postage due, American and Colonial, obtained thereon?

7.—How do you arrange in regard to the American Postage charged upon the Pamphlets thus seized generally?

8.—What proportion of the Pamphlets, &c. seized are American Re-prints of English works; and what proportion are Original works from the United States?

9.—Is any practical distinction made by the Custom House, between the two; or are both seized on the ground of their being chargeable with duty? And in either case, what duty or duties does the Collector actually charge?

I am directed to add that the Commissioners are very desirous to receive an answer from you on the above points, with as little delay as possible.

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

CHRIST'R. DUNKIN,
Secretary to Commissioners.

G. F. Campbell, Esq. P. M., &c. &c. &c.
St. Andrews, N. B.

Return.

ACCOUNT of Duties paid at the several Ports in the Province of Upper Canada, on Printed Books and Papers.

Ports.	In 1838.		In 1839.		In 1840.	
	£	s. d.	£	s. d.	£	s. d.
Amherstburgh,.....	1	14 6	.....	.....	.....	.....
Bath,.....	.....	.....	.....	.....	.....	.....
Belleville,.....	.....	.....	.....	.....	.....	.....
Brockville,.....	13	15 2	2	5 9½	4	9 3
Burlington Bay,.....	15	14 10	4	2 1½	7	16 6
Chatham,.....	.....	.....	.....	.....	.....	.....
Chippewa,.....	0	9 11	1	14 7½	5	8 6
Cobourg,.....	.....	.....	26	7 5	13	0 7½
Cornwall,.....	14	11 0	.....	.....	1	12 5
Fort Erie,.....	20	0 5	6	1 6	2	13 6
Gananoque.....	.....	.....	.....	.....	0	14 10
Goderich,.....	.....	.....	.....	.....	.....	.....
Hallowell,.....	.....	.....	.....	.....	.....	.....
Kingston,.....	1	6 3	53	15 5	57	3 9
Maitland,.....	.....	.....	.....	.....	.....	.....
Maria Town,.....	.....	.....	.....	.....	0	9 2
Niagara,.....	.....	.....	6	3 4½	15	16 1½
New Castle,.....	1	11 8	0	4 6	0	11 11
Oakville,.....	.....	.....	.....	.....	.....	.....
Port Burwell,.....	.....	.....	.....	.....	.....	.....
Port Colborne,.....	0	3 7	0	4 8	0	17 3
Port Credit,.....	.....	.....	.....	.....	.....	.....
Port Dalhousie,.....	.....	.....	3	0 4	.....	.....
Port Dover,.....	.....	.....	15	16 2	0	8 7½
Port Hope,.....	.....	.....	2	9 9	6	1 0
Port Stanley,.....	1	5 4	4	18 7	1	2 6
Port Sarnia,.....	.....	.....	.....	.....	.....	.....
Port Talbot,.....	.....	.....	.....	.....	.....	.....
Penetanguishene,.....	.....	.....	.....	.....	.....	.....
Prescott,.....	1	3 6	2	14 10	2	12 9
Toronto,.....	131	9 4	282	2 3	169	8 1
Queenston,.....	6	1 10½	3	14 11	9	13 6
Rivière aux Raisins,.....	.....	.....	.....	.....	.....	.....
Sandwich,.....	.....	.....	.....	.....	0	2 9
Turkey Point,.....	0	1 1½	.....	.....	17	18 7½
Windsor,.....	0	1 6	.....	.....	.....	.....
Amount of duties at 30 p ct.	209	10 0	415	16 2½	318	2 4

No. 5.

No. 5.

Post Master at St. Andrews, N. B. describes the usage there.

G. F. CAMPBELL, Esq., Post Master at St. Andrews, N. B.

POST OFFICE,
St. Andrews, 31st Dec. 1840.

[Extract.]

I will here remark that every day (Sundays not excepted) an Officer of Her Majesty's Customs attends the arrival of the United States' Mail at this Office, and while I am overhauling it he selects all the Pamphlets, Magazines and Periodicals it may contain, which are immediately taken to the Custom House and there detained for duty.

Appendix
(F.)

26th March.

(1.)

His reply.

POST OFFICE,

St. Andrews, N. B., 3rd March, 1841.

SIR,—By yesterday's Mail I am in receipt of your favor of 18th ultimo, and in reply beg to state:—

1.—The average number of Pamphlets taken by the Officers of Her Majesty's Customs from this office weekly, has latterly been about ten; with the United States' Postage on which I am charged generally from 5 to 10 cents each, but occasionally a work comes on which the United States' Postage is paid.

2.—All Pamphlets, Periodicals and Magazines, coming in the Mail bags from the United States are taken by the Officers of Her Majesty's Customs; but English Publications so taken are generally returned to this Office the next day.

3.—Not more than one work in eighty taken, is addressed to parties residing in this place. The rest I think equally divided between Nova Scotia and other parts of this Province.

4.—I frequently advise parties to whom these works are addressed, of their detention at the Custom House for duty; and when requested pay it and forward the works by Mail. This I have done for parties residing in Halifax and other parts of Nova Scotia, also at St. John and other parts of this Province. Parcels sometimes arrive addressed thus, "Halifax, N. S.," "St. John, N. B.," "Yarmouth," "Liverpool, N. S.," these are charged from 10 to 25 per cent each.

5.—I do not think the duties are paid upon more than 5 per cent of the works taken, and this frequently by myself for parties residing at a distance.

6.—Generally when the duties are paid (by others) the works are sent to this Office.

7.—I keep an account of the seizures made, and at the end of the quarter take credit for the amount of Postage charged (less that on the works returned to this Office) as "Pamphlets seized by Her Majesty's Customs."

8.—The works seized from this Office by order of the Collector of this Port are principally original American Works, though all that arrive by Mail are taken.

9.—Re-prints of British works are forfeited to the Crown, not being admissible to entry at the Custom House. All others are admitted to entry upon the payment of 30 per cent duty.

I have the honor to remain, Sir,
Your most obedient humble servant,

GEO. F. CAMPBELL,
Post Master.

C. Dunkin, Esq.,
Sec. P. O. C., Montreal.

POST OFFICE,
St. Andrews, N. B., 7th April, 1841.

SIR,—For the information of the Post Office Commission, I beg to inform you, that for the quarter ending 5th instant, one hundred and nine Pamphlets were taken by the Officers of Her Majesty's Customs from

this Office. The United States postage on these works amounting to \$9,99 cents was charged against this Office.

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

GEO. F. CAMPBELL,
Post Master.

C. Dunkin, Esq.,
Sec. P. O. C., Montreal.

Appendix
(F.)

26th March.

(1.)

No. 6.

R. C. HORNE, Esq., Toronto.

GENERAL POST OFFICE,
Quebec, 4th Jan., 1841.

SIR,—I request you will be pleased to lay before the Post Office Commission, the within letter and its enclosure, addressed to me by Mr. Horne, of Toronto, on the subject of British Periodicals.

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

T. A. STAYNER,
Deputy Post Master General.

C. Dunkin, Esq.,
&c. &c. &c.

Toronto, 29th Dec., 1840.

SIR,—The republication of British Periodicals in the United States has long been a serious annoyance to the original publishers, who have lately made an effort to lessen it. Desirous of aiding their purpose I offered to act as their Agent; but on a close examination of their advertisement I find that it can hardly be affective in Canada, viâ the States, on account of the heavy inland Postage.

The water communication being interrupted by the cold for six months every year, would render their receipt by package impracticable during that season; and that they could be conveyed by the Royal Mail without a suitable charge would be most unreasonable to expect. If practicable at a cost perhaps not exceeding 1s. 3d. currency for each Review, I think the accommodation would prove very acceptable, and I trust not burthensome to the Department; neither ought Newspapers to be exempt from a light Postage, which hardly any person receiving them would object to.

If the application is not improper, any information in your power to give me on the subject will much oblige,

Sir, your most obedient humble servt.,

R. C. HORNE.

T. A. Stayner, Esq., D. P. M. G.

No. 6.

R. C. HORNE,
Toronto.—
Cost of Original British Periodicals, &c.

Appendix (F.)

26th March.

(L)

Enclosure.

BRITISH PERIODICALS.

The London Publishers have made arrangements with Wiley & Putnam, Paternoster Row, London, and Broadway, New York, to supply, in the United States, at much reduced prices, the original English editions of the important and valuable British Reviews and Magazines, under-mentioned.

If delivered at New York, free of expense, the price will be

I. Price \$4.50 cents per annum, or \$1.25 per number—The Quarterly Review; edited by J. G. Lockhart, Esq. Principal contributors; Robert Southey, Esq., Captain Basil Hall, R. N., John Barrow, Esq., Sir Francis Head, Bart., II. Taylor, Esq., author of 'Phillippe Van Artevelde,' Reverend Henry Milman, J. Wilson Croker, Esq., A. Hayward, Esq., &c., &c. English circulation, 9,000.

II. Price \$4.50 per annum, or \$1.25 per number—The Edinburgh Review; edited by Francis Napier, Principal contributors; Lord Brougham, Rt. Hon. T. B. Macaulay, Secretary at War, &c.

III. Price \$4.50 per annum, or \$1.25 per number—The London and Westminster Review; edited by Mr. Mill. Principal contributors; Dr. Bowring, M. P., Albany Fonblanque, Esq., Mr. Roebuck, M. P., Dr. Southwood Smith, Charles Buller, M. P., Mr. Mill, Sir W. Molesworth, Thomas Carlyle, Esq., Miss Martineau, &c.

IV. Price \$4.50 per annum, or \$1.25 per number—The Foreign Quarterly Review; edited by Dr. Worthington. Principal contributors; T. Carlyle, Esq., Dr. Bowring, R. Southey, Esq., &c.

V. Price \$4.50 per annum, or \$1.25 per number—The British and Foreign Review, and European Quarterly Journal; edited by John Kemble, Esq. Principal contributors; Mr. Serjeant Talfourd, M. P., Right Hon. R. L. Shiel, M. P., Mr. Beaumont, M. P., Mr. C. Buller, M. P., &c.

VI. Price \$5 per annum, or \$1.50 per number—The British and Foreign Medical Review, and Quarterly Journal of Practical Medicine and Surgery; edited by John Forbes, M. D. F. R. S., &c. The contributors are some of the most eminent of the British physicians and surgeons, and the work ranks in the highest class of Medical Periodicals.

VII. Price \$5.50 per annum, or 50 cents per number—Fraser's Magazine, monthly; edited by Dr. Maginn. Principal contributors; T. Crofton Croker, Esq., Mr. Mahony. ('Father Prout.') J. A. Heraud, Esq., Lady Morgan, Hon. Mrs. Norton, Mrs. S. C. Hall, Lady Blessington, D'Israeli, M. P. author of 'Vivian Grey,' &c.

VIII. Price \$6 per annum, or 62½ cents per number—The London and Edinburgh Philosophical Magazine, monthly; edited by Sir David Brewster, K. H. LL.D., &c., Richard Taylor, F. S. A. L. S. &c., Richard Phillips, F. R. S. &c., R. Keane, M. D. &c., &c.

N. B.—This arrangement is to take effect from January, 1841, and subscribers are requested to send in their names before the 1st of December. The 1st number of the new volume of the Westminster Review will be published in December. The next volume of the Foreign Quarterly commences in April, 1841, and the others in January. Subscriptions to commence with these volumes. The following among other advantages, are offered to subscribers by this arrangement.

I. All these works will be delivered in New York the same month (and generally by the 20th of the same) they are published in London, and from a week to fifteen days before they can be re-printed.

II. They will contain, of course, all the Illustrations, Maps and Plates, which are omitted in the American editions; and these, especially in the Westminster Review, are of the highest value, and often form the most important part of the number, and are indispensable in illustrating the article to which they refer. In the September number, for instance, the articles on the Daguerreotype, and on China, are illustrated with several plates and maps, and the previous number had no less than 51 fine wood cuts and etchings, of themselves worth the price of the number, which cannot indeed be considered complete without them.

III. They are correctly printed, in large type on fine paper, and in a convenient form for binding. The advertising sheets, catalogues, &c., which are stitched with them, are of considerable interest, especially to literary men.

The prices at which these works are now offered, in order to extend their sale in the United States, are one-third less than even the same editions are sold for in London, and about one-half of the price heretofore in the United States.

Appendix (F.)

26th March.

(L)

N. B.—The annexed prices include all charges, excepting, of course the inland postage in the United States, and the following:

1. Newspapers, when ordered to be sent by the Boston steamer, are required, by law, to pass through the English Post Office, at a charge of two pence each, whether mailed in Liverpool or London. No Magazines are received by those steamers except in parcels.

2. Magazines sent by the President or British Queen's letter bag, are now charged three-pence each. Newspapers per "President" steamer are also charged 2d. each.

N. B.—The extra expences will be added to the annexed prices whenever they are incurred, which subscribers will please note in giving their orders.

LONDON NEWSPAPERS.

I.—DAILY MORNING.

	s.	d.	£	s.	d.
The Times, Leading Conservative,.....	0	5	7	3	0
Morning Chronicle, Whig,.....	0	5	7	3	0
Morning Post, Conservative,.....	0	5	7	3	0
Morning Herald, do.	0	5	7	3	0
Morning Advertiser, Liberal,.....	0	5	7	3	0
Public Ledger,.....	0	0	5	3	0

II.—DAILY EVENING.

Courier, Whig,.....	0	5	7	3	0
Globe, do.	0	5	7	3	0
Sun, do.	0	5	7	3	0
Standard, Conservative,.....	0	3	7	3	0
Lloyd's List,.....	0	2	2	0	0
Shipping Gazette,.....	0	6	8	12	0

III.—TRI-WEEKLY.

Evening Mail, or Tri-Weekly Times,*.....	3	12	0	0	0
Evening Chronicle, do. Morning do.*.....	3	12	0	0	0
English Chronicle,.....	3	12	0	0	0
St. James' Chronicle,.....	3	12	0	0	0

IV.—SEMI-WEEKLY.

London Gazette, Official,.....	2	8	0	0	0
The Patriot, Congregational,.....	2	8	0	0	0
The Record, Episcopal,.....	2	8	0	0	0

V.—WEEKLY.

Athenæum, Literary and Scientific, stamped,....	0	5	1	1	0
Atlas, General News, with 'Monetary' Department,.....	0	9	2	5	6
Age,.....	0	6	1	9	0
Argus,.....	0	6	1	9	0
Bell's Life in London,.....	0	5	1	4	0
Bell's Weekly Messenger,.....	0	6	1	9	0
Britannia,.....	0	6	1	9	0
City Chronicle,.....	0	6	1	9	0
Conservative Journal,.....	0	9	1	9	0
Court Journal,.....	0	9	1	17	0
Court Gazette,.....	0	9	1	17	0
Colonial Gazette,.....	0	6	1	9	0
Dispatch, Organ of the Radicals,.....	0	6	1	9	0
Examiner,.....	0	6	1	9	0
Era,.....	0	6	1	9	0
Gardener's Gazette,.....	0	6	1	9	0
Inventor's Advocate,.....	0	5	1	4	0
Journal of the British Empire,.....	0	4	1	0	0
Journal of Commerce and Mincing Lane Express,.....	0	6	1	9	0
Jurist,.....	0	9	2	3	0
John Bull,.....	0	6	1	9	0
Literary Gazette, stamped,.....	0	9	2	2	0
Law Chronicle,.....	0	0	3	4	0
Law Gazette,.....	0	0	3	4	0
Magnet,.....	0	4	1	2	0
Mark Lane Express,.....	0	0	1	11	0
Mercantile Journal,.....	0	0	2	12	0
Medical Times,.....	0	4	1	2	0
Mining Journal,.....	0	6	1	9	0
New Farmer's Journal,.....	0	6	1	9	0
New Gardener's Journal,.....	0	4	1	0	0
Naval and Military Gazette,.....	1	9	1	17	0
Observer, a later edition of "Bell's Life,".....	0	6	1	9	0
Old England,.....	0	3	0	17	6
Railway Times,.....	0	6	1	9	0
Railway Magazine,.....	0	4	1	2	0

* We would recommend this as containing all the "Times" (except advertisements) at half price.

Ditto. ditto. "Morning Chronicle" ditto.

Appendix (F.)

26th March.

(L)

	s.	d.	l.	s.	d.
Satirist,.....	0	6	1	9	0
Spectator, Independent, Literary and Political,	0	9	2	0	0
Statesman,.....	0	6	1	9	0
Sunday Times,.....	0	6	1	9	0
United Service Gazette,.....	0	7	1	13	0
Watchman, Methodist,.....	0	5	1	4	0
Albion,.....	0	5	1	4	0
Chronicle,.....	0	5	1	4	0
Courier,.....	0	5	1	4	0
Gore's Advertiser,.....	0	5	1	4	0
Journal,.....	0	5	1	4	0
Mercury,.....	0	5	1	4	0
Mercantile Advertiser,.....	0	5	1	4	0
Times,.....	0	5	1	4	0
Telegraph,.....	0	5	1	4	0

II.—SEMI-WEEKLY.

Free Press,.....	0	5	2	8	0
Mail,.....	0	5	2	8	0
Standard,.....	0	5	2	8	0

BRITISH MONTHLIES.

	Each No.	s.	d.	l.	s.	d.
Annals of Natural History and Loudon's Magazine,.....	2	6	1	10	0	0
— of Crime,.....	2	0	1	4	0	0
Army List,.....	1	6				
Asiatic Journal,.....	3	6	2	2	0	0
Athenæum, average,.....	1	6	0	18	0	0
Baptist Magazine,.....	0	6	0	6	0	0
— Tract,.....	0	2	0	2	0	0
Beau Monde,.....	2	0	1	4	0	0
Bell's Gentlemen's Fashion,.....	1	0	0	12	0	0
Bentley's Miscellany,.....	2	6	1	10	0	0
Blackwood's Edinburgh Magazine,.....	2	6	1	10	0	0
— Lady's Magazine,.....	2	0	1	4	0	0
Botanical Magazine,.....	3	6	2	2	0	0
— Register,.....	3	6	2	2	0	0
Botanist,.....	1	6	0	18	0	0
— large paper,.....	2	6	1	10	0	0
British Magazine,.....	2	6	1	10	0	0
Brother Jonathan,.....	1	0	0	12	0	0
Brown's Journal of History, col.,.....	1	0	0	12	0	0
Catholic Magazine,.....	1	0	0	12	0	0
Christian Guardian,.....	0	6	0	6	0	0
— Lady's Magazine,.....	1	0	0	12	0	0
— Observer,.....	1	6	0	18	0	0
— Pioneer,.....	0	6	0	6	0	0
— Reformer,.....	1	0	0	12	0	0
— Remembrancer,.....	1	6	0	18	0	0
Church of England Magazine, part,.....	0	8	0	8	0	0
— Magazine,.....	0	6	0	6	0	0
— Missionary Record,.....	0	3	0	4	0	0
Churchman,.....	0	6	0	6	0	0
Citizen,.....	1	0	0	12	0	0
City Mission Magazine,.....	0	2	0	3	0	0
Colonial Magazine,.....	2	6	1	10	0	0
Congregational Magazine,.....	1	0	0	12	0	0
Cottage Magazine,.....	0	3	0	4	0	0
Cottager's Monthly Visitor,.....	0	4	0	5	0	0
— Guide,.....	0	2	0	3	0	0
Court and Lady's Magazine,.....	3	6	2	2	0	0
Dearden's Miscellany,.....	1	0	0	12	0	0
Domestic Economy Magazine of,.....	0	6	0	6	0	0

MONTHLY PUBLICATIONS.

Dublin Medical Jour.,.....	3	6	0	0	0	0
— University Magazine,.....	2	6	1	10	0	0
East India Magazine,.....	2	6	1	10	0	0
Eclectic Review,.....	2	6	1	10	0	0
Educational Magazine,.....	1	0	0	12	0	0
Educator and Child's Cyclopedia,.....	1	0	0	12	0	0
Engineers' and Architects' Journal,.....	1	6	0	18	0	0
Episcopal Magazine,.....	1	0	0	12	0	0
Evangelical Magazine,.....	0	6	0	6	0	0
— Register,.....	3	6	0	6	0	0
Farmers' Magazine,.....	1	6	0	18	0	0
Female Advocate,.....	0	2	0	3	0	0
Floricultural Cabinet,.....	0	6	0	6	0	0
— Magazine,.....	0	6	0	6	0	0
Florist's Journal,.....	0	6	0	6	0	0
Fraser's Magazine,.....	2	6	1	10	0	0
General Baptist Repository,.....	0	4	0	5	0	0
Gentleman's Magazine,.....	2	6	1	10	0	0
Gospel Magazine,.....	0	6	0	6	0	0
— Herald,.....	0	2	0	3	0	0
— Standard,.....	0	2	0	3	0	0
Harmonist, part,.....	1	0	0	12	0	0
Home Missionary Magazine,.....	0	2	0	3	0	0
Inquirer,.....	0	6	0	6	0	0
Intellectual Repository,.....	0	6	0	6	0	0
Jones' Outlines of Natural History,.....	2	6	1	10	0	0
Journal of Statistical Society,.....	2	6	1	10	0	0
Lady's Pocket Magazine,.....	0	6	0	6	0	0
Ladies' Cabinet,.....	0	6	0	6	0	0
— Gazette of Fashion,.....	1	0	0	12	0	0
Lancet, weekly Nos.,.....	12	5	0			

Appendix (F.)

26th March.

(I)

	s.	d.	l.	s.	d.
Literary Gazette, Monthly parts,.....	1	17	0		
London Journal of Science, Newton's,.....	2	6	1	10	0
Loudon's Gardener's Magazine,.....	1	6	0	18	0
— Magazine of Natural History,.....	2	0	1	4	0
Mechanic and Chemist,.....	0	6	0	6	0
Methodist Magazine,.....	0	6	0	6	0
— fine,.....	1	0	0	12	0
Metropolitan Magazine,.....	3	6	2	2	0
Missionary Register,.....	0	6	0	6	0
Monthly and European Magazine,.....	2	6	1	10	0
— Review,.....	3	6	2	2	0
— Belle Assemblée,.....	1	0	0	12	0
— Law Magazine,.....	3	6	2	2	0
— Chronicle,.....	2	6	1	10	0
— Record,.....	0	3	0	4	0
Mothers' Magazine,.....	0	2	0	3	0
Nautical Magazine,.....	1	0	0	12	0
New Monthly Magazine,.....	3	6	2	2	0
— Sporting Magazine,.....	2	6	1	10	0
Penny Cyclopædia, part,.....	1	6	0	18	0
— Magazine, part,.....	0	6	0	7	0
Philosophical Magazine and Annals of Philosophy	2	6	1	10	0
Polytechnic Journal,.....	1	0	0	12	0
Preacher,.....	0	6	0	6	0
Protestant Magazine,.....	0	3	0	4	0
Repertory of Arts,.....	3	0	1	16	0
Revivalist,.....	0	2	0	3	0
Sacred Star,.....	0	2	0	3	0
Sailors' Magazine,.....	0	3	0	4	0
Saturday Magazine, part,.....	0	6	0	6	0
Scottish Christian Herald,.....	0	8	0	8	0
Sporting Magazine,.....	2	6	1	10	0
— Review,.....	2	6	1	10	0
Sportsman,.....	1	6	0	18	0
Surgeon's Annals of Electricity,.....	2	6	1	10	0
Sunday School Teachers' Magazine,.....	0	6	0	6	0
Surveyor's Journal,.....	1	0	0	12	0
Townsend's Parisian Fashions,.....	1	6	0	18	0
— Coiffures,.....	0	6	0	6	0
United Service Journal,.....	3	6	2	2	0
Veterinarian,.....	2	6	1	10	0
Village Churchman,.....	0	2	0	3	0
Visitor, part,.....	0	3	0	4	0
Voice of the Church,.....	1	0	0	12	0
Weekly Christian Teacher, part,.....	0	6	0	6	0
Wesleyan Association Notices,.....	0	6	0	6	0
World of Fashion,.....	2	0	1	4	0
Youth's Instructor,.....	0	4	0	5	0
— Magazine,.....	0	4	0	5	0
Zion's Casket and Spiritual Magazine,.....	0	2	0	3	0
Advocate of Humanity,.....	1	6	0	6	0
Analyst,.....	4	0	0	16	0
British and Foreign Medical Review,.....	6	0	1	4	0
— Review,.....	6	0	1	4	0
British Critic and Theological Review,.....	6	0	1	4	0
— Farmer's Magazine,.....	3	0	0	12	0
Christian Teacher,.....	2	6	0	10	0
Church of England Quarterly,.....	6	0	1	4	0
Dublin Review,.....	1	0	0	12	0
Edinburgh Medical Journal,.....	6	0	1	4	0
— Philosophical Journal, Jamieson's	7	6	1	10	0
— Review,.....	6	0	1	4	0
Foreign Quarterly,.....	6	0	1	4	0
Freemason's Quarterly,.....	3	0	0	12	0
Journal of Agriculture,.....	2	6	0	10	0
Law Magazine,.....	6	0	1	4	0
London and Westminster Review,.....	6	0	1	4	0
Medico-Chirurgical Journal,.....	6	0	1	4	0
Navy List,.....	2	0	0	8	0
New Army List,.....	5	0	1	0	0
— Navy,.....	5	0	1	0	0
Phrenological Journal,.....	2	6	0	10	0
Quarterly Journal of Agriculture,.....	5	0	1	0	0
— Review,.....	6	0	1	4	0
Taylor's Scientific Memoirs,.....	0	0	1	4	0

BOOKS PUBLISHED IN MONTHLY PARTS.

	s.	d.
Library of Useful Knowledge,.....	0	6
— Political Philosophy,.....	0	6
— Baldwin's Series,.....	0	6
— Farmers' Series,.....	0	6
London and Paris,.....	2	6
Lownd's Librarian,.....	2	6
London's Ladies' Flower Garden—Bulbs coloured,.....	2	6
Paxton's Botany, coloured,.....	2	6

It is particularly desired, for mutual convenience, that all subscriptions commence either from January or July.

Orders for any of the above publications received by the subscriber. In every case, payable in advance, as well as postage of letters, will be necessary. In like manner, due notice and pre-payment will be required, if the subscription is to be continued.

R. C. HORNE.

Toronto, 3rd Dec., 1840.

Appendix
(F.)

26th March.

(J.)

Correspondence on delays of Mail in summer, between Montreal and U. S. Frontier.

APPENDIX (J.)

CORRESPONDENCE relative to delays of the Mail in summer between Montreal and the United States' Frontier.

DEPUTY POST MASTER GENERAL'S OFFICE,
Kingston, 8th June, 1841.

SIR,—I have the honor to submit for the consideration of the Post Office Commission, copy of a correspondence which I have recently had with the proprietors of the Champlain and St. Lawrence Rail Road and Steam Boat Company, on the subject of some arrangement by which the delays in the transmission of the United States' Mail on its way to and from Montreal might be overcome.

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

T. A. STAYNER,
Deputy Post Master General.

C. Dunkin, Esq., S. P. O. C., Kingston.

Enclosure 1.

Montreal, 20th May, 1841.

SIR,—The time which the Montreal Mail loses at St. Johns on its way to and from the United States has as you are aware been long a subject of complaint with the public, and I am desirous of making another effort on the part of the Post Office to overcome so serious a difficulty. I will be much obliged to you therefore to inform me if the Rail Road and Steam Boat Company which you represent will engage to bring on the Mail to Montreal immediately after its arrival at St. Johns and to convey it from Montreal to St. Johns in time for the Champlain steamer on her return trip, avoiding in both cases any delay at St. Johns or elsewhere on the route. Will you please state on what terms you can render this accommodation?

Should a change in the time of arrival or departure of the Champlain boats be necessary or advisable in order to secure the advantage alluded to—Do you think the proprietors would be induced to make such change?

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

T. A. STAYNER,
Deputy Post Master General.

W. D. Lindsay, Esq., Commis'r St. L. R. R. Co.

Enclosure 2.

Montreal, 25th May, 1841.

SIR,—I enclose copy of a letter received from the Deputy Post Master General, in which a question is put, which of course can but be answered by your Directors. As regards the Rail Road Company, I beg to say that the Committee are prepared to submit such an arrangement to Mr. Stayner as will give

Commissioner of R. R. Co. to Agent of Champlain Steam Boats.

Appendix
(F.)

26th March.

(J.)

pretty general satisfaction here—but in order that Mr. Stayner's views may be fully carried out, we wish to ascertain upon what terms your Company will be disposed to co-operate with us in the following arrangement, viz:—

To take the Mail and passengers direct from your boats every morning at 7 o'clock, and land them in Montreal to breakfast at 9, and to leave Montreal every day (excepting Sundays) at 12 o'clock with the Mail and passengers and hand them over to your boats between 2½ and 3 direct, to dine on board, as you will perceive by Mr. Stayner's letter that his object is to prevent any delay at St. Johns either way.

We await your answer to transmit our reply to the Deputy Post Master General.

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

W. D. LINDSAY,
Commissioner.

R. Doolittle, Esq., Agent C. T. Comp'y.
Burlington.

Enclosure 3.

Burlington, 28th May, 1841.

Agent of Champlain S. Bs. to Com. of R. R. Co.

DEAR SIR,—Yours of 25th instant, with a copy of a letter addressed to you by the Deputy Post Master General of Canada upon the subject of transporting the Mails between St. Johns and Montreal, and asking if the Champlain Transportation Company could be induced to change the hour of leaving St. Johns with their boats, so that the Mails which are carried from St. Johns to Montreal in the mornings can be returned before the boats leave, is received. I have submitted the proposition to Messrs Peck & Follett, who are associated with me as the Managing Directors and Agents of the Company.

In reply thereto we beg leave to state that on the part of this Company, while there is every disposition to facilitate the communication between the two countries, the general arrangements for running the boats having been made by the Company at their annual meeting the Agents do not feel themselves authorized to make the proposed change of the hours of departure from St. Johns without directions from the Board of Directors, and there are so many causes which would operate against such change that the Agents are fully of the opinion that a vote of the Board could not be obtained to that effect. We are not prepared to dine passengers on board; it would bring the boats at this place, where our business with the Captains is transacted, at an unseasonable hour; it would keep passengers at the landings south of us waiting until a late hour of the night; it would break into the arrangements of the line of stages along the route which run to meet the boats. Under all these circumstances, we beg respectfully to decline making the proposed change in the hours of leaving St. Johns for the present season.

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

R. DOOLITTLE,
In behalf of the Agents of the Champlain Transportation Company.

W. D. Lindsay, Esq., C. St. L. R. R. Co.
Montreal.

Appendix
(F.)

26th March.

(J.)

Commissioner
of R. R. Com-
pany to D. P.
M. G.

Enclosure 4.

RAIL ROAD OFFICE,
Montreal, 2d June, 1841.

SIR,—I have been directed to transmit you the enclosed copy of a correspondence entered into with the Champlain and Steamboat Company on the subject of your letter of the 20th May.

The proposition made by the Rail Road Company to meet your views, is precisely the arrangement best calculated to do away with the complaints which you allude to, as made by the Montreal public, viz:—To get the American Mail into Montreal sufficiently early, and delay its departure from hence long enough to permit of letters being answered by return Mail, and could this delay be extended to embrace the letters by Quebec Mail it would be a great additional advantage, but this cannot be done properly, unless the Steamboat Company would co-operate in the arrangement proposed to them, and particularly in delaying the departure from St. Johns to three o'clock, P. M., or later if possible. The arrangement proposed by the Rail Road Company, although at a great sacrifice, the Committee were prepared to enter upon for the sum of seven pounds ten shillings per day (£7 10s) and when you are made aware how much the interest of the Company would be compromised in making the changes necessary to carry out your wishes, you will readily admit that the demand is not a compensation for the loss the Company will be exposed to in their desire to facilitate your views and to promote so desirable a change in the transmission of the Mails.

Firstly,—To start at seven in the morning from St. Johns, and consequently at same hour from Montreal to meet and exchange at Laprairie, would require the boat to leave Laprairie every morning at 5½ instead of 6, and thus change the hour which has been established for the last 20 years upon this ferry, as best suited to the wants and wishes of the market people in that section of the country, who also form by far the most important item in our ferry business, and are exceedingly jealous of any change in this trip, which they know is made for their express accommodation.

Then the start from Montreal at so early an hour as 7 would deprive us of those pleasure parties which so frequently make excursions to St. Johns and back the same day, because the hour is too early for breakfast to be got over, &c. Besides which, the chief inducement generally is to accompany some friends to the Champlain boats at St. Johns, and which could not be accomplished with comfort except at the present hour, and here the Company would sustain a positive loss added to the expense of making an extra trip expressly for the Mails.

I am thus particular in giving you details, that the liberality of the Company may be duly appreciated in the offer which has been made.

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

W. D. LINDSAY,
Commissioner.

T. A. Stayner, Esq., D. P. M. G.

APPENDIX (K.)

Appendix
(F.)

26th March.

(K.)

MEMORANDA BY W. H. GRIFFIN.

No. 1.

No. 1.

MEMORANDUM upon the question of the introduction in the Canada Post Office of the system of taxing letters by weight. Memorandum by Mr. Griffin; the effect of the weight system.

By the Weight System, I understand the principle now in operation in England, (and in this country as regards European letters sent and received via Halifax,) by which letters of all weights are taxed at a single Postage rate per ½ oz., without regard to the number of enclosures contained therein.

Under the existing Provincial practice, letters weighing less than an oz. are taxed single, double, or treble, as they may consist of one, two, or more separate pieces; no letter weighing less than an oz. can be rated as more than treble; letters weighing an oz. or upwards are taxed simply with reference to their weight at a single rate per ¼ of an oz.

The application of one uniform principle of taxation to letters of all weights is, I think, superior to the mixed enclosure and weight system now in force as above described; and I fully appreciate the advantages to be derived from its adoption in simplicity and diminished liability to error, in the removal of all necessary or legitimate excuse for scrutinizing the contents of letters, and in the reduction of the charge to the public on the conveyance of weighty packets.

But taking existing arrangements as my basis, the proposed change is open to objections which I shall proceed to describe. In the first place, on the numerous class of letters comprising the portion of the inter-correspondence with the United States on which the United States' Postage is collected in this Province, it would involve the application of two very dissimilar systems of taxation on the same letter; the American practice being precisely the same with that now in operation here. However, though I consider such complexities to be great evils, I would not be understood to weigh this minor difficulty against the more prominent advantages of the weight system. It nevertheless ought not to pass unnoticed.

An objection which I apprehend to be of very great importance lies in the probable operation of the proposed measure upon the Revenue of the Department; which may perhaps be more clearly shewn under separate heads of Increase and Decrease.

Probable sources of Increase.

1. Many letters weighing between ½ an oz. and a full oz. are now sent through the Post at a single rate, if consisting of but one sheet of paper. It is reasonable, however, to suppose that when the change of practice became known, such letters would greatly diminish in number.

2. The number of weighty packets sent by Post would naturally increase upon a reduction of one-half in the charge for conveyance.

The operation of this consideration would however be chiefly confined to the commercial and domestic portions of the correspondence of the country.

Decrease.

1. A portion of the letters which containing but one enclosure now pay a double rate to the Revenue would be covered by the $\frac{1}{2}$ oz. single rate under the weight system; and all the letters now taxed as treble would be covered by the 1 oz. double rate.

2. The difference in the scale of weight charge on packets weighing an oz. and upwards, would be 50 per cent. Now on commercial and domestic correspondence the additional number of packets might possibly neutralize the impoverishing effect of the reduced rate of charge; the difference could not be very material.

Indeed as regards these branches of the Post Office business (the domestic and commercial,) I would sum up the consideration above noted by observing that the introduction of the weight system would not, I think, be likely materially to affect the Revenue in any way, for the tendency to a diminution which I should apprehend to result from it could not produce any important result.

But upon the correspondence of the Military and Civil Departments, forming so large an item of Revenue, the counterbalancing causes would operate feebly, whilst the proportion of that correspondence carried on under packets liable to the existing weight charge is very considerable. I have it not in my power to offer any return or official statement in support of my opinion of what this proportion is; but my opportunities for observation in this regard have been abundant, and I therefore state with confidence my belief that at least one-half of the Postage of the Military Departments is paid on packets rated by weight.* The loss

* On putting the question to the Post Master at Kingston, he stated his opinion to be, that the proportion of the Military Postage at his Office paid on weighty packets was nearly two-thirds of the whole.

of Revenue incurred therefore by a reduction of the scale one-half, (as proposed under the weight system,) would be about 25 per cent on the whole amount of Military Postage, which, on an average of the last three or four years, would be equivalent to a sacrifice of £4,500 per annum.

On the Postage of the Civil Departments and Legislative Bodies, the loss would, I am of opinion, be at a smaller ratio; for as far as I have been able to judge, the proportion of weighty packets in their correspondence is not nearly so large as that of the Military Departments.

If I may be permitted to express the opinion which the foregoing considerations have led me to form, I would say that the advantages of the weight system are not worth so large a sacrifice of that portion of the Revenue derived from the Military and Civil Branches of the Government, and especially at this time, when there is, I think, ample room for the employment of every available resource, in increasing the speed and frequency of the Mails, multiplying Post Offices, and extending Post Routes, and otherwise adding to the efficiency of the Department; and that though the reduction of the charge for the conveyance of packets would be very beneficial and convenient to the public, yet if the improvement cannot be obtained without so materially abridging the means of effecting other ameliorations, of perhaps equal merit, it would be better to forego the introduction of the measure until circumstances should place the Department in a more favorable position.

Respectfully submitted, by

W. H. GRIFFIN,
Post Office Surveyor.

Kingston, 5th Oct. 1841.

ACCOMPANYING STATEMENT shewing the estimated loss to the Post Office Revenue, which would take place in the Postage paid by the Military Departments in the Canadas on the introduction of the Weight System, in combination with certain reductions in the scale of Postage Rates as detailed in the Scales of Postage Rates marked Nos. 1, 2, 3 and 4.

Memorandum by Mr. Griffin, on payment of Post Masters.

	Estimated total number of letters.	Postage collected thereon.	Estimated proportion of Military Postage.	Loss on reduction in the scale of rates.	Loss on introduction of weight system estimated at 25 per cent.	Estimated total loss on Military Postage.
		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Under existing scale of rates,.....	1,400,000	50,206 10 0	18,000 0 0	.....	4,500 0 0	.....
Under scale No. 1,.....	Ditto	45,652 15 6	16,036 7 0	1,963 13 0	4,009 1 9	5,972 14 9
Ditto 2,.....	Ditto	41,840 5 6	14,563 12 6	3,436 7 6	3,640 18 1	7,077 5 7
Ditto 3,.....	Ditto	37,486 2 2	13,090 18 0	4,907 2 0	3,272 9 6	8,181 11 6
Ditto 4,.....	Ditto	35,405 11 0	12,436 7 1	5,563 12 11	3,109 1 9	8,672 14 8

Appendix
(F.)

No. 2.

26th March.

(K.) No. 2.
Franking privilege.

MEMORANDUM as to the effect of certain proposed alterations in the mode of remunerating Post Masters at Country Offices.

Assuming that the following changes had taken effect in the scale and mode of compensation to Post Masters at Offices paid by Commission in the year ending 5th July, 1840, the result would have been as underneath shewn at the Offices there detailed.

1. That the Commission charge had been 30 per cent on the first £10 collected in each quarter, and 20 per cent on the residue.

2. That the United States Postage be merged in the Provincial Revenue, and collected with it at the same ratio of Commission.

3. That the Provincial Newspapers had been circulated at a half-penny each, payable on delivery, the amount merging in the Letter Postage.

Names of Offices.	Total income actually derived in year ending 5th July, 1840, as shewn by Income Return No. 23.			Income which would have been derived had the aforesaid changes taken effect in the said year 1840.			Ratio of difference in favor of Post Masters.
	£	s.	d.	£	s.	d.	
Abbotsford, L. C.,....	2	16	10	4	9	0	59 per cent.
Babyville, L. C.,.....	3	0	9	4	11	0	51 do.
Caona, L. C.,.....	2	17	1	4	4	11	49 do.
Duillebout, L. C.,.....	3	3	4	4	14	3	49 do.
Farmersville, U. C.,...	6	14	5	10	8	7	55 do.
Galt, U. C.,.....	30	6	6	39	3	1	30 do.
Haldimand, U. C.,.....	12	3	8	19	7	10	59 do.
La Baie, L. C.,.....	6	1	9	9	10	6	57 do.
McGillivray, U. C.,...	2	11	0	4	9	1	75 do.
Napanee, U. C.,.....	26	15	0	33	11	6	25 do.
Oakville,.....	13	12	6	21	9	1	59 do.
Pakenham,.....	9	17	7	15	15	5	63 do.
Ramsay,.....	12	4	3	19	18	3	64 do.

It is with much diffidence that I advance the opinion, that were the foregoing sources of improved income opened to the Post Masters of the country Post Offices, and the scheme of concentrating the Mails, and thereby simplifying their duties, adopted, also the proposition for the formation of a scale of extra compensation for the performance of extra duties, for which estimates, &c., have been laid before the Commission by the Deputy Post Master General, it might be found practicable to dispense with the privilege of franking now enjoyed by Post Masters in part remuneration for their labors; that is to say, the advantages thus afforded would so far improve the satisfaction of the Post Masters at the minor offices with regard to pecuniary emolument, as to render the appointments desirable to a sufficiently respectable class of individuals even when deprived of the privilege in question. At present, the pecuniary remuneration bears so inadequate a relation to the duties performed, as regards a majority of the Deputies, that the advantage of having their correspondence free forms, I am of opinion, their chief inducement to serve; and without it, I think that it would be impossible to maintain a large number of the existing Offices on the present scale of compensation.

W. H. GRIFFIN,
Post Office Surveyor.

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APPENDIX (L.)

No. 1.

TABLE compiled from the Returns of the Deputy Post Master General at Quebec, exhibiting the progressive increase of the Department in Canada between the 5th July, 1824, and the 5th April, 1840, with the Increase of the Population for the same period.

Year ending.	Increase of Gross Revenue.		Increase of Mail Facilities.						Increase of Population.		Remarks.	
	Amount yearly. £ s. d.	Increase or diminution, per cent.	Post Office.		Established Mail Road.		Weekly travel of Mail.		Population by Census or estimate.	Increase per cent.		
			Number yearly.	Increase per cent.	Number of Miles.	Increase or diminution per cent.	Number of Miles.	Increase per cent.				Amount paid. £ s. d.	Increase per cent.
5th July, 1824,...	13,822 14 4½		69		1992		7,108		5,281 1 0	500,000 (nearly.)		
Ditto, 1825,...												
Ditto, 1826,...												
Ditto, 1827,...												
5th April, 1828,...	15,344 13 7	In 3½ years, 11,.....	101	Near 50,	2368	19,	8,768	23½,	5,542 10 9			Returns not furnished for these years.
Ditto, 1829,...												
Ditto, 1830,...												
Ditto, 1831,...	21,180 10 0	In 3 years, 38,.....	151	Near 50,	2896	22,	13,213	Over 50,	6,720 18 5	747,000	About 24.	Date of accession to Office of present incumbent.
Ditto, 1832,...	24,398 4 1	In 6½ years, near 51,.....	227	Near 120,	3460	Over 45,	16,336	Over 86,	7,746 5 5			No return for these years.
Ditto, 1833,...	29,238 3 5½	In 1 year, over 15,.....	251	Over 10,	3995	Near 20,	16,394	Over 16,	9,010 17 0			The first cholera season, the summer previous.
Ditto, 1834,...	29,103 9 7	In 1 year, near 20,.....	254	Over 1,	3988	Over 15,	17,011	Near 5-7,	10,371 0 4			Deputy Post Master General absent in England this year.
Ditto, 1835,...	31,693 2 4½	5-11 (loss),.....	256	Under 1,	4070	Over 2,	18,441	8½,	11,309 13 9½			The second cholera season, the summer previous.
Ditto, 1836,...	33,617 13 9½	Near 9,.....	289	Near 13,	4377	7½,	19,337	Near 5,	11,853 13 6			P. O. Surveyors had been appointed the autumn previous.
Ditto, 1837,...	37,605 2 5½	Near 6,.....	375	30,	5370	Near 23,	22,629	17,	13,578 0 1			The first insurrection had taken place the winter previous.
Ditto, 1838,...	33,108 3 7	Over 12,.....	330	Over 1,	5486½	Over 2,	25,366	Over 14,	15,501 16 2			Increase of Postage owing mainly to increased Military and Official Correspondence.
Ditto, 1839,...	42,231 0 8½	Over 9, (loss),.....	388	Over 2,	5654	Over 3,	27,422	Over 2,	19,638 13 4			Real increase of Domestic Correspondence greater for the year, than is hereby indicated.
Ditto, 1840,...	52,752 8 5½	Near 33,.....	398	Under 4,	5776	Near 11,	28,332	Over 3,	21,973 8 5	1,080,000		
		Near 17,.....		163,		Near 100,		Over 105,			Near 45.	
		In 9 years, over 150,.....										

* Note.—Most of this increased expense was caused by the increased frequency of the Mail between Quebec and Montreal, and the adoption of the Mail Cart system on that route. In every other respect the Department remained nearly stationary.

Appendix
(F.)
26th March.
(L.) No. 1.
Table shewing the state of the Department in Canada from 1824 to 1840.

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(L.)

No. 2.

COMPARISON of Returns of Military Department Postage in Canada, for year ending 5th July, 1840, furnished by the Post Office Department on the one side, and by the Commissariat and Ordnance Departments on the other.

Departments.	Returned as Sterling 4s. 2d.	Not stated, Supposed same.	Returned as Currency.	Gross Total, Currency.	Remarks.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
I.—Commissariat Department, as returned by Commissary General,.....	6447 0 0½	7736 8 0½	These sums in every case include the per centage paid to the collecting Post Masters by the Departments which keep accounts, to remunerate them for their trouble and risk of loss.—The amount of this per centage, therefore, requires to be deducted, in order to ascertain the amount of Postage actually paid. The Commissariat pays no such per centage. The Ordnance Departments appear to pay 2½ per cent on about £1,600 Currency of the total of £2,647, &c. The other Departments pay 2½ per cent on all their Postage. From £212 to £213 Currency was probably paid, therefore, as per centage; leaving a Net Total of not quite £18,000 Currency, following the Deputy Post Master General's return, which includes some Naval Postage and other items not returned by the Departments, and which therefore should be followed rather than the other.
II.—Ordnance Departments, as returned by following Officers, Lt. Col. Oldfield, Royal Engineers, Upper and Lower Canada,..... do. Col. Campbell, Royal Artillery, do. F. Sisson, Ordnance Store Keeper Department, Lower Canada,..... do. Kingston,..... J. Windson, do. Toronto,..... J. A. Harvey, do. do.	311 1 3 363 12 0 5903 14 11½	1004 5 0½ 294 6 7	297 7 0½	2647 4 10½	
III.—Other Military Departments, as returned by Commissary General,.....	13025 8 3½	1298 11 7½	297 7 0½	7084 9 11½	
Total Military Postage, as thus returned,.....	...	...	17468 2 11	18166 8 0½
“ “ as returned by D. P. M. G.....	...	...	698 5 1½	...
Excess of latter return over former,.....	...	...	...	...

No. 3.

COMPARISON of Returns of Postage of certain Military Departments in Canada for said year, furnished by the Commissariat Department on the one side, and by the Heads of the several Departments themselves, on the other.

Departments.	Returned as Sterling 4s. 3d.	Not stated, Supposed same.	Returned as Currency.	Gross Total, Currency.	Remarks.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
1.—Military Secretary, L. C.,.....	...	1200 1 7½	1585 16 4½	...	Establishing the substantial accuracy of both sets of Returns.
2.—Assistant Military Secretary, U. C.,.....	2303 1 11½	...	
3.—Adjutant General's Department, U. and L. C.,.....	697 17 6¼	...	
4.—Quarter Master General's Department, U. and L. C.,.....	841 5 1	...	
5.—Medical Department, U. and L. C.,.....	196 12 8	...	
6.—Indian Department, do.	1200 1 7½	5624 13 7¼	7064 16 7	
Total Postage of said Departments, thus returned,.....	7084 9 11½	
“ “ as returned by C. G.....	19 13 4½	
Excess of latter return over former,.....	

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26th March.
(L.)

Appendix
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26th March.
(L.)

Appendix
(F.)
26th March.
(L.) No. 4.
Table showing
amounts of
Military Post-
age for 5 years
ended July,
1840.

No. 4.
AMOUNTS of Military Department Postage paid yearly in Canada, for the five years ended July, 1840.

Year ending 30th June.	Payments in Sterling returned for			Total Paid.		Of which deduct amount paid to P. M.'s. as Commission, say about 1 1-5 per cent	Probable Total of Postage paid. Currency, about	Remarks.
	Commissariat, By Commissary General.	Ordnance Departments, by Board of Respective Officers.	Other Departments, By Commissary General.	Sterling.	Currency.			
1836.	£ s. d. 1810 15 4	£ s. d. 534 8 6	£ s. d. 1305 19 10½	£ s. d. 3651 3 8½	£ s. d. 4381 8 5½	£ s. d. 52 11 5½	£ s. d. 4330 0 0	
1837.	1836 6 2½	544 19 5	1595 2 7½	3976 8 3½	4771 13 11	57 5 5	4715 0 0	
1838.	2349 14 1½	530 19 10	2882 0 9½	5763 14 8½	6915 5 8½	82 19 8	6880 0 0	* Ordnance Return not given for this year.
1839.	6740 7 3½	P *	6991 12 1½	?	18650 11 4	224 4 4	18425 0 0	Possibly a little less; but not much.
1840.				...	...	...	17825 0 0	

Returned, *en bloc*, by D. P. M. G.
See preceding Comparison of Returns of D. P. M. G.,
and of Commissary General, Board of Ordnance,
&c. about,

Appendix (F.)
26th March.
(L.) No. 5.
Amounts of Official and Un-Official Postage, &c., paid in different parts of Canada.

TABLE showing (as nearly as can be ascertained) the amounts of Official and Un-Official Postage collected during each of the three years ended the 5th July, 1840, in the several Territorial Divisions of Eastern and Western Canada, and the average contribution to the Post Office Revenue for the last of the said years, of an adult inhabitant of each of the said Divisions.

Territorial Division	Amount of Revenue collected at the same in each of said years. (a)			Of which was Official Postage.						Leaving a balance of Un-Official Postage.			Estimated adult population in 1840. (d)	Average contribution to the Post Office Revenue			
	Nrs. of Post Offices returned for the year ending			Military Departments. (b)			Civil Department and Legislatures. (c)			1839					1840		
	5th July 1839	5th July 1839	5th July 1840	1839	1840	1840	1839	1840	1840	1839	1840	1840			1839	1840	1840
I.—East of Quebec.																	
On the North Shore.....	4	4	4	37 2 2	40 15 2	41 15 3	?	?	?	?	?	37 2 0	40 15 0	41 15 0			
On the South Shore below Rivière du Loup.....	13	13	13	199 10 0	230 13 1	271 5 5	?	?	?	?	?	199 10 0	230 13 0	271 5 0			
On the main route to Halifax.....	12	12	12	367 13 7	406 9 1	449 3 6	?	?	?	?	?	367 14 0	406 9 0	449 4 0			
Quebec.....	1	1	1	6764 0 11	10101 14 7	7189 16 11	?	?	?	?	?	?	1784 8 0	2887 2 0			
II.—West of Quebec to Montreal, &c.																	
On the North Bank, main route.....	10	11	12	518 0 1	589 8 2	607 16 2	?	?	?	?	?	518 0 0	589 8 0	607 16 0			
Off main route.....	12	12	12	167 16 1	172 14 8	204 8 2	?	?	?	?	?	167 16 0	172 15 0	204 8 0			
On the South Bank, East of River Nicolet.....	17	15	15	215 18 2	210 18 5	254 18 0	?	?	?	?	?	215 18 0	210 18 0	254 18 0			
Between Nicolet and Richelieu.....	50	25	49	1237 13 9	1511 11 7	1627 16 5	?	?	?	?	?	1237 14 0	1321 12 0	1474 16 0			
West of River Richelieu.....	23	26	26	710 15 9	945 9 4	1184 5 4	?	?	?	?	?	710 16 0	730 9 0	918 5 0			
Montreal.....	1	1	1	4795 7 3	7647 13 11	10394 13 11	?	?	?	?	?	?	2002 7 0	3376 5 0			
III.—West of Montreal to Kingston, &c.																	
In Districts on St. Lawrence, main route.....	17	17	17	1427 15 10	1801 15 9	1816 0 8	?	?	?	?	?	1427 16 0	1250 16 0	1429 1 0			
Off main route.....	16	15	15	458 9 10	419 3 2	535 16 11	?	?	?	?	?	458 10 0	419 3 0	535 17 0			
In Districts on Ottawa, Southern route to Plantagenet.....	9	9	9	204 13 4	203 1 5	207 19 7	?	?	?	?	?	204 13 0	203 1 0	271 0 0			
Northern to Hull and Bytown.....	13	13	13	1128 16 7	994 9 1	1159 12 9	?	?	?	?	?	1128 17 0	910 9 0	953 13 0			
Beyond Hull and Bytown.....	15	17	17	736 16 1	748 3 3	944 5 10	?	?	?	?	?	736 16 0	748 3 0	944 6 0			
Kingston.....	1	1	1	1267 6 2	2093 1 0	2315 0 0	?	?	?	?	?	?	1013 1 0	1240 0 0			
IV.—West of Kingston to Toronto, &c.																	
Main route.....	15	15	16	1846 7 1	1793 6 9	2055 8 3	?	?	?	?	?	1846 7 0	1770 7 0	2205 8 0			
South main route, (P. E. Di. &c.).....	13	13	13	411 10 9	368 9 5	398 17 11	?	?	?	?	?	411 11 0	368 9 0	398 15 0			
North of main route to Yonge Street and Lake Simcoe.....	32	32	32	958 7 6	951 8 0	1144 15 0	?	?	?	?	?	958 8 0	951 8 0	1144 15 0			
Beyond Lake Simcoe.....	6	6	6	420 10 2	432 12 10	463 3 6	?	?	?	?	?	420 10 0	463 13 0	486 4 0			

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Toronto.....	1	1	1	4593 17 9	7418 18 6	8339 2 2	?	3082 10 0	3670 0 0	2411 15 0	2337 0 0	5013 1 0	?	1479 9 0	1656 1 0	5000 over 6s. 7d.	
V.—West of Toronto.																	
Main route to Amherstburgh.....	23	23	23	2054 15 1	4937 5 1	6265 0 10	?	1945 0 0	2663 0 0	?	?	?	?	23054 15 0	2992 5 0	3692 1 0	
From Hamilton to Queenston.....	5	5	5	454 5 6	445 4 11	432 0 2	?	?	?	?	?	?	451 2 0	445 5 0	482 0 0		
Off main route, north of Hamilton, &c.....	37	37	37	1513 5 1	1478 9 9	1827 18 0	?	?	?	?	?	?	1513 5 0	1478 10 0	1827 18 0		
South of do. do.....	41	42	44	1842 12 10	2101 2 4	2559 13 0	?	396 0 0	386 0 0	?	?	?	21842 13 0	2005 2 0	2173 13 0		
In Eastern Section of Canada exclusive of the counties of Gaspé, Bonaventure, Manicoué, Sherbrooke, Drummond, Stanstead, Shefford, Missisquoi, Rouville, Acadie, Beauharnois, Vaudreuil, Trois Montagnes, Ottawa, and of the cities of Montreal and Quebec.....	81	78	79	1953 6 2	2509 13 10	2821 16 6	?	363 0 0	380 0 0	?	?	?	?	2147 14 0	2431 19 0	162840 3jd.	
In counties of Mégantic, Sherbrooke, Drummond, Stanstead, Shefford and Missisquoi.....	37	40	37	806 3 7	879 12 3	984 19 5	?	10 0 0	?	?	?	?	806 4 0	869 12 0	984 19 0	28350 over 10d.	
Total in Eastern section of Canada charge, i. e., South of St. Lawrence and East of Montreal (Montreal and part of New Brunswick inclusive).....	145	147	146	14993 17 10	21860 8 2	22229 18 4	?	10754 10 0	9148 0 0	1636 8 0	2728 4 0	22396 4 0	?	8577 14 0	10485 14 0	10485 14 0	246750 near 10jd.
In Districts West of Montreal, exclusive of Kingston and Toronto.....	242	245	257	14458 1 11	16974 12 5	19923 12 7	?	3367 0 0	3919 0 0	?	?	?	?	15607 12 0	16004 13 0	183900 near 1s. 9d.	
Total in Districts West of Montreal.....	244	247	259	20321 5 10	26486 11 11	30577 14 10	?	7529 10 0	8664 0 0	2411 15 0	2857 0 0	3013 1 0	?	16100 2 0	18900 14 0	191200 under 2s.	
Total in Canada charge: Quebec, Montreal, Kingston and Toronto Offices.....	4	4	4	417402 12 2	27264 8 1	28238 13 1	?	214500 0 0	213470 0 0	4048 3 0	55395 4 0	5009 5 0	?	7719 4 0	9159 8 0	34600 over 5s. 3d.	
Offices on main route, (exclusive of the above).....	82	83	87	7668 13 4	9973 9 10	11675 9 7	?	23625 0 0	23066 0 0	?	?	?	?	7748 10 0	8615 10 0	?	
Offices off main route.....	303	307	314	10243 18 3	11109 2 2	12393 10 5	?	21300 0 0	21293 0 0	?	?	?	?	79509 2 0	71598 10 0	20214 0 0	
In all.....	389	394	405	95315 3 9	48347 0 1	59907 13 2	?	18195 0 0	17855 0 0	4048 3 0	55395 4 0	5009 5 0	?	24437 1 0	24336 16 0	29373 8 0	
Or (c).....	389	389	405	953458 12 10	48565 12 6	5923 16 5	?	?	?	?	?	?	?	24580 10 0	24555 9 0	29373 8 0	

(a)—Ascertained from the Returns of the Deputy Post Master General (Appendix D., Nos. 20, 21 and 22.)
 (b)—Taken (approximately) from the Deputy Post Master General's Memoranda of the Returns made him by his Deputies who collect Military and Naval Postage, allowing for the proportion paid them as per centage for keeping accounts of the same. There were no such Returns made for the year ending 5th July, 1839, so that it can only be said in what sections of country no Military Postage was paid for that year.
 (c)—From Deputy Post Master General's Return. (Appendix D., No. 35.)
 (d)—Taken for Eastern Canada from an estimate prepared by command of the late Governor General, by Lieut. Westmacott, R. E.; and for Western Canada, from the population Returns for 1840, furnished to the Commission by Mr. Secretary Hurstson. Two-fifths of the entire population are every where set down for the purposes of this calculation, as adults.
 (e)—The amounts in this line are taken from the Return App. D., No. 34, differing very slightly, from those obtained by summing up the detailed amounts given in App. D., Nos. 20, 21 and 22.

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(L.) No. 6. Amounts of Official and Un-Official Postage, &c., paid in different parts of the Lower Provinces.

No. 6.

TABLE showing (as nearly as the same can be ascertained) the Amounts of Official and Un-Official Postage collected in three years ended 5th July, 1840, in the several Territorial Divisions of the Lower Provinces, and the average yearly contribution to the Post Office Revenue of an adult inhabitant of each of the said Divisions.

	Number in July 1840—of		Total Revenue.		Of which was paid by		Leaving a balance of Un-Official Postage.		Estimated adult Population, (c.)	Average contribution to the Post Office Revenue.
	Regular Post Offices.	Way Offices, as far as ascertained.	For the three years. (a.)	Average yearly.	Military Departments in the three years. (b.)	Civil Departments and Licenses in the three years. (d.)	For the three years.	Average yearly.		
County of St. John,.....	1	2	£ s. d. 3063 18 0	£ s. d. 1021 6 0	£ s. d. 1211 6 2½	£ s. d. 0 0 0	£ s. d. 1852 11 9½	£ s. d. 617 10 7½	13,180	11½d.
County of Charlotte,.....	3	1	£ s. d. 874 3 0½	£ s. d. 291 7 8	£ s. d. 0 0 0	£ s. d. 0 0 0	£ s. d. 871 3 0½	£ s. d. 291 7 8	7,270	over 9½d.
Counties of York, Sunbury, Queen's, King's and Westmoreland,.....	5	9	£ s. d. 4908 14 9½	£ s. d. 1336 4 11	£ s. d. 861 10 7	£ s. d. 1960 2 7½	£ s. d. 1187 1 7½	£ s. d. 395 13 10½	23,450	4d.
Total of Western and Southern Counties of New Brunswick,.....	9	12	£ s. d. 7946 15 10	£ s. d. 2648 18 7½	£ s. d. 2072 16 9½	£ s. d. 1960 2 7½	£ s. d. 3913 16 5½	£ s. d. 1304 12 17	43,900	under 7½d.
Counties of Kent, Northumberland, Gloucester and Ristigouche,.....	5	5	£ s. d. 2436 1 3	£ s. d. 812 0 5	£ s. d. 0 0 0	£ s. d. 0 0 0	£ s. d. 2436 1 3	£ s. d. 812 0 5	13,800	over 1s. 2d.
Total of New Brunswick,.....	14	17	£ s. d. 10382 17 1	£ s. d. 3460 19 0½	£ s. d. 2072 16 9½	£ s. d. 1960 2 7½	£ s. d. 6349 17 8½	£ s. d. 2116 12 6½	57,700	8½d.
County of Halifax,.....	1	57	£ s. d. 9442 14 0	£ s. d. 3147 11 4	£ s. d. 2306 10 9	£ s. d. 1037 15 4	£ s. d. 6098 7 11	£ s. d. 2032 15 11½	11,750	3s. 5½d.
Counties of Hants, King's, Annapolis, Digby, Shelburne, Yarmouth, Queen's and Lunenburg,.....	9	5	£ s. d. 2268 10 7½	£ s. d. 756 3 6½	£ s. d. 0 0 0	£ s. d. 0 0 0	£ s. d. 2268 10 7½	£ s. d. 756 3 6½	33,950	over 5½d.
Counties of Cumberland, Colchester, Pictou, Sydney and Guysboro',.....	5	2	£ s. d. 2480 6 3½	£ s. d. 826 15 5	£ s. d. 0 0 0	£ s. d. 0 0 0	£ s. d. 2480 6 3½	£ s. d. 826 15 5	24,300	under 8½d.
Cape Breton,.....	2	30	£ s. d. 1136 6 4	£ s. d. 378 15 5	£ s. d. 0 0 0	£ s. d. 0 0 0	£ s. d. 1136 6 4	£ s. d. 378 15 5	16,000	" 5½d.
Total of Nova Scotia,.....	17	87	£ s. d. 15327 17 3	£ s. d. 5109 5 9	£ s. d. 2306 10 9	£ s. d. 1037 15 4	£ s. d. 11983 11 2	£ s. d. 3994 10 4½	86,000	" 11½d.
In Prince Edward's Island,.....	1	28	£ s. d. 1496 0 2	£ s. d. 498 13 4½	£ s. d. ?	£ s. d. 0 0 0	£ s. d. 1496 0 2	£ s. d. 498 13 4½	17,000	7d.
Grand total for Halifax charge,.....	32	132	£ s. d. 27206 14 6	£ s. d. 9068 18 2	£ s. d. 4379 7 6½	£ s. d. 2997 17 11½	£ s. d. 19829 9 0½	£ s. d. 6609 16 4	160,700	under 10d.

(a.)—Taken from the Returns of the Deputy Post General at Halifax. (Appendix E., Nos. 9 and 13.)

(b.)—Compiled from the Returns of the Deputy Post Master General and Post Masters at St. John and Fredericton. (Appendix E., Nos. 13 and 14, and Appendix G.)

(c.)—Taken from latest Census Returns; allowing for increase of population, and assuming the adult population to be two-fifths of the whole.

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26th March.

(L.)

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No. 7.
ABSTRACT of Emolument Returns from Post Masters on the Canada Establishment, whose incomes exceed £40 Currency per annum, for the year ended 5th July, 1840.

Towns.	Salary or Com- mission.	Station- ery allow- ance.	Commis- sion on Newspaper Postage.	Commis- sion on U. States Postage.	Rent of Boxes.	Commis- sion on Steam & Sailing Packet Postage, via New York.	Allowance for		Commis- sion on Public and Private Accounts.	Allow- ance for Clerk Hire.	Gain by town delivery or penny post.	Gain on Letters deposited after the hour for closing.	Gain on convert- ing U. States into British Currency.	Gross Income.	Personal expenses incurred by the Post Masters.				Net Income exclusive of Franking, after deducting expenses.	Remarks.
							Night work.	Extra Mails.							For Clerks.	For Office Rent.	For Fuel, Light, &c.	Total expenses.		
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.		
Amherstburg,	255 1 3½	10 0 0	.....	.....	7 10 0	0 15 0	.....	.....	.....	.....	.....	.....	.....	25 0 0	12 0 0	37 0 0	228 1 3½		
Brantford,	65 4 6	8 0 0	.....	.....	5 5 0	.....	.....	.....	.....	.....	.....	.....	.....	15 0 0	2 10 0	74 13 4	18 11 11		
Belleville,	75 4 4	6 0 0	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	46 13 4	13 10 0	60 3 4	38 3 11		
Brockville,	84 1 1	8 0 0	22 6 2	36 11 4	.....	.....	.....	.....	.....	.....	.....	.....	.....	90 0 0	.....	25 0 0	115 0 0	35 18 7	Fuel and rent are included in one sum.
Bytown,	131 11 0½	3 0 0	9 5 2	8 9 8	.....	.....	.....	.....	.....	.....	.....	.....	.....	50 0 0	.....	100 0 0	52 5 10½		Expenses exceed the income £2 13s. 11d.
Burlington,	40 0 0	2 10 0	0 7 3	0 12 10	.....	.....	.....	.....	.....	.....	.....	.....	.....	20 0 0	12 0 0	14 5 0	46 5 0		Expenses not re- ported.
Cobourg,	90 13 7	10 0 0	28 7 8	7 19 1½	.....	.....	25 0 0	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	162 0 4½	
Chambly,	53 18 1½	8 0 0	0 10 10½	4 3 10½	66 12 10½		Post Master hav- ing held the of- fice one quarter only. Expenses not returned.
Cornwall,	101 6 11½	8 0 0	2 3 7	2 13 6	.....	.....	25 0 0	.....	.....	.....	.....	.....	.....	40 0 0	.....	50 0 0	89 4 0½		Rent not stated.
Drummondville,	82 10 10½	11 2 0	0 5 6	10 2 0	.....	.....	.....	.....	.....	.....	.....	.....	.....	75 0 0	.....	85 0 0	19 0 4½		Expenses not stated.
Dundas,	45 8 3	4 0 0	4 6 9½	8 11 3	62 6 3½		Do, do.
Goderich,	35 3 10½	3 0 0	1 4 9½	4 0 8½	46 6 4½		Do, do.
Quebec,	35 6 9	3 0 0	0 12 3	12 4 3	54 3 3		Do, do.
Hamilton,	295 3 9	10 0 0	24 2 8	31 5 0	.....	.....	20 0 0	.....	.....	.....	.....	.....	.....	150 0 0	17 12 0	182 12 0	197 19 5		No expenses sta- ted.
Kingston,	154 10 0	25 0 0	9 19 5	304 3 10	10 15 0	22 0 0	.....	.....	.....	.....	.....	.....	.....	90 0 0	60 0 0	135 0 0	453 18 1		Expenses not stated.
London,	237 17 11½	8 0 0	16 1 10	22 9 2½	.....	.....	.....	.....	.....	.....	.....	.....	.....	125 0 0	35 0 0	160 0 0	124 9 0		Expenses not stated.
Laprairie,	40 0 0	0 0 0	0 7 4½	2 0 9½	.....	.....	.....	.....	.....	.....	.....	.....	.....	9 0 0	1 10 0	28 7 9	14 0 5		Expenses not returned.
Montreal,	360 0 0	30 0 0	100 0 0	65 12 6	75 0 0	80 10 0	.....	.....	.....	.....	.....	.....	.....	50 0 0	4 10 9	54 10 0	159 6 10		Expenses not stated.
Niagara,	129 0 0	8 0 0	9 4 10	67 12 0	.....	.....	.....	.....	.....	.....	.....	.....	.....	8 10 0	4 0 0	42 10 0	40 14 5½		No expenses sta- ted.
Pennanguishene,	61 11 3½	4 0 0	0 5 11½	0 10 6½	50 6 1		Fuel and rent in- cluded in one sum.
Perth,	68 13 11½	9 0 0	3 12 7	1 17 11	50 6 1		Expenses not stated.
Peterboro,	56 9 3	2 0 0	1 16 10	7 14 5	56 15 9		Expenses not stated.
Pictou,	39 5 11	4 0 0	1 10 7½	4 0 7½	.....	.....	.....	.....	.....	.....	.....	.....	.....	5 0 0	2 10 0	37 10 0	11 7 2		Expenses not stated.
Port Hope,	45 10 8	2 0 0	3 8 4	5 16 9	56 15 9		Expenses not stated.

(L.) No. 7.
Abstract of Emolument Returns of Post Masters receiving over £40 cy. a year.

Appendix
(F.)

No. 8.

26th March.

SUGGESTIONS of the Deputy Post Master General at Quebec on the subject of a Penny Post.

(L.) No. 8.

Suggestions of
Deputy Post
Master General
as to Penny
Post.

THERE is at present no uniform mode of dealing with letters or packets deposited in a Post Office addressed to persons within the delivery of such Office, at the four principal Offices in the country.

At Quebec such letters are rated at 2d. each, whether delivered at the Office or taken out by the Letter Carrier,—the whole goes to the credit of the General Post Office.

At Montreal all letters pay 1d. to the general revenue, and if taken out by the Letter Carrier he receives another penny as a gratuity to himself.

At Toronto it appears that the Post Master charges a penny each on such letters, as a perquisite of his own—(for the last year this produced the sum of £46 12s. 7d. currency)—and should the letter be taken out by the Letter Carrier he gets a penny gratuity: The Post Master however says that this gratuity is not exacted by the Carrier, but that he is not directed to refuse it if offered.

At Kingston the Post Master delivers such letters at his Office free of any charge,—if sent out by the Carrier a penny is received by the Carrier, which is his fee for the service.

At the other Offices where the Post Masters are not provided with Letter Carriers, Post Masters receive on such letters a penny fee for delivering them when called for, the same as at Toronto.

I certainly think that a uniform plan should be laid down for the above class of Letters. My idea is that at Offices provided with Letter Carriers a packet under 4 oz. should be delivered at the windows for a penny, if carried out by the runner 2d. If over 4 oz. double the above charges. No packet over 1lb. weight to be posted. The whole to go to the benefit of the revenue.

At Offices not provided with Letter Carriers, I think it only equitable that the Post Masters should receive a fee of 1d. for taking charge of such letters and delivering them when called for.

The limits of the Carriers' delivery are in England determined by the Post Master General. I should think that in Canada three-fourths of a mile from the Post Office would be a suitable distance for the penny charge; beyond that distance, say beyond three-fourths of a mile, and up to a mile and a quarter, 100 per cent should be added.

DELIVERY of General Post Letters.

As regards General Post Letters I think they might be delivered within three-fourths of a mile without any extra charge; beyond three-fourths of a mile and up to a mile and a quarter a penny additional, to go to the general revenue.

At Offices not provided with Letter Carriers, individuals should call for their letters.

T. A. STAYNER.

No. 9.

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26th March.

(L.) No. 9.

Remarks of
Deputy Post
Master General
on required
increase of
Expenditure,
&c.

REMARKS of the Deputy Post Master General at Quebec on the probable future Revenue of the Department, and the increased expenditure required in his opinion for the payment of Post Masters, for the General Establishment; &c.

I HAVE afforded the best consideration in my power to the several circumstances connected with those improvements of the Post in Canada that are likely immediately to affect the revenue, and shall now proceed to lay the result before the Commissioners in such form as I hope may assist them in arriving at just conclusions.—In doing this, however, I take the liberty of observing that unused as we are in this country to any experiments upon the Post Office of an extensive character, I have not that confidence in the calculations and propositions I am about to submit which I should wish to feel; and involving, as these propositions do, consequences of the gravest importance, I must solicit from the Commissioners such indulgence in their review of the same, as the difficulties of the case entitle me to.

I shall take as the first point bearing upon the surplus revenue, the propriety of improving the incomes of those Post Masters who appear to me to be inadequately paid for their labors by the present commission of 20 per cent. Most of the smaller Offices come within this class. It was my first intention to recommend that the Post Masters at those Offices should receive 30 per cent. on the first 50 or 100 dollars of revenue collected, by way of placing them more nearly on a par than they now are with Post Masters in the United States; but I have been deterred from this by the probable want of funds; I am now unwilling to propose as the ordinary remuneration a higher commission than 25 per cent. on the first £10 of revenue collected in each quarter, and 20 per cent on the remainder.

I have undertaken to consider as a fair principle, that the "ordinary duties" of a Post Master (and which would be covered by a commission of 25 per cent.) mean those cases where the Mail is served not more than three times a week each way during day light: beyond this amount of day duty—and night work also, I consider as "extraordinary duty," and I think the proper mode of remuneration would be an annual fixed allowance. (See Enclosures 2 to 4 inclusive.)

In the event of the three Lower Provinces being annexed to the Canada Establishment and forming part of the same administration, and of the Cross Post and Forward system (such as obtains in England) being adopted, two more Surveyors would be required and another Clerk for the Deputy Post Master General's Office. To introduce the improved system of accounts in his Office, the Accountant, Mr. King, says he would require two more additional Clerks. (See Enclosures 5 and 6.)

Next in order I would desire to call the notice of the Commission to that item in the general estimate showing the increased expense which will grow out of the additional Mail service contracted for within the last year (that is since July, 1840,) or which I am about contracting for:—also to my estimation of the effect likely to be produced upon our revenue by the establishment of Cunard's line, and the reduction of the inland Postage on our correspondence with England *via* Halifax, to 2d. sterling the half ounce; &c. Bearing in mind that a considerable source of revenue heretofore derived through our correspondence with Europe *via* New York, has been done away by the

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order preventing the collection of "Freight Money," so called, I have noticed the probable effects of that order upon our revenue.

On the credit side of the account I have endeavoured to form some calculations of a return of increase likely to accrue from the improvements already decided upon, or contemplated. I have bestowed my best attention upon this, as I have indeed upon every other branch of the question, and although I have ventured upon conclusions, and introduced them in the estimate, it would be wrong for me to put them forward without admitting they are far from being so satisfactory to myself as I could wish them to be; yet I know not how this uncertainty is to be overcome.

It will be observed that in the general estimate I have given the prospective revenue credit for the probable increase from Newspapers, supposing them to be placed upon a Postage of ½d. each, and the Deputy Post Master General to be deprived of his privilege. I should hope that the Newspapers at a halfpenny each, would yield a revenue considerably beyond the sum that I have put down; but I have thought it the safer plan to base my calculation upon the number of papers returned in a statement already before the Commission, rather than to count upon any increase.

I beg further to observe that I have not attempted to form any calculation in the "estimate," of the probable effect upon the revenue of a reduction in the present tariff of Postage, or from the adoption of the weight system; neither have I touched upon the Franking Privilege of the Post Masters, which is notoriously an evil of great magnitude, and one which I am persuaded the Commission will be anxious if possible to remedy.

In the "estimate" I have made no allowance for any falling off in the Military Postage which is now

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somewhere about £17,000 currency a year. It will naturally occur to the Commission that the withdrawal of any considerable portion of the Army will produce a reduction in the Military Postage accounts. Should the country remain tranquil, there will probably be less frequent movements of the Troops than heretofore, and consequently less correspondence through the Post; but apart from these reasons for apprehending a diminution in this item of revenue, it seems to me to be very possible that should the Postage on Military letters and packets become an actual charge on the Imperial Treasury, instead of, as now, a nominal one, measures will be taken by the Heads of Departments to reduce their Postage accounts, and there is no saying how far this reduction may go.

I had hoped to have been able before making this report to the Commission, to have ascertained the amount of Military Postage previous to the year 1838, as that would have been some guide for forming a prospective estimate; the information, however, sought for on this head has not yet come in.

The only other matter to which it appears necessary at this stage of the proceedings to draw the attention of the Commissioners, is the effect that will be produced upon our revenue by a war with the United States. I shall be ready to go into the calculations upon this head whenever required to do so.

NOTE.—The omitted paragraphs relate to the details of the establishments required for several of the larger Offices; a subject which we have not thought of sufficient general interest to warrant their insertion here.—
COMMISSIONERS.

Enclosures in No. 9.

1.—GENERAL ESTIMATE.

Enclosure 1.

General estimate. STATE of the Revenue and Expenditure of the Post Office Department in the Canadas for the year ended 5th July, 1840, as per Annual Return.

	£	s.	d.		£	s.	d.	£	s.	d.	
Gross Revenue collected in the Canadas for the year ended as above,.....	54447	0	0	Paid for Courier's wages,.....	22342	0	0				
				" Salaries,.....	9409	0	0				
				" Stationery, Incidentals, &c.	2386	0	0				
				Amount of Dead Letters,.....	1423	0	0				
								35560	0	0	
								Surplus balance,	18887	0	0
Currency,.....	54447	0	0					Currency,	54447	0	0

PROSPECTIVE Estimate of the Revenue and Expenditure for a year, embracing the proposed changes and improvements.*

	£	s.	d.		£	s.	d.		£	s.	d.		£	s.	d.
Say Gross Revenue as above,.....	54	147	0						Aggregate charge as above brought down,.....				35	60	0
Less estimated amount of decrease on certain items, viz: Loss of Postage collected in Canada on letters received from England under the old establishment of Halifax Packets as included in year 1840,.....	2	500	0						Additional items of charge, viz: For extra allowances to Post Masters for night work, &c., and for the establishment of Forward Towns as per Schedule, "Improved establishments at Quebec, Three Rivers, Montreal, Kingston, Toronto and Queenston, amount of additional charge,.....	2	400	0			
Loss on the diminished number of letters passing to and from England via New York, say,.....	1	500	0		50	447	0	0	"Compensation to certain Frontier Post Masters for loss of percentage on United States Postage,.....						
Additional items of Revenue.				£	s.	d.			"Commission on such Newspaper postage as may be collected by Post Masters receiving a Commission on their collections,.....						
Provincial Revenue on letters brought and sent by Royal Mail Steamers, calculating 48 Mails a year to and from England, averaging letters each trip at 2d. stg.,.....									"Additional expenditure for steamboat services, &c. &c. and for improvements in land service,.....	6	165	13	0		
Income to be derived from letters carried by the Steamboats on the River St. Lawrence and Lake Ontario at... Gain to the Revenue in the receipt of the Commission or percentage allowed by the United States on the collection of American Postage,.....									"Improvement in Surveyors' branch,.....						
Estimated increase of Revenue to result from improvements in land service of the Mail, already provided for,.....				4	00	0			"Improvement in Accountants' Office,.....						
Probable Revenue to be derived from the transmission of Provincial and American Newspapers and Pamphlets, say one million at 3d. each,...	2	083	6	8											

* This paper is not one originally handed in to the Commission, and remarked upon in the foregoing Communication. In the estimate, as it stood at first, the conjectured effect of each source of loss or gain adverted to was stated in figures. The above paper was afterwards substituted by the Deputy Post Master General.—COMMISSIONERS.

Appendix (F.)

2.—List of Forwarding Towns and proposed allowances.

26th March.

(L.)
Enclosure 2.
List of Forwarding Offices.

	Forward Office Allowance.	Extra allowance to be given for extra Mails and night duty.	Total of extra allowance over and above commission.
	£ s. d.	£ s. d.	£ s. d.
Sherbrooke,	30 0 0	0 0 0	30 0 0
Stanstead,	20 0 0	15 0 0	35 0 0
Waterloo,	20 0 0	0 0 0	20 0 0
Chambly,	30 0 0	10 0 0	40 0 0
William Henry,	30 0 0	0 0 0	30 0 0
St. Johns,	30 0 0	10 0 0	40 0 0
Laprairie,	20 0 0	10 0 0	30 0 0
Cornwall,	40 0 0	25 0 0	65 0 0
Prescott,	15 0 0	10 0 0	25 0 0
Brockville,	50 0 0	0 0 0	50 0 0
Bytown,	25 0 0	15 0 0	40 0 0
Franktown,	25 0 0	10 0 0	35 0 0
Chatham,	20 0 0	10 0 0	30 0 0
Belleville,	15 0 0	15 0 0	30 0 0
Pictou,	15 0 0	0 0 0	15 0 0
Brighton,	30 0 0	30 0 0	60 0 0
Peterboro',	15 0 0	0 0 0	15 0 0
Port Hope,	30 0 0	10 0 0	40 0 0
Holland Landing,	30 0 0	0 0 0	30 0 0
Guelf,	20 0 0	0 0 0	20 0 0
Hamilton,	60 0 0	40 0 0	100 0 0
Brantford,	50 0 0	20 0 0	70 0 0
Dunnville,	20 0 0	0 0 0	20 0 0
St. Catherines,	30 0 0	0 0 0	30 0 0
Queenston, (included in proposed general salary,)	0 0 0	0 0 0	0 0 0
Bayham,	20 0 0	0 0 0	20 0 0
London,	40 0 0	20 0 0	60 0 0
St. Thomas,	20 0 0	0 0 0	20 0 0
Erieus,	15 0 0	0 0 0	15 0 0
Whitchall,	15 0 0	15 0 0	30 0 0
Say 10 sub-Forwarding Offices at an average allowance of £10 each. Amounting to.....	100 0 0		
	780 0 0		
	880 0 0		

T. A. STAYNER.

I submit the foregoing as a rough estimate of the annual expense which may be incurred by the adoption of the system indicated above, and not as the allowance to be specifically granted to each office, it being impossible for me to determine at this moment the precise sum to which the several Post Masters assuming the extra duties might be entitled. I think, however, that the aggregate sum which I have stated would cover the necessary additional charge.

T. A. STAYNER.

3.—DETAIL of Offices receiving or despatching upwards of 12 Mails per week.

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Enclosure 3.
List of Offices having more than 12 mails a week.

Name of Offices.	No. of Regular Mails received or despatched weekly.	No. of Branch or distribution Mails.	Total.	Offices at which Mails are exchanged at night.
Amherstburgh,	18	0	18	0
Ancaster,	13	0	13	0
Beachville,	12	2	14	0
Belleville,	12	2	14	6
Berthier,	14	18	32	7
Brantford,	13	6	19	0
Brighton,	12	10	22	12
Brockville,	12	6	18	0
Bytown,	12	14	26	0
Chambly,	10	4	14	0
Chatham,	6	8	14	4
Cornwall,	12	6	18	In winter 12 In summer 6
Credit,	12	4	16	6
Delaware,	12	2	14	0
Etobicoke,	12	2	14	0
Franktown,	6	10	16	0
Grimsby,	12	2	14	6
Hamilton,	12	26	38	12
Hawkesbury,	10	4	14	0
Henryville,	14	4	18	0
Lachine,	12	2	14	0
Lancaster,	12	6	18	0
Laprairie,	14	10	24	0
London,	12	14	26	0
L'Orignal,	10	6	16	0
Maitland,	12	2	14	0
Napanee,	12	4	16	6
Nelson,	12	4	16	6
Palermo,	12	4	16	6
Perth,	12	4	16	0
Phillipsburg,	14	4	18	0
Pickering,	12	2	14	6
Port Hope,	12	6	18	0
Prescott,	12	4	16	0
Raleigh,	12	6	18	6
St. Catherines,	12	8	20	0
St. Johns,	14	10	24	0
Stanstead,	12	8	20	5
Three Rivers,	14	6	20	0
Trafalgar,	12	4	16	6
Trent Port,	12	2	14	6
Whitby,	12	2	14	6
Williamsburg,				
West,	12	2	14	12
William Henry,	14	10	24	0
Whitehall,	12	2	14	6

Besides the above named 45, there are 10 minor offices exchanging 14 Mails per week, situated on the Route between Quebec and Montreal.

T. A. STAYNER, D. P. M. G.

STATEMENT intended to shew the work performed at the different Offices in the Canadas, as regards the number of Mails exchanged weekly, and the extent of night work.

Comparative amount of Post Office duty at different Offices.

	Of which have the performance of night duty to the extent of receiving or despatching between the hours of 10 o'clock P. M. and 5 o'clock A. M.				
	Less than 3 Mails per week.	Three Mails per week.	More than 3 and not exceeding 6 Mails per week.	More than 6 and less than 12 Mails per week.	Twelve Mails and upwards.
106 Offices receiving or despatching (by day) 2 Mails per week,	0	0	0	0	0
91 Offices do. 4 Mails do.	6	0	0	0	0
80 do. do. 6 do. do.	0	3	4	0	0
24 do. do. upwards of 6 Mails and less than 12 do.	0	1	1	0	0
49 do. do. 12 Mails per week,	0	2	9	0	4
55 do. do. upwards of 12 Mails per week,	0	0	13	5	6

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Enclosure 4.

PROPOSED scale of Compensation to Post Masters.

All Post Masters paid by a Commission or per centage, to receive 25 per cent on the first £10 or \$40 collected in each quarter, and 20 per cent on the remainder.

Allowances proposed to be made, over and above the Commission, for extra services.

	No. of Post Offices in each class.
For receiving and despatching the Mail more than 6 times and less than 12 times per week—a yearly allowance of not exceeding £10.....	24
For receiving and despatching the Mail 12 times per week and upwards not exceeding £25 per annum.....	104
Ditto, ditto, less than 12 Mails per week between the hours of 10 o'clock, P. M. and 5 o'clock, A. M., an additional compensation of not exceeding £10 per annum.....	44
Ditto, ditto, 12 Mails and upwards by night not exceeding £25 per annum.....	10
	£ s. d.
Probable annual charge for above extra allowances.....	1200 0 0
Probable increase in aggregate Commission charge following upon the grant of 25 per cent instead of 20 per cent on the first £10 say \$40.....	320 0 0
Currency.....	1520 0 0

T. A. STAYNER, D. P. M. G.

The above sum of £1200 is put down as a rough Estimate of the annual additional expense which may be incurred by compensating Post Masters for what may be considered extra services, under the principle that "Ordinary duty" consists in receiving and despatching three Mails per week each way by day.

T. A. STAYNER.

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Enclosure 4.

Proposed Compensation to Post Masters.

Enclosure 5.

Enclosure 5.

Proposed Surveyors' Establishment.

SURVEYORS.—There are at present but two Post Office Surveyors, one for Upper, and the other for Lower Canada. The want of a more perfect superintendance over so great an extent of country and so many Post Offices is I conceive clearly evident. It is perfectly impossible that the duties of this large Establishment, composed as it is in a great degree of new and inexperienced Post Masters, who are constantly giving place to others equally inexperienced, can be satisfactorily maintained except the Surveyors' Department is well organized and efficient. My desire is to have another Surveyor added to the present force. I would then divide Canada into three Post Office Districts, viz :

- One from Toronto Westward.
- One from Toronto to Montreal.
- The other from Montreal Eastward.

It is necessary here to observe that by an authority from the Post Master General I was last summer permitted to grant a Clerk to the Surveyor of Upper Canada, for one year, at the rate of £100, currency, a year, subject to revision by the Government after receiving the Report of the Post Office Commission.

At the time I made this application I recommended that the Surveyor should receive £30 Office Rent, and I recommended further the justice of granting the Surveyor 8d. sterling, mileage, instead of 6d., it having been shewn to me that that sum was not a remuneration for the actual expense incurred. I likewise recommended that after five years faithful service the salaries of the Surveyors should be augmented £50. I now earnestly renew those recommendations from a persuasion founded on many years experience, that the laborious and frequently painful services of Post Office Surveyors in the climate of Canada, are not adequately compensated under the present scheme of compensation. I should add that the Post Master General approved conditionally (as above stated) of the employment of

the Clerk, but referred the other question for the consideration of the Post Office Commission.

Mr. Porteous, who was the Surveyor for Upper Canada at the time I applied for the Clerk, employed him for six or seven months; he is not now employed.

If there are three Surveyors in Canada, I think that Surveyors' Clerks may be dispensed with, for the present at all events; but as Offices and routes are multiplied, it may be the cheapest mode by and bye of improving the Surveyors' branch, to allow them Clerks, and thus leave them more at liberty to attend to their travelling inspection duties. Each Surveyor should have an Office at his station town.

Where the rent of the Post Office of such town is paid by the Government, he might be provided with a room in the same building; if otherwise, he should receive an allowance for rent.

ACCOUNTANT'S Branch, Quebec.

Names.	Length of Service.	Names.	Present Salary, Sterling.	Proposed Salary, Sterling.
E. J. King.....	7 years.	Accountant,	£300.	£400.
V. Daintrey....	7 do.	1st Clerk,	£150.	£200.
W. F. Kimlin,	7 do.	2nd do.	£100.	£150.
Proposed,.....		3rd do.		£100.
		4th do.		£100.

Proposed Establishment of Account Branch.

I think also that the 3rd and 4th Clerks should receive £150 a year after five years service.

I beg to accompany this Estimate by a letter from the Accountant, Mr. King, shewing that the two additional Clerks above mentioned are required for his Office.

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From my knowledge of the amount of labour in the Accountant's Office, I conceive that this additional force is quite necessary; indeed Mr. King assures me that it will be impossible to carry out the system of accounts desired by the Post Master General without it. I am strongly of opinion that the persons composing the present establishment of the Account branch are entitled to an increase of salary, as their duties are arduous and important, and they have now been nearly seven years engaged at them without any improvement of income.

It is possible that should the Account branch remain at Quebec, the services of the two additional Clerks may be made available in the Sorting Office when the English Mails arrive or are despatched.

DEPUTY POST MASTER GENERAL'S Office.

Names.	Length of Service.	Office.	Present Salary, Sterling.	Proposed Salary, Sterling.
Wm. Griffin.....	9 years.	Chief Clerk.	£200	£200
E. S. Freer.....	3 do.	1st Clerk....	£150	£130
G. E. Griffin.....	3 do.	2nd do. ...	£100	£100
Office Keeper and Messenger.....			£52	£52

} Vide the notes below.

The establishment of the Deputy Post Master General's Office, as authorized by the Lords of the Treasury, is as follows:—

Chief Clerk, (Mr. Griffin) after 7 years service,	£200 per annum.
First Clerk,	£130 "
After 2 years,	£150 "
After 7 years,	£200 "
Second Clerk,	£70 "
After 2 years,	£100 "
After 5 years,	£150 "

Mr. Freer having been promoted to the Office of Surveyor, although owing to my absence from Quebec he has not yet assumed the duty, my intention has been that Mr. Gilbert Griffin should succeed him as First Clerk. It appears to me that £70 a year allotted for the Second Clerk upon entering, is too small a salary, and that it should be £100 on entering, to advance in five years to £150, and after ten years to £200 per annum.

I submit also that after ten years service the Chief Clerk and the First Clerk respectively should receive £250 Sterling per annum.

T. A. STAYNER.

July, 1841.

Enclosure 6.

ACCOUNTANT'S OFFICE, GENERAL POST OFFICE,
Quebec, March 6th, 1841.

SIR,—In reply to your letter of the 28th ult., requesting me to furnish you with my ideas as to the extent of the establishment which I think would be required in my office for conducting the duties efficiently upon an improved system, &c., I beg to say that as it has for some time past been in contemplation to introduce extensive improvements in our system of Cross Post Accounts and other matters, the subject of the extra assistance that would be required, consequent upon their adoption, had already occupied my attention.

The introduction of the system of accounts in operation at home, or that part of it which could be advantageously brought into use in these Provinces, would occasion much additional work in the Account branch of the Department. Although practically acquainted with most of the duties that would have to be done, I do not consider that I can form a correct opinion as to the exact number of additional hands that would be required. But from a knowledge of the duty that I conceive would as a matter of course devolve upon the Accountant's Office, I could not commence upon them with fewer than two additional Clerks.

I am not prepared to go into the details of the duties that would fall upon each individual; that must be the result of experience, but I have no hesitation in maintaining that the establishment I now propose, viz :

Accountant,
First Clerk,
Second Clerk and
Two Juniors,

would be barely sufficient to enter upon and perform all that I could wish.

I am, Sir,
Your very obedient servant,

E. KING,
Accountant.

T. A. Stayner, Esq. D. P. M. G.

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No. 10.

No. 10.

LETTER from the Deputy Post Master General at Quebec, on the subject of the appointment of Messrs. FREER, BERCZY and RICHARDSON to the Office of Post Office Surveyor for Western Canada.

Letter of Deputy Post Master General on appointments of Messrs. Freer, Berczy and Richardson to Surveyorship of Western Canada.

GENERAL POST OFFICE,
Quebec, 23rd Nov., 1841.

SIR,—I have the honor to acknowledge the receipt of your letter of the 16th instant, conveying the request of the Post Office Commissioners that I should furnish them with copies of my correspondence with the General Post Office, London, on the subjects of the late vacancy in the Surveyorship of Western Canada; my appointment to it of Mr. Freer, and the subsequent appointments of Messrs. Berczy and Richardson. The Commissioners likewise request to be informed who is at present the Surveyor of Western Canada; if Mr. Richardson, whether his appointment is temporary or permanent, and who was appointed to act in his place and on what conditions, as regards the tenure and emoluments of his Office, he was so appointed. It is further desired by the Commissioners that if there are any portions of my correspondence with Mr. Berczy on any of those subjects which I do not consider private, I am to furnish copies thereof, as also copies of the correspondence with Mr. Richardson and the Post Master of Brantford, together with such further information as I may see fit to supply.

In compliance with the foregoing requisitions, I now transmit copy of a letter of the 23rd September, 1840, from me to the Secretary of the General Post Office, which contains my recommendation of Mr. Freer for the Surveyorship. Also copy of a letter from the Secretary's Office, dated 19th October, approving of my recommendation. Excepting those letters, for reasons which I shall presently state, I have had no correspondence with the General Post Office on the subject of the Surveyorship in question.

Enclosure 6.

Letter from Accountant on the establishment required for his Office.

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I also lay before the Commissioners a copy of my letter to Mr. Berczy, dated 2nd June last, at Kingston, addressed to him when I found that Mr. Freer's prolonged detention at Quebec had rendered another provision necessary for conducting the Surveyor's duties in Western Canada.

Mr. Berczy's letter in reply, dated 15th of June.

Copy of my letter to Mr. Richardson, dated the 2nd June, proposing to him to devote himself exclusively to the duties of the Surveyorship whilst his services should be required.—This offer was answered by Mr. Richardson's coming to Kingston to see me, when he acquiesced in my proposal.

Copy of my official appointment of Mr. Richardson as Acting Surveyor, dated 16th June, 1841.

Copy of my letter to Mr. Muirhead, dated 25th June, 1841, enclosing Bonds to be executed by him as Post Master of Brantford.

Copy of Mr. Muirhead's letter in reply, dated 2nd July, transmitting his Bonds executed.

Copy of Mr. Muirhead's Bond, upon which a Commission issued, giving him all the advantages of the appointment of Post Master.

In reply to the question of the Commissioners as to who is at present the Surveyor for Upper Canada, I have to state (referring again to the letter from the General Post Office of the 19th October, 1840,) that Mr. Freer is the Surveyor—although owing to my prolonged absence from Quebec, and the necessity for keeping him there as my substitute, I have not yet been able to send him to his charge; the consequence of which is that for more than a twelve-month he has been deprived of every advantage connected with his promotion. So soon as I shall have succeeded in bringing up a little more of the arrears of business caused by my long absence from Quebec, in attendance upon the Post Office Commission, it is my intention to send Mr. Freer to Western Canada to assume the duties of the Surveyor's branch, when it is understood that Mr. Richardson will resume charge of the Post Office at Brantford.

I have said above, that I have held no correspondence with the General Post Office other than what I have there detailed on the subject of the Surveyorship of Western Canada. I have now to state that I have deliberately, and as I trust the result will shew, with a right appreciation of my position, abstained from making any communication to the Head of my Department in relation to the matter in question since the subject was taken up by the Commission in April or May last, (I am not sure of the month,) and a censure upon me recorded in the Report, coupled with a threat of further notice of the case.

I found that I had been placed upon my trial for a proceeding which I knew to have been dictated by an anxious desire for the interests of the Department and the public at large, and that remarks had been made such as no man conscious of having done his duty would submit to. I felt that the imputation against me was unmerited. I have never for one instant regretted what I had done, or doubted my power, when the proper time for it should arrive, to vindicate my character from the infliction directed against it. When that period arrives I shall not fail to lay before the Post Master General a full report of every step taken by me in regard to the Surveyorship of Western Canada, and the resignation of Mr. Porteous.

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It may be advisable I should at this time explain also why I did not report to the Post Master General the arrangement entered into by me with Mr. Berczy in December last, whereby that gentleman undertook to attend to the resident duties of the Surveyor; until I could release Mr. Freer from Quebec: this explanation is conveyed in the fact that at the time Mr. Berczy took the charge from Mr. James Porteous, on the 6th January, I counted upon being relieved from my attendance on the Commission in 6 or 8 weeks, and of then having it in my power to send Mr. Freer to Toronto, when it was my intention, in submitting to the Post Master General the account of Mr. Berczy for pay as Acting Surveyor, to have reported what I had done under the circumstances. It can scarcely be necessary, I conceive, to add that until such a Report had received the approval of the Post Master General, I could make no charge in my accounts with the General Post Office.

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

T. A. STAYNER,
Deputy Post Master General.

P. S.—Upon looking over what I have written it occurs to me that in order to leave nothing in doubt in the minds of the Commissioners as regards the salary and allowances appertaining to the Surveyorship whilst its duties were being performed by acting Officers, it is necessary that I should state more distinctly than I may yet have done, that I promised Mr. Berczy the pay of Surveyor at the rate of £150 per annum, whilst he should conduct the resident duties. This was a measure of mere justice, because Mr. Berczy, in order to secure time for attending to his new duties, was under the necessity of engaging an additional Clerk to assist in the business of his Post Office. During the period Mr. Berczy executed the resident duties of Surveyor, Mr. Richardson was employed on two occasions (I think) on travelling duty. I had intended to have compensated him for that duty by an allowance of from 10s. to 15s. a-day in addition to his actual expenses, but I subsequently considered that it would be better to allow him the ordinary mileage and travelling pay of a Surveyor, that is to say, 21s. a-day and 6d. a-mile. When I agreed with Mr. Richardson in June last that he should devote himself exclusively to the Surveyorship, I promised that he should receive the pay and allowances of a permanent Surveyor.

T. A. STAYNER.

Christ'r. Dunkin, Esq., Sec'y P. O. Commission.

Enclosure 1.

GENERAL POST OFFICE,
Quebec, 23rd Sept. 1840.

SIR,—Mr. Andrew Porteous, my Deputy at Montreal, feeling the infirmities of age growing upon him, and being as I believe convinced that he is unequal to a satisfactory discharge of the heavy and constantly increasing duties of his office, has expressed a wish to be relieved from his charge, accompanied by a hope that his nephew, Mr. James Porteous, Post Office Surveyor of Upper Canada, should succeed him.

Mr. Andrew Porteous had of course no right to recommend a successor; this indeed he himself perfectly understands, but you will readily perceive

Enclosure 1.

Deputy Post
Master General
to Secretary of General
Post Office,
London: 23rd
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through my Report dated 6th June last, that I should consider it a great advantage to the Establishment to procure an active energetic man, perfectly acquainted with Post Office duties in all their details (as Mr. James Porteous certainly is) instead of the present incumbent—and with the choice of the whole Department before me, I could not find an individual better fitted for the charge of the Montreal Office than Mr. James Porteous, or better entitled to the promotion. I have therefore not hesitated, in accepting Mr. Andrew Porteous' resignation, to determine upon putting Mr. James Porteous in his place, and I respectfully solicit My Lord the Post Master General's approval of the arrangement. The older Mr. Porteous, had hoped that in consideration of length of service, and of the punctuality with which he had always discharged the duties connected with his pecuniary responsibility, he might have received from the Government a moderate retired allowance, without which he alleges he has not adequate means of subsistence. The decision of the Post Master General however upon that head, conveyed in your letter of the 28th July, and which I communicated to Mr. Porteous, dissipated any such expectation. I have heard (although I am ignorant of their arrangements) that the nephew, from a kindly feeling towards the uncle, will contribute to his support; otherwise a difficulty which stood in the way of a desirable improvement could hardly have been overcome.

It may not perhaps be considered necessary by My Lord the Post Master General that I should have adverted to any thing like an arrangement of a private nature between the above officers. I feel indeed that under ordinary circumstances, nothing approaching to an arrangement between parties holding situations under Government should either directly or indirectly be countenanced by an Officer entrusted with the care of an Establishment. I have, however, always observed it as a principle never to conceal from the Post Master General any circumstance of importance touching, however remotely, upon my obligations to the Government; and it is in this spirit I have adverted to particulars which otherwise I should not have done.

I desire to promote to the Surveyorship in Upper Canada Mr. Edward Freer, the First Clerk in my own Office—a person about 37 years of age—who is better qualified in my opinion, by his zeal, activity and acquaintance with Post Office business, than any other individual in the Department, for the Office in question, and I humbly solicit the approval of this appointment of His Lordship the Post Master General.

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

T. A. STAYNER,
Deputy Post Master General.

Lieut. Col. W. L. Maberly, &c. &c. &c.

Enclosure 2:

Secretary of
General Post
Office, London,
to Deputy Post
Master General.
19th October,
1840.

Enclosure 2.

GENERAL POST OFFICE,
19th October, 1840.

SIR,—Having submitted to the Post Master General your Report of the 23d ult. stating that you have appointed Mr. James Porteous to the vacant situation of Post Master at Montreal, and Mr. E. Freer to the situation of Surveyor of Upper Canada, vacant by the removal of Mr. Porteous, I beg to inform you that His Lordship has been pleased to approve of your proceedings in the matter.

I am, &c. &c. &c.

THOS. LAWRENCE.

T. A. Stayner, Esq. }
Quebec. }

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Enclosure 3.

Deputy Post
Master General to Mr.
Berczy. 2nd
June, 1841.

Enclosure 3.

DEPUTY POST MASTER GENERAL'S OFFICE,
Kingston, 2nd June, 1841.

SIR,—The probability being that my duties in connexion with the Post Office Commission will for some time yet keep me away from Quebec, and consequently prevent my sending Mr. Freer to Toronto, for the purpose of relieving you from the charge you have temporarily held as Acting Surveyor of the Upper District, I find it necessary to make another arrangement, the present being evidently unsuited to a protracted term, and have therefore decided upon engaging Mr. Richardson of Brantford to conduct the Surveyor's Department, until I shall be at liberty to part with Mr. Freer. Mr. Richardson will, I have no doubt, be willing to undertake the service, and I do not think that under all circumstances I can make a better selection for the object. I shall write to Mr. Richardson immediately on this subject, and shall be glad if he can assume the charge at once. You will be so good as to hand him over the General Instructions for the government of the Surveyor (which are in your possession) and I beg of you to furnish him besides with every other information and advice which can be useful to him in the execution of his new duties.

I am, &c. &c. &c.

T. A. STAYNER.

P. S.—I shall put my letter to Mr. Richardson under cover to you, as he will probably be at Toronto about the time this reaches you.

T. A. S.

Chas. Berczy, Esq., &c. &c. &c. }
Toronto. }

Enclosure 4.

Toronto, 15th June, 1841.

Enclosure 4.

Mr. Berczy to
Deputy Post
Master General.
15th June,
1841.

SIR,—I delayed answering your letter of the 2nd instant, until the arrival of Mr. Richardson, whom I daily expected; he, however, did not return until Saturday, and I then understood him that he would gladly undertake the duties of Surveyor, as requested by you, and was yesterday in the act of writing to you on the subject when he called at my office and expressed some doubts whether he could devote all his time to them as a temporary measure. I therefore did not send my letter, and after some conversation together he has determined to proceed to Kingston to see you, as a short conversation will do much more than a correspondence, in which I fully concur, as there are many applications for new Offices that I think should be attended to without delay. As I have heretofore done, you may rest assured that I shall lend Mr. Richardson all the assistance in my power in the performance of his duty.

I am, Sir, &c. &c. &c.

(Signed,)

CHAS. BERCZY.

T. A. STAYNER, Esq., D. P. M. G. }
Kingston. }

Enclosure 5.

Kingston, 2nd June, 1841.

Enclosure 5.

Deputy Post
Master General
Richardson.
2nd June,
1841.

SIR,—If you are willing to enter upon the engagement, I am desirous of securing your exclusive services, as Acting Surveyor for the Upper P. O. Dis-

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trict, whilst you may be wanted in that capacity. Mr. Berczy, as you are aware, has been conducting the Surveyor's Department for some time past, but this arrangement which was originally expected by me to have been but of short duration, cannot, for obvious reasons, without disadvantage to the public interests, be longer continued, and I am therefore induced to ask if you can devote your time exclusively to the service in question whilst I may require you to do so? I shall apply to the Post Master General to grant you the full pay and allowances of the appointment whilst employed.

If you accede to this proposal, you will communicate without delay with Mr. Berczy, to whom I have written on the subject, and you will receive from him such instructions as will enable you, with the experience which you already possess, to enter upon the duties effectively. You must clearly understand that this engagement is temporary. I am quite unable to conjecture how long it may continue.

A provision must of course be made for the proper conducting of the duties of the Brantford Office while you are employed as Acting Surveyor. Is the person who acts as your Assistant perfectly competent to conduct the business without your aid? If he is so, I will appoint him Acting Postmaster whilst you are employed in the Surveyor's branch.

I am, &c. &c.

T. A. STAYNER.

William Richardson, Esq., Post Master, Brantford.

Enclosure 6.

Enclosure 6.

Commission of
Mr. Richardson.
16th
June, 1841.

TO WILLIAM RICHARDSON, Esq., of Brantford.

It being necessary in the prosecution of the temporary duty to which I have appointed you as Acting Post Office Surveyor for the Upper District of the Province that you should be furnished with a formal authority, as such I hereby signify, for the information of Postmasters, Contractors and others concerned, that you are vested by me with the authority properly appertaining to a Post Office Surveyor, and they are hereby required to acknowledge you accordingly.

T. A. STAYNER, D. P. M. G.

Given under my Hand and Seal of Office,
at Kingston, this 16th day of June, 1841.

Enclosure 7.

Kingston, 25th June, 1841.

Enclosures 7
and 8.Deputy Post
Master General
to Mr.
Muirhead, and
his reply. 25th
June and
July, 1841.

SIR,—Having been informed by Mr. Richardson that whilst he is employed as Acting Post Office Surveyor, you are willing to conduct the duties of the Post Office at Brantford, under your own responsibility, I beg to say that I am prepared to appoint you on those terms, and I request of you to execute the within Bond with two respectable sureties, whose fitness I shall satisfy myself of, after which I will transmit your Commission.

I am, Sir, &c. &c.

T. A. STAYNER,
Dep. P. M. Gen.

Jas. Muirhead, Esq., Brantford

Enclosure 8.

Brantford, 2nd July, 1841.

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SIR,—I beg to transmit you the Bond you was kind enough to forward to me on the 25th ult. which you will find executed; with regard to the responsibility of my sureties you will please refer to Mr. Richardson if necessary, who is personally acquainted with the parties. I shall pay every attention to the duties of the Office, also do everything in my power to further the interests of the Department.

I remain your obedient servant,

JAS. MUIRHEAD.

T. A. Stayner, Esq., D. P. M. G.

KNOW ALL MEN by these presents, that we James Muirhead, of the Town of Brantford, in that part of the Province of Canada lately known as Upper Canada, Esquire,—William Muirhead, of the same place, Esquire, and John Warren Lafferty, of the Township of Brantford in the said Province, Yeoman,—are held and firmly bound to our Sovereign Lady Victoria the First, by the Grace of God, of the United Kingdom of Great Britain and Ireland, Queen, Defender of the Faith, Her Heirs and Successors, in the sum of two hundred pounds of lawful money of the said Province of Canada to be paid to our said Lady the Queen, Her Heirs or Successors; for which payment well and truly to be made, we bind ourselves and each of us, and any two or more of our Heirs, Executors, Curators, and Administrators, jointly, severally and respectively, firmly by these presents, signed and sealed by us, and dated at Brantford the thirtieth day of June, in the year of Our Lord one thousand eight hundred and forty-one, and in the fourth year of the Reign of our Sovereign Lady, Queen Victoria.

Mr. Muir-
head's Bond as
Acting Post
Master at
Brantford.

Whereas the above bound James Muirhead has, by Her Majesty's Deputy Post Master General of British North America, been appointed Acting Deputy Post Master at Brantford, now the condition of the above written obligation is such, that if the said James Muirhead at all times during his continuance in the said office or employment of Acting Deputy Post Master as aforesaid, do and shall, without opening, embezzlement, or other misconduct, cause all letters and packets which shall be received by him or by his appointment, or which shall come into his custody as such Acting Deputy Post Master, to be speedily and carefully delivered to the respective persons, and at the places respectively to which they are, shall or may be directed, so far as may be practicable, according to the regulations of the General Post Office; and do and shall also duly, carefully and faithfully collect, or cause to be collected, as far as by law he may and possibly can, all letters and packets within the limits of his said Office, to the intent that the same may be sent Post in Her Majesty's Mails of letters, and do not nor shall receive or take for the port or conveyance of letters or packets any higher sum than is by law chargeable for the port of such letters or packets, and do and shall keep a just, true and exact account of all letters and packets sent to, within and from the limits of his said office, and of the monies arising and by him received and to be received for and on account of the port of the said letters and packets, and also do and shall quarterly in each and every year, and not later than twenty days after the end of each quarter, make and return a just, true and exact copy of such account under his hand (and attested on oath) unto Her Majesty's present Deputy Post Master General of

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British North America, or to the Deputy Post Master General or principal superintending Officer of the Post Office Department in Canada, for the time being, at the Post Office at the city of Quebec in the Province of Lower Canada, and do and shall in case of wishing to resign his situation of Acting Deputy Post Master at Brantford give three full months' notice thereof, counting from and after the completion of the quarter then pending, to Her Majesty's present Deputy Post Master General of British North America, or the Deputy Post Master General or principal superintending Officer of the Post Office Department in Canada for the time being, and do and shall also within twenty days after the end of each quarter of the year cause all monies received and to be received by him, or which ought to be received by him, or any person employed under him or on his account, for the port of letters and packets, or in any other manner on account of the Post Office, or by virtue of his said office or employment, to be paid to Her Majesty's Deputy Post Master General of British North America, or principal superintending Officer of the Post Office Department in Canada for the time being, at the Post Office at the said city of Quebec, and do and shall diligently and faithfully demean himself in his said office or employment, and to the utmost of his skill and ability, by all lawful ways and means, promote Her Majesty's Service, and the benefit and advantage of the revenue, in his said office and employment, and do and shall from time to time perform, fulfil, keep and observe all and singular the rules, orders, directions and instructions for and concerning the management of his said office which he shall or may receive from and through Her Majesty's Deputy Post Master General of British North America, or the principal superintending Officer of the Post Office Department in Canada, for the time being, and do and shall save harmless and keep indemnified Her Majesty's present Deputy Post Master General of British North America and Her Majesty's Deputy Post Master General or the principal superintending Officer of the Post Office Department in Canada, for the time being, of and from all forfeitures, damages, costs, expenses and demands whatsoever, which they or any of them shall or may from time to time incur or be exposed to, by reason of any neglect, transgression, or omission of the said James Muirhead or his agents or servants in the execution of his said Office, and lastly do and shall upon his removal from or resignation of the said Office of Acting Deputy Post Master as aforesaid, quietly surrender up the same, and all papers, instruments, instructions, maps, plans, seals, letters, writings, mail bags, and other things whatsoever relating to, or in any wise appertaining thereto.—Then the above written obligation shall be void and of no effect; otherwise the same shall be and remain in full force and virtue.

JAMES MUIRHEAD.

WILLIAM MUIRHEAD.

JOHN WARREN LAFFERTY.

Signed, sealed and delivered in the presence of

WM. RICHARDSON. }
ROBERT CURTIS. }

titled "An Act to establish a Post Office in this Province, and to provide for the future management of the same :"—

The said Report being then read, was agreed to by the House, and is as follows:

"The Committee having taken the said Bill into consideration and examined the Deputy Post Master General on the subject of the same, are of opinion that it is inexpedient to proceed any further thereon during the present Session, and recommend that an Humble Address be presented to His Majesty, praying that His Majesty's Government might be pleased to take the subject again into consideration."

ORDERED, That the following Address to His Most Excellent Majesty be adopted:

To the King's Most Excellent Majesty.

MAY IT PLEASE YOUR MAJESTY,

We, the Legislative Council of the Province of Lower Canada, in Provincial Parliament assembled, having had under our consideration the Despatch of Your Majesty's Principal Secretary of State for the Colonial Department, addressed to His Excellency Lord Aylmer, late Governor in Chief of this Province, dated the 5th of October, 1834, with the draft of a Bill for the regulation of the Post Office in this Province, which accompanied the same, and also the Bill founded thereon, and sent up by the Assembly for the concurrence of this House during the present Session, again approach Your Majesty, humbly to represent that having carefully examined the plans detailed in the above mentioned Bills for the control and regulation of the Post Office Department, and maturely considered the subject, we have been led to the conclusion that it would be exceedingly difficult, if not impracticable, to provide for such a degree of concert and harmony of design and action, in the separate Post Office Establishments of the several Provinces in connection with us, as would appear essential to attain the purposes of these measures. Among Legislative Bodies, composed of the Representatives of communities naturally influenced by local circumstances or sectional interests, varying and conflicting views respecting particular regulations and arrangements, must unavoidably occur and produce delay and embarrassment, and this inconvenience was probably felt or foreseen in a neighbouring Country, where, notwithstanding a keen regard for State rights, the power to legislate for the entire control and management of this Department is delegated to the Federal Government.

The Post Office being intended for the safe, speedy and regular conveyance of Letters, not to and from places within the limits of each separate Province merely, but to and from places within one part of Your Majesty's Dominions, to places within another part of the same, however remote, the proposal to vest the right of separate legislation in each of the Colonial Legislatures, even under the restrictions provided in the draft of the Bill prepared in England, is one of a grave character involving important consequences.

The intervention of the Imperial Parliament was found necessary to adjust a division of revenue between Lower and Upper Canada, and with this instance before us, it is difficult to conceive that the five North American Provinces will spontaneously concur in the various regulations and arrangements essential to insure the steady and uniform action of the Post Office Department, or amicably dispose of the intricate questions which will undoubtedly arise, if the several Provinces be left to legislate independently in this matter.

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No. 11.

Address of Legislative Council of Lower Canada in 1836, against the project of Provincial Legislation on Post Office matters.

ADDRESS to the Crown in 1836, from the Legislative Council of the late Province of Lower Canada, on the subject of a Colonial Post Office.

LEGISLATIVE COUNCIL,
Tuesday, 15th March, 1836.

The order of the day being read for the question of concurrence being put on the Report made by the Special Committee to whom was referred the Bill in-

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The Bill prepared in England, has now been some time before the respective Legislatures, and we are not aware that any one of them has offered to adhere to the general provisions of the measure.

If the object were merely to establish and regulate a Post Office for the limits of this Province, there would be but little to amend in the Bill proposed to us by the Assembly; but viewing the institution as essential to the encouragement and convenience of Commerce, and eminently calculated to strengthen the ties which connect the several portions of Your Majesty's Dominions, we are of opinion that it would be more advantageous to the inhabitants of this Province, and in particular more effectually provide for the regular, safe and speedy transmission of the correspondence, both public and private, to and from the same, if the Imperial Parliament should still continue to preserve in its own hands the exclusive power of legislating for the government and management of the Post Office, as well in Lower Canada as in all other parts of the Empire.

For these reasons the Legislative Council have deemed it advisable to withhold its concurrence to the Bill sent up from the House of Assembly, of which a printed copy is herewith transmitted, and to bring the question again under the consideration of Your Majesty's Government.

If it should be thought inexpedient to sanction the establishment of independent local Post Offices in the several Provinces, and be determined not to persist in the plan for regulating the management of the Department therein in conformity with the provisions of the Bill prepared in England, we venture, with all humility, to suggest to Your Majesty, that it would be desirable, in order to satisfy the reasonable wishes of the people of this Province, that the following propositions should be acceded to on the part of the Imperial Parliament and Legislature, and that corresponding modifications of the Laws and Regulations of the Post Office should be with all convenient speed effected.

1st. The Provincial Government and Legislature should be authorized to demand and receive all the requisite information respecting the Department in this Province from the Post Master General's Deputy residing therein, and having charge of the Department.

2nd. The Accounts of the Department for the whole of the North American Colonies should be annually submitted to the Provincial Legislature in lucid form and order, and in sufficient detail.

3rd. The privilege of franking, as exercised by the Imperial Parliament, should be accorded to the Members of the Provincial Legislature.

4th. Your Majesty's Representative should have authority to remove or suspend the resident Deputy of the Post Master General on the joint Address of the two Branches of the Provincial Parliament.

5th. The principal Officers employed in the management of the Department in this Province should be placed upon moderate but adequately fixed salaries, and the Postage of Newspapers, Pamphlets and every thing else carried by the Post, should merge in the Revenue of the Department.

6th. A just and equitable proportion of the excess of Continental Postage, if any, beyond the necessary expenditure of the Department, should be allotted to the several North American Provinces; the propor-

tion to be based either on the provision contained in the Bill prepared in England, or on the population of the said Provinces.

7th. Such alterations and modifications of the rates of Postage, the establishment of Post Routes and Post Offices, and such other arrangements for the regulation and management of the Department, as the several Legislatures, by joint Address of both Branches thereof to Your Majesty, shall from time to time show to have become reasonable and expedient.

ORDERED, That the following Address be presented to His Excellency the Governor-in-Chief.

To His Excellency the Right Honorable Archibald, Earl of Gosford, Baron of Worthingham, &c. &c.

MAY IT PLEASE YOUR EXCELLENCY,

We, His Majesty's dutiful and loyal subjects, the Legislative Council of Lower Canada, in Provincial Parliament Assembled, beg leave to approach Your Excellency, with our respectful request that you will be pleased to lay at the foot of the Throne, in such way as Your Excellency may deem fit, our humble Address to the King's Most Excellent Majesty, respecting the regulation of a Post Office in this Province.

ORDERED, That the said Addresses be presented to His Excellency the Governor-in-Chief by the whole House.

No. 12.

DESPATCH from the Right Honorable Lord John Russell, late Her Majesty's Secretary of State for the Colonies, to His late Excellency the Governor General, on the subject of Official Postage.

Downing Street, 8th Feb. 1841.

MY LORD,—Having referred for the consideration of the Lords Commissioners of the Treasury your Despatch No. 199 of the 1st December, relative to conveying despatches during the winter between Toronto and Kingston, I have to acquaint you that their Lordships assent to my recommendation that the payments under the agreement with Mr. Weller for the conveyance of the despatches in question, should remain chargeable upon the funds of this country. Their Lordships appear, however, to consider it desirable that arrangements should be made for discontinuing payments by the Commissariat for services of this description, which, unless under very peculiar circumstances, attach more to the local business of the Civil Government than to the Military services in the Canadian Provinces. It has therefore been suggested by their Lordships that provision should be made by the Provincial Government for the establishment of efficient Post Office arrangements on all the main lines of internal communication, for the use of which, when required for Military purposes, or for the service of the General Government of the North American Provinces, payment may be made in the shape of Postage from the funds of each Office or Department of the public service, as is now the practice in this country, in proportion to the correspondence transmitted through the Post Office. I have to request that Your Lordship will give your deliberate consideration to these suggestions.

I have, &c.,

(Signed) J. RUSSELL.

The Right Hon. Lord Sydenham, &c. &c. &c.

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No. 12.

Despatch from Colonial Office to late Governor General, on payment of Official Postage.

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Despatch from
Lieut. Govern-
or of New
Brunswick to
late Governor
General.DESPATCH from His Excellency Sir John Harvey,
late Lieut. Governor of New Brunswick, to His
late Excellency the Governor General.GOVERNMENT HOUSE, FREDERICTON, N. B.,
September 28th, 1840.

MY LORD,—I will no longer delay the transmission of such information as has reached me in answer to the Circular Communications which I caused to be addressed to the County Members and others upon the subject of the management of the Post Office affairs in New Brunswick. The most prominent of the suggestions which these documents (many of them proceeding from very intelligent individuals) appear to convey, are the following:—First, The advantage (and indeed necessity) of committing the direction of this important Department, throughout British North America, to one individual. Second, That the reduction on the rates of internal Postage should not be carried so low as to require any call being made upon the local Legislatures, to supply the deficiency of that revenue to meet the expenses of the Establishment.

In furtherance of these views, in which I fully concur, I would beg respectfully to submit: First, That the general superintendence could not be committed to an individual who appears to me to enjoy a larger share of the confidence and favorable opinion of the public, than the present Deputy Post Master General at Quebec. And, Second, That the rate of reduction should not exceed 50 per cent in the first instance, and even that as an experimental measure.

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

J. HARVEY.

P. S. An Agent (not sedentary) in each Province might also be a desirable part of the Post Office machinery.

The Right Hon. Lord Sydenham, &c. &c. &c.

Enclosures* in No. 13.

Enclosure 1.

[No. 1]

Letter of W.
McLeod, Esq.,
M. P. P., to
Provincial Se-
cretary for
New Brun-
swick.

Greenwich, King's County, 7th Sept. 1840.

SIR,—In answer to the communication I have had the honor to receive from you, transmitting, by direction of His Excellency the Lieutenant Governor, the copy of a letter from the Secretary of State respecting the administration of the Post Office affairs, and requesting from me, in conjunction with the other Member of Assembly for this County, information or suggestions on that subject, I would beg leave, in the first place, to state that I cannot without considerable delay, consult or communicate with my colleague on the matter, as he resides in the upper part of the Parish of Sussex, and the only Post Office available to me and the inhabitants of this and the contiguous Parishes on the N. W. side of the main River is that of the City of St. John; a proof in itself that more

* Sir John Harvey's Despatch covered seven communications from different parties; but the writers of all but the two here given took occasion afterwards to address the Commission themselves. Their views being therefore given in the printed Extracts contained in Appendices Q and T, it has not been thought worth while to present them in this connexion also.—COMMISSIONERS.

accommodation by Post is needed in many parts of the Province. Esteeming it, however, my duty to answer your communication in the best manner I am able, I beg to state, for the information of His Excellency the Lieutenant Governor, that I conceive great room for improvement exists in the administration of the Post Office, particularly on two points, viz: First, The number of Post Offices and lines of communication; and, Second, The amount of charge for Postage.

The number of Post Offices and connecting lines ought to be considerably increased, to afford that facility for Post communication which is desirable, and necessary indeed to the general improvement of the country: and the want of which, united to the high charge for Postage, causes a very great proportion of the letters and newspapers transmitted within the Province, to be sent by private hands, thus tending to lessen the Post Office revenue more perhaps than it is increased by the high charges. On this head it may be observed that there is not a Post Office on the whole line of the River St. John between St. John and Fredericton, with the exception I believe of Gagetown; though there are several places on the River well adapted for the purpose, and the service of which, in summer, when the Steamers are running, might, by a contract with one of them, be performed at a trifling expense. Among the places on the main River within this County, might be mentioned Britain's Point (formerly General Coffin's), and Lyon's Point, both in Westfield; both easily accessible by Steamers. The former, however, would be preferable if the communication came in winter by the Nerepis Road; but if a new line were formed by way of the Milkish in winter, and to cross the Long Reach at Lyon's on its route to Greenwich and the upper Parishes, then Lyon's Point would be best. In Greenwich, Oak Point would be an excellent spot, particularly in summer, if the Steamers performed the service; but if it were altogether performed by Courier, then Jones' Creek would be the best spot, as the back land roads principally centre there. In fact, if it could be done without so great a charge for Postage as to defeat the object, or too large a demand on the public purse, I think it would be very desirable, and tend much to general improvement, if every Parish in the Province containing a certain number of inhabitants (say 1000, or such other number as may be considered best) should be entitled to have its Post Office, and to lose it if the number of inhabitants fell below the mark; an arrangement which would have a tendency to prevent subdivision of Parishes being carried to too great an extent. To effect this object, however, to such an extent, would require several additional Post Lines, and more particular arrangements in the administration than could be expected from the Post Office Department, as at present constituted for these Colonies; therefore it would seem necessary, to carry out such a measure, that there should be a Department established expressly for this Province. The expense too might be greater than it would answer to incur at present; but if it were not carried quite to the extent mentioned, some approach might be made thereto; and certainly there could be but little difficulty in having a Post communication (by Steam in summer and Courier in winter, or altogether by Courier) with every Parish on the main River between St. John and Fredericton. With respect particularly to the Parishes in King's County I would observe that those on the North West side of the Long Reach, Westfield and Greenwich, are more deficient of Post accommodation than any other in the County, with the exception of Upham, as the Post-line from St. John to Nova Scotia passes through parts of Hampton, Kingston, Norton, Studholm and Sussex, and the line from Fredericton to the Finger-board passes through part of Springfield into Norton.

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yet, there are only two of these Parishes, viz: Kingston and Sussex provided with Post Offices: I should also state that the Post line by the Nerepis road passes through the small part of Westfield lying below the Long Reach, from whence, if a Post Office were there established, and it were thought best to effect the service altogether by Courier, the Mails might be taken for the Parishes of Greenwich in King's, and Hampstead and other Parishes in Queen's, at least as far as Gage Town.

With respect to the charge for Postage it is certainly much too high at present; but I could by no means venture to recommend a reduction to the extent which has taken place in Great Britain, nor can I, in truth, perceive the justice of the principle on which so low and uniform a rate of Postage has been there established; for it appears to me that the distance to which letters are transmitted should be in some measure considered in fixing the charge. I also think that the income of the Post Office should, generally speaking, be sufficient to pay all expenses attending its administration. Under the circumstances indeed of a new country, like this Province, and with a view of hastening its progress in improvement, it might be good policy to pay a part of the expense at first from the Provincial Treasury, and a considerable sum is in fact now paid from that source to Packets and Couriers, but still the principal part of the expense should certainly be met by the receipts of the Post Office. As I am ignorant of the number of letters usually sent by Post, and of the expense attending their transmission I have no means of forming an opinion on the subject of reduction of charges. I consider, however, that the present high rate, by inducing people to send letters otherwise than by Post, tends to lessen the receipts of the Office, and I believe those receipts would be fully as large, and perhaps larger, were a considerable reduction in the charges to take place.

Perhaps the following rates, which I submit however with the utmost diffidence, would be as low as could possibly be charged with a view of raising from that source the principal part of the expense of transmission, &c., say, for any distance under fifty miles 2d. currency, and for every additional fifty miles 1d. So that letters sent to a distance of 50 to less than 100 miles would pay 3d. each, 100 to less than 150 miles 4d. and so on. This charge to cover letters not exceeding half an ounce in weight, and heavier letters to pay in proportion, agreeably to the British regulations in this respect. Provincial Newspapers to be sent to any part of the Province at the present rate of 2s. 6d. per annum, if preferred; but otherwise, to be charged to the receiver 1d. each, which plan would have a tendency to make subscribers to papers pay a part, at least, of their subscriptions in advance, and thus relieve Printers of newspapers from being accountable for the postage of them, in cases when they never get paid even for their papers.

All which is most humbly submitted, and

I have the honor to be, Sir,

Your most obedient, humble servant,

WM. McLEOD,
M. P. P., Kings Co.

Honorable Wm. F. Odell, Provincial Secretary, &c.
&c. &c.

Enclosure 2.

Woodstock, Carleton Co., 4th Sept. 1840.

SIR,—I have the honor to acknowledge the receipt of your letter of the 26th ult., inclosing the copy of a

Enclosure 2.
Letter from B. C. Beardsley, Esq., M. P. P. to Provincial Secretary of New Brunswick.

letter from the Secretary of State respecting the administration of Post Office affairs.

Having conferred with the Post Master of this place as well as my colleague (Mr. Connell) upon the subject therein referred to, in compliance with your request I communicate such information as I have been enabled to procure. I am informed that the salary and perquisites of the Post Master in this place amount to one hundred and fifty pounds per annum, that the expense of carrying the Mail from this to the Grand Falls, a distance of eighty miles, is six hundred pounds per annum; that 24 hours are required to convey the Mail from the former to the latter place, but that it could be performed in a much less time, if the roads were in a proper state of improvement; that the rates of Postage are as follows: for a single letter any distance under sixty miles, four pence halfpenny; over sixty miles to one hundred, seven pence; over one hundred to two hundred miles, ten pence; over two hundred to three hundred miles, eleven pence; increasing very little at greater distances. My colleague and myself concur with the Post Master in the opinion that a reduction of the rates of Postage is most desirable; as thereby on account of cheapness, safety and despatch all letters would be sent by Mail, whereas at present seven-eighths are sent by private conveyances. We therefore entertain the opinion that although a reduction of the rates of Postage would occasion an increase of salaries to Post Masters and Mail Carriers, yet the revenue of the Post Office Department would not be diminished. Entertaining this view, we beg leave to suggest the following rates of Postage to be adopted, namely:—for every single letter throughout the Province in which it is mailed, two pence, two pence extra for every letter passing through every other Province, and for double, triple, &c., in the same ratio. Although it is no part of the subject referred to us by the Secretary of State, we beg leave further to suggest the expediency of remittances or transmission of monies through the Mail at the risk of the Post Office Department, at a certain per centage.

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

B. C. BEARDSLEY,
M. P. P. Carleton Co.

The Hon. W. F. Odell, Provincial Secretary.

No. 14.

LETTER from the Honorable W. F. Odell, late Provincial Secretary, Fredericton, N. B., to the Secretary of the Commission.

SECRETARY'S OFFICE, FREDERICTON, N. B.
17th Nov. 1840.

No. 14.

Letter from Provincial Secretary of New Brunswick to Secretary of Commission.

SIR.—I have the honor to acknowledge the receipt of your letter of the 4th instant, and in answer to state that there are no Acts of the Legislature of this Province expressly affecting the Post Office Department or relating exclusively to the opening or improving of Post Routes. Annual grants of money are made for roads, but there is no regular system of improvement as yet adopted.

Appropriations, also, of the public money have, from time to time, been made for the employment of Couriers; to encourage lines of Stage Coaches, which have been, in some instances, made available for the purpose of conveying Mails; and also for the establishing of Packets; besides occasionally remunerating ferrymen for passing the mail.

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The enclosed memorandum will point out the services provided for, and the amount granted; but it is to be observed that they are not to be relied on as permanent provisions, although grants have been made for some of the services for the last six or seven consecutive years.

Proceedings are in progress for ascertaining the population of the Province, the Returns of which will shortly be brought in, and will furnish the information that you require. Copies of these Returns shall be transmitted to you as soon as they are received and arranged.

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

WM. F. ODELL.

Christ. Dunkin, Esq., Sec'y P. O. Commission.

Enclosure.

Enclosure in No. 14.

Memorandum of Appropriations made by the Legislature of the Province of New Brunswick for the encouragement of Couriers, Stage Coaches and Packets available for the transmission of Mails, and also for the improvement of the great roads of communication through the Province.

COURIERS.

Between		£	s.	d.
Hopewell and the Great Road leading through Westmoreland County.		40	0	0
" Bathurst and Pokemouche by way of Shippegan.....		50	0	0
" Saint Martin's and Saint John.....		40	0	0
" Gagetown and the Nerepis.....		30	0	0
" Miramichi and Pokemouche.....		50	0	0
" Harvey and Great Road from Dorchester to St. John.....		50	0	0
" Cape Tormentine and Fort Lawrence.....		20	0	0

STAGE COACHES.

" Fredericton and Newcastle.....	200	0	0
" Saint Andrews and Saint John.....	200	0	0
" Saint John and Dorchester.....	250	0	0
" Saint John and Fredericton.....	150	0	0
" Fredericton and Woodstock.....	200	0	0
" Woodstock and the Grand Falls.....	100	0	0
" Saint Andrews and Saint Stephen.....	50	0	0
" Dorchester and Miramichi.....	200	0	0
" Miramichi and Bathurst.....	100	0	0
" Bend of Petitcodiac and Shediac.....	30	0	0
" Dalhousie and Campbelltown.....	30	0	0

PACKETS.

Saint John to Digby and Annapolis, East Port, Saint Andrews and Campo Bello.....	100	0	0
Saint Andrews to Deer Island, Indian Island, Campo Bello and Grand Manan, and back to Saint Andrews, £250 to establish the Packet—to continue.....	100	0	0
Shediac in Westmoreland to Bedeque in Prince Edward Island.....	40	0	0
A weekly Steam communication between Miramichi in New Brunswick, Charlotte Town in Prince Edward Island, and Pictou in Nova Scotia, per annum for five years.....	350	0	0

GREAT ROADS OF COMMUNICATION.

Amounts appropriated in 1840.

Fredericton to the Canada line.....	6500	0	0
Do. to Saint John.—2 routes.....	3100	0	0
Saint John to the Nova Scotia line.....	2500	0	0
Do. to Saint Andrews.....	1500	0	0
Fredericton to Newcastle.....	3500	0	0
Do. to Saint Andrews.....	2500	0	0

Secretary's Office, Fredericton, New Brunswick,
November, 1840.

No 15.

DESPATCH from his Excellency Sir Colin Campbell, late Lieutenant Governor of Nova Scotia, to His late Excellency the Governor General.

GOVERNMENT HOUSE,
Halifax, 24th Sept. 1840.

MY LORD,—Having in obedience to Lord John Russell's instructions, required from the Deputy Post Master General at this place, for the use of the Commission appointed by Your Excellency to investigate and report upon the state of the British North American Post Office, "the most ample information respecting the administration of the Post Office in this Province, the remuneration of its Officers, the rates of Postage, the improvement of the Mail roads and every other matter requisite to facilitate a full and complete enquiry into the subject," I have the honor to transmit to Your Lordship the letter which I have received from him in reply, with four* accompanying documents.

I have the honour to be, my Lord,
Your Lordship's most obedient humble servant,

C. CAMPBELL.

The Right Hon. Lord Sydenham, &c. &c.

No. 16.

Despatch from His Excellency the Hon. Captain CHARLES A. FITZROY, late Lieutenant Governor of Prince Edward Island, to His late Excellency the Governor General.

GOVERNMENT HOUSE,
Prince Edward Island, 13th October, 1840.

MY LORD,—I have the honor to acknowledge the receipt of your Lordship's Despatch of the 18th August last with its enclosures, and I beg to transmit for the information of Your Lordship, the copy of a Report furnished by the Post Mistress at Charlotte Town, of the administration of the Post Office in this island, the inter-Colonial Rates of Postage, and the remuneration received by its officers. And I would further add that the annual expense incurred by this Colony in the transmission of its foreign Mails, upon an average of the last three years, has been £680 currency, and that the expense of conducting the inland Mails upon a similar average has been £210 annually, making a total annual expenditure for this service of £890 currency.

I have the honor to be, my Lord,
Your most obedient humble servant,

CHS. A. FITZROY,
Lt. Gov.

The Right Hon. Lord Sydenham, &c. &c. &c. }
Quebec.

Enclosure in No 16.

POST OFFICE,
Charlotte Town, 1st October, 1840.

SIR,—In reply to your letter of the 26th September, directing me to furnish, for the information of the Lieut.

* The returns from the Deputy Post Master General at Halifax Appendix E. contain all, and more than all, the information furnished in these four papers; and we have not therefore thought it necessary, to insert them here.—COMMISSIONERS.

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Despatch from Lieut. Governor of Nova Scotia to late Governor General.

No. 16.

Despatch from Lieut. Governor of Nova Scotia to late Governor General.

Enclosure.

Letter from Post Mistress at Charlotte Town to Provincial Secretary of Prince E. Island.

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tenant Governor a report of the administration of the Post Office in this Island, the rates of Postage, the remuneration of its Officers and any other information concerning the Department, which I may deem necessary to promote the object of His Excellency the Governor General in investigating the state of the British North American Post Office.

I beg respectfully to say that the Post Office in this Island is conducted under the superintendence of the Deputy Post Master General at Halifax, that the inter-Colonial rates of Postage between Charlotte Town and the places undermentioned are as follows, viz:—Pictou, 4½d.; Truro 8½d.; Halifax 8d.; Liverpool, 1s. 5d. Windsor, 1s. 0½d.; Yarmouth, 1s. 9½d.; St. John, N. B., 1s. 3d.; Miramichi, 4½d.; Quebec, 1s. 8d.; Montreal, 2s. 1d.; Toronto, 2s. 9d.; St. John's, Newfoundland, 1s. 1d. currency, for single letters with a proportionate increase upon double letters, &c. These letters are also subject to an additional charge of 2d. each, if delivered at any place within this island out of Charlotte Town. The rates of Postage upon letters to and from the British Isles are regulated by a late Communication from the Lords Commissioners of Her Majesty's Treasury. The gross amount of Postage annually received at this Office upon foreign and domestic letters, may be averaged for the last three years at £450 currency, from which the different offices are authorized to deduct 20 per cent as a remuneration for their trouble, making the net receipts £360 per annum; this sum the Deputy Post Master General at Halifax, has hitherto permitted to be paid into the Colonial Treasury, upon condition that the local Government defray the expense attending the transmission of the Mails between Charlotte Town and Nova Scotia.

I remain, Sir,
Your obedient servant,

ELIZABETH CHAPPELL,
Post Mistress.

The Hon. J. H. Haviland, Colonial Secretary.

No. 17.

Letter from
Provincial Secretary to
Secretary of
Commission.

LETTER from the Hon. J. H. Haviland, Provincial Secretary, Charlotte Town, Prince Edward Island, to the Secretary of the Commission.

SECRETARY'S OFFICE,
Charlotte Town, 10th Dec. 1840.

SIR,—I have the honor to acknowledge the receipt of your communication of the 4th November last, and agreeably to the requisition contained therein, I beg to state, for the information of the Post Office Commissioners, that there are no Acts on the Statute book of this Colony which have any reference to the Post Office Department; the regulations which govern the Post Office here emanate from the Deputy Post Master General at Halifax. He has hitherto permitted the net amount of Postage received upon Foreign Letters to be paid into the Provincial Treasury, upon condition that the Local Government defray the expense of conveying the Mails between Charlotte Town and Nova Scotia, and this expense considerably exceeds the revenue derived from the Post Office.

An Inland Post communication with Charlotte Town was partially established by the local authorities in 1827, and from the great improvement which the roads have subsequently undergone, its benefits are now extended to the remotest Districts in the Colony; the ex-

pense of conveying the inland Mails, as they are termed, is defrayed by an annual grant from the Legislature and an uniform Postage of twopence per letter, and a half penny upon each Newspaper, but the settlements are yet mostly thin and scattered, and the Postage thus received bears a very small proportion to the expense incurred, not more than one twentieth; as you will be furnished with a full detail on these subjects in the returns prepared by the Post Mistress at Charlotte Town, I need not trouble you with a recapitulation of them.

I transmit copies of two Returns* of the population and statistics of the Colony taken in the year 1827, and in the year 1833, under the authority of two several Acts of the Provincial Legislature; these returns will show the increase of the resources of the Colony for six years, and if a Census were now to be taken, the seven years which have subsequently elapsed would exhibit an improvement both in population and resources far exceeding that which appears in the Comparative Returns of 1827 and 1833. I should say that the population has nearly doubled since 1827.

I also enclose a small engraving of the Colony with the roads marked upon it which may be useful in explaining the routes of the Inland Mails comprehended in the Post Mistress' return.

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

J. H. HAVILAND,
Provincial Secretary.

To Christ. Dunkin, Esq., Sec'y P. O. Commission,
Montreal.

No. 18.

No. 18.

DESPATCH from His Excellency Captain H. Prescott, late Governor of Newfoundland, to His late Excellency the Governor General.

Despatch from
Governor of
Newfoundland
to late Govern-
nor General.

GOVERNMENT HOUSE, ST. JOHN'S, (NEWFOUNDLAND),
28th August, 1840.

SIR,—In compliance with a direction from the Secretary of State for the Colonies conveyed to me in a Despatch dated in July, I have the honor to transmit the accompanying observations for the information of a Commission appointed, or to be appointed, by Your Excellency, to investigate and report upon the state of the British North American Post Office.

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

H. PRESCOTT.

His Excellency the Right Honorable C. Poulett Thomson, &c. &c. &c. Quebec.

Enclosure in No. 18.

Enclosure.

MEMORANDA relating to the Post Office in Newfoundland.

In the year 1805 the then Governor, Sir Erasmus Gower, appointed Mr. Solomon to act as Postmaster,

* These documents, although useful to the Commission in the course of its inquiries, we have not thought it necessary to insert here.—COMMISSIONERS.

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and Sir Francis Freeling on being made acquainted with that appointment, promised that every facility should be given in England to the conveyance of bags from thence to this Island by vessels coming direct, as well as by the Halifax Packets, and that corresponding orders should be sent to the Postmaster at Halifax.

Since that time letters have been regularly forwarded for Newfoundland by the Halifax Mail, and sent on from that place to St. John's by any accidental opportunity, either of Ships of War or Traders.

The correspondence so conveyed has been principally official, the merchant naturally preferring the more speedy as well as inexpensive mode of direct conveyance, by which mode, however, no bag was ever despatched from the London Post Office.

By such vessels as left this place for Halifax Mr. Solomon sent all letters confided to him, very few of which were of a private description. By the Governor's arrangement Mr. Solomon was remunerated for his trouble by a payment of 6d. upon all letters, and 2d. upon all newspapers received,—2d. upon letters sent, and the like sum upon all letters of soldiers and Men-of-War sailors. This remuneration amounted to about £30 or £40 per annum.

The Postmaster General this summer, on the establishment of a regular Packet between England and Newfoundland *via* Halifax, appointed Mr. Solomon, the son of the person before named, to be Post Master at St. John's, with a salary of £100 Sterl. per annum.

There are no established inland rates of Postage in this Colony, nor are there any Branch Post Offices at the out-ports; and our internal correspondence is of so limited a description, and our means of communication as yet so imperfect, that for the present I would propose no extension of the Post Office responsibility beyond the town of St. John's, being convinced that any attempt of that description would be attended with great expense, making scarcely any return, and unaccompanied by correspondent public convenience.

I am of opinion that the Post Master is inadequately remunerated, and I would recommend his salary to be doubled.

No. 19.

Despatch from
Governor of
Bermuda to
late Governor
General.

DESPATCH from His Excellency Lieut. Col. WILLIAM REID, C. B. Governor General.

BERMUDA,
6th Sept. 1840.

SIR,—Having received a Circular Letter dated July, 1840, from the Secretary of State for the Colonies, directing me to forward to you all the information I could procure respecting the Post Office establishment at Bermuda, to be submitted to a Commission about to be appointed by you on Post Office subjects, I have the honor to forward herewith the information I have collected; and I have prefixed to these documents some observations of my own.

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

WILLIAM REID,
Governor of Bermuda.

To His Excellency the Right Honorable C. Poulett Thomson, Governor General, &c. &c. &c.

Enclosures in No. 19.

(No. 1.)

MEMORANDUM, on the subject of the Post Office Establishment at the Bermuda Islands.

At Bermuda there are at present two separate Post Office Departments, one under the Postmaster General, and the other existing by an Act of the Colonial Legislature, with a Postmaster at the head of each. This division of the system appears to me to check such improvements as might otherwise be introduced. It will be seen by the first Colonial Act* appended, that an attempt was made in 1835 to establish an internal conveyance for letters on a limited scale, by despatching them twice a-week; but the 3rd Clause of the 2nd Act annexed shews that it did not succeed. There is therefore at present no internal transmission of letters within the Bermuda Islands, except the conveyance of the English Mails from the landing place in St. George's Island to the central town of Hamilton.

I annex some observations received from the Post Masters, having for their object a renewed attempt to transmit letters within the Colony. It would undoubtedly be desirable to effect this object, if it could be made to pay its own expenses; and the best hope of attaining this, is by judicious regulations emanating from one source. I therefore recommend that the Colonial Post Office remain in action only until its place can be supplied by something better; but that the Post Master General should take the management of the whole, placing it under the resident Deputy Post Master General. The last Clause of the Colonial Act of 1838 provides for such a contingency. *Vid. infr.*

The manner in which the communications at the Bermudas are intersected by water, forms an additional reason for endeavoring to regulate the transmission of Letters from one place or island to another. These regulations might also be extended with advantage to the conveyance of light parcels.

All the Government Departments have Boats kept at considerable expense for transmitting stores for their particular services and for maintaining the communications with their own particular Departments. All these boats might assist the Post Office, provided the Deputy Post Master General had the power to require their crews to call for Letter-bags and to carry and deliver them at the stations they were going to.

The Mails are at present brought to Bermuda from Halifax by Sailing Vessels under a contract with Messrs. Cunard & Co., but the eventual adoption of Steam conveyance for the Bermuda Mail is much desired. When considering the subject of what means Great Britain can best employ to maintain the connection with her Colonies, one of the most important has always appeared to be, that of establishing frequent and easy communications between the Colonies and the Mother Country, and between neighbouring British Colonies with each other.

For this reason I have suggested in different communications to the Secretary of State, that it may hereafter be found advisable to connect British North America with the most Windward of the West India Islands by Steam Mail communication; which line passing Bermuda would give a double, although in both cases a circuitous, communication with England.

* Copies of the two Acts were enclosed; but it is not thought necessary to insert them here.—COMMISSIONERS.

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Such a project could not be undertaken without a bounty paid by Government, as for the other Atlantic lines of Steam Ships, but the subject notwithstanding appears to me worthy of continued consideration, and of being discussed in every point of view in which it presents itself.

Since I have been resident in Bermuda, I have become deeply impressed with the bad consequences resulting from neglecting the communications between a Country and its distant Colonies, and that pecuniary sacrifices should be made in order to keep up the greatest possible intimacy between all the people of our scattered Empire.

WM. REID,
Governor & Com. in Chief.

Bermuda, 5th Sept. 1840.

Enclosure 2.

(No. 2.)

Memorial of
Deputy Post
Master General at St.
George's.

To His Excellency Lieut. Col. Wm. Reid, C. B.,
Governor, Commander in Chief and Ordinary,
in and over these Islands, &c. &c. &c.

The humble Petition of James Taylor, Her Majesty's
Deputy Post Master General for the Bermuda
Islands,

SHEWETH,

That your Petitioner, being extremely anxious for the early delivery in Hamilton of the Mails and Ship Letters, arriving at this Port, prays your Excellency will be pleased to grant a further sum in addition to the £10 voted by the Act of 1838, to enable your petitioner to defray the expense of ferryage, keeping a one horse "Mail Cart," and a trusty Messenger to be at all times ready for the above purposes.

The great increase of Newspapers since they are delivered free of any charge, the probable increase of letters since the reduction of Postage, the uncertainty and risk of sending Letters by Boat, the great difficulty of obtaining two men to carry on foot, render such a conveyance more necessary than heretofore.

Trusting Your Excellency will take the foregoing into your serious consideration, and grant such relief in the premises as in your wisdom may seem right, and as in duty bound your petitioner will ever pray.

(Signed,) JAMES TAYLOR, Sen.
Deputy Post Master General.

St George's, Bermuda, 10th Aug. 1839.

NOTE BY THE GOVERNOR OF BERMUDA.

In consequence of the foregoing petition, a further sum of £1 Currency has been voted to be paid for each time that an English Mail has to be conveyed between the central town and the Port. But instead of employing and paying the Post Masters for performing this service, a contractor is to be employed, whom the Post Master will check.

Hamilton, Bermuda, 7th April, 1840.

Enclosure 3.

Letter of Post
Master at
Hamilton on
same subject.

[No. 3.]

I HAVE the honor to acknowledge the receipt of
Your Excellency's note of this date, accompanying a

petition, from Mr. Taylor, Deputy Post Master General, relative to the transmission of Mails and Ship Letters between St. George's and Hamilton, the substance of which is in perfect accordance with my opinion on the subject, as the sum of £10 voted by the Legislature in 1838 is totally inadequate to the performance of the duty required; and if sufficient salaries were afforded to enable each Post Master to keep a one horse Mail cart and a trusty Messenger, for the conveyance of the Mails and for the transmission of letters on certain days of the week, it would be productive of general benefit.

The present system is a very inefficient one and is subject to many inconveniences, as stated in the petition, but which cannot be obviated without a more ample remuneration.

The whole amount of Revenue received by me as Post Master for the town of Hamilton, under the Colonial Acts of 1835 and 1838 (enclosed herewith) from the 25th August, 1838, to 1st June, 1839, an account of which was transmitted to the Clerk of the House of Assembly, was only £66 12s 1d Currency for a period of 9 months—a sum quite inadequate to the duties performed, particularly as there is no allowance for Office hire or other contingent charges.

The Colonial Acts enclosed will explain to Your Excellency the present arrangement for conveyance of the Mails between Hamilton and St. George's, by which you will observe, that the time therein specified is so short that it is almost impossible to accomplish it in consequence of the little confidence to be placed in the fidelity or despatch of the Messengers employed for that purpose, who are generally of the coloured population, and through whose delinquencies the Mail has several times been in jeopardy.

Should a personal interview be agreeable, I will wait on Your Excellency, at any hour you may please to appoint, and am respectfully, Sir,

Your most obedient servant,

(Signed,) W. B. PEROT.

His Excellency Lieut. Col. W. Reid,
Governor and Commander in Chief, &c. &c. &c.

[No. 4.]

GENERAL POST OFFICE, ST. GEORGE'S,
Bermuda, 9th April, 1840.

SIR,—In reply to Your Excellency's request to amend Mr. Perot's report on the transmission of letters between this Port and Hamilton, I beg most respectfully to suggest that the following method on that head, in my humble opinion, would be most convenient and beneficial to the public generally, but more particularly to the mercantile part of the community. First, To obtain a Contractor to carry letters and parcels of limited weight by a small one horse Mail cart, between the Post Offices of St. George and Hamilton daily. Second, To leave the Post Office here every alternate day at 10 o'clock, A. M., arrive at Hamilton at noon, leave there (the Post Office) at 2 P. M., and arrive at St. George's at 4 P. M., the same day, from the autumnal to the vernal equinox, and one hour later from the vernal to the autumnal equinox, and vice versa; each alternate day from Hamilton Post Office at the same hours, thereby keeping up a daily commu-

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Enclosure 4.

Second communication
from Deputy
Post Master
General at St.
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nication (Sundays excepted) between the two Offices. This can only be done by a one horse Mail cart, as the Mails are too heavy for a horse and rider, independent of the friction and risk of mutilating the letters, &c., on horseback. Third, That the weight of inland letters and parcels, not to exceed sixteen ounces, and paid for on deposit at each Post Office according to the rates to be established by law, and that the amounts so collected be applied to assist in defraying the expenses of such contract, and remunerating the Post Masters for their trouble, stationery, Office rent, &c.

This is all that occurs to me at present, but if at any time Your Excellency or the Legislature might require any information that I can give, I shall be most happy to do so either in person or by letter, as I feel most anxious for the accommodation of the public by the Post Office Department.

I would beg farther to remark that the Mails have become so large since the newspapers have been sent free, that the time allowed by the Colonial Act for transmission from here to Hamilton is not sufficient to assort the numerous bags, even with the assistance of two persons. It also requires two persons to carry the bags to the Ferry, there to meet Mr. Facy's chaise, the expense of which has hitherto been borne by me, without as yet ever receiving any part of the £10 currency allowed by the 6th Clause of the Post Office Act, although I have applied to the Treasurer for payment.

I have the honor, &c.

(Signed,) JAS. TAYLOR,
Deputy Post Master General.

To His Excellency Governor Reid.

Enclosure 5. [No. 5.]

Third Communication from Deputy Post Master General at St. George's.

GENERAL POST OFFICE,
St. George's, Bermuda, 6th June, 1840.

SIR,—Referring Your Excellency to my note of the 20th ultimo on the subject of the payment to the per-

sous in charge of letters, &c., as sub-Post Masters, under the Deputy Post Master General for the time being at Hamilton, and Ireland Island, I beg leave to suggest to Your Excellency, the very great necessity of a room fitted up as an Office, with desks and alphabetical lockers, to be set apart in some public building, for the deposit and delivery of letters, &c., in order that persons resorting to these Islands, say the Navy, Army and others, may know where to apply for them on their arrival. Your Excellency's kind interference to accomplish this end, will confer a great public benefit.

On estimating the probable expense of daily transmission of notes, letters, parcels, &c. between Hamilton and St. George's in a one horse Mail cart, the weight and price to be regulated by the Colonial Legislature, would cost, exclusive of allowance to Post Masters for their trouble, about £200 Sterling per annum, say £200 Sterling for two Mail carts, one to run regularly each day except Sunday, between St. George's and Hamilton; that the Contractor be under bond with securities, for the due performance of the duty therein named; that the whole revenue collected under this regulation by the respective Post Masters, by pre-payment, or a penalty of double postage if not pre-paid, be paid into the Colonial Treasury, quarterly under declaration, and the Contractor be paid on certificate from the Deputy Post Master General of the duty having been duly performed. And any future Colonial law, regulating the internal Post carriage, had better be in Sterling money, payable in that or foreign coins, at the Commissariat rates; as all the British postage is charged in Sterling money. This arrangement would prevent a complication in the various accounts to be kept; the above is all that occurs to me at present on the various heads.

Trusting Your Excellency will be pleased to excuse any informality,

I remain, Your Excellency's
Most obedient servant,

JAMES TAYLOR, Sen.
Deputy Post Master General.

His Excellency Governor Reid.

Enclosure 6. [No. 6.]

Accounts of Hamilton Office.

Dr.

ACCOUNTS of Post Office at Hamilton for year ending 1st June, 1840.

Cr.

1840		£ s. d.	1840		£ s. d.
June 1.	To paid for transmission of the Mail and Letters to St. George's from 1st June, 1839, to date,.....	12 0 0	June 1.	By amount received for Letters under the Colonial Act of 20th August, 1838, from 1st June, 1839, to date as per account rendered,.....	84 5 4
	" Office rent from 1st June, 1839, to date,.....	25 0 0		" Amount allowed by the Legislature,.....	10 0 0
	" Stationery, &c.....	0 13 4			
		37 13 4			94 5 4
	Net revenue,.....	56 12 0			
		94 5 4			94 5 4

W. B. PEROT.

Post Office,
Hamilton, Bermuda, September 4, 1840. }

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Enclosure 7.
Accounts of
Bermuda Post
Office Depart-
ment.

GENERAL POST OFFICE,
St. George's.

SIR,—In compliance with Your Excellency's request, I beg to hand the accounts as required relative to this Department, which I trust will be found satisfactory.

I would beg to remark that the return of Ship's Letters* was rendered to the Honorable the House of Assembly which bore the charge of Office rent, damages, &c.

The average income would in my opinion be £50 Sterling per month each way which would be £1200

per annum if all the Government letters had been paid here or in England; the cost of Mail boats between here and Halifax, is £4,449 per annum, besides the expenses of collecting and transmitting from England and elsewhere.

I am, Sir, Your Excellency's

Most obedient servant,

JAMES TAYLOR, Sen.

Deputy Post Master General.

His Excellency Lieut. Col. W. Reid, C. B. & F. R. S.
Governor and Commander in Chief, &c.

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Post Office, at Bermuda.

Dr. The General Post Office, London, Account Current with J. Taylor, Deputy Post Master General. Contra Cr.

	£	s.	d.		£	s.	d.
To one year's salary due 1st January, 1839,.....	70	0	0	By balance brought forward from the preceding Quarter ending the of 183			
" Remittances as under paid into Commissariat Office quarterly,.....	62	9	10	By British Letters sent from London and Falmouth in.....	144	7	7
Date:							
To dead, missent, returned, and re-directed Letters as per account,.....	44	15	6	By Post paid Letters sent to London and Falmouth, " the same to the Islands,.....	16	11	8
" Cash paid for none Ship Letters at one penny each,.....	0	0	0	" Island Letters to and from other Islands and Settlements, as per account to 31st December, 1839,.....	0	0	0
This allowed by the Colonial Act to the Post Masters to do away expenses of transmission.				" none Ship Letters at two pence each (see Colonial Act),.....	15	16	1
Balance due 183				" British and Island Letters, missent and re-directed, received from other Islands and Settlements as per account to.....	0	0	0
	177	5	4		0	0	0
					177	5	4

A Remittance or Commissary's Certificate is to be sent home by every Packet.

E. E.

JAMES TAYLOR,
Deputy Post Master General.

N. B.—This does not include Letters paid or free from England, or those sent from here by Packets or Private Ships to be paid in the United Kingdom or elsewhere. Until the year 1840, all general dispatches were free each way.

JAMES TAYLOR.

No. 20.

No. 20.

SECOND DESPATCH from His Excellency Lieutenant Colonel WILLIAM REID, C. B., Governor of Bermuda, to His late Excellency the Governor General.

BERMUDA, 11th Nov., 1840.

MY LORD,—I had the honor of forwarding to your Lordship, under date of the 6th September, in consequence of instructions from the Secretary of State for the Colonies, a memorandum accompanied by all the information I could collect relative to the Post Office here.

*This account of the letters received by each Ship, and also a similar account rendered by Mr. Perot, are here omitted; the details to which they relate possessing no general interest.—COMMISSIONERS.

Since that date one of the new regulations of the Imperial Post Office has annulled a part of a Colonial law; which regulation, together with the opinion of the Attorney General of Bermuda, are annexed.* I beg Your Lordship will submit this additional matter to the Commission of Inquiry into Post Office affairs, or forward it to England, if too late for the Commission.

I have also received, since the date of my former communication to your Lordship, a copy of the contract of Messrs. Cunard & Co., for conveying the Mails between Halifax and Bermuda. I find by that contract the Contractors' vessels are to lie in Harbour here four days. Meanwhile the great advantage of prolonging the line of the Halifax Mail communication

*The Acts referred to not having been printed, it has not been thought necessary to insert these Documents either.—COMMISSIONERS.

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past Bermuda and on to St. Thomas, has been again represented to me by some of the Merchants here.

I am aware the time is not yet come when a Steam line between British North America and the most Windward of the West Indies can be carried out; but a moderate sum added to that which is paid for the sailing line, (£4,469,) would carry it on to St. Thomas; and I cannot but think this is a subject well deserving the consideration of the Commission.

There is at present no regular communication between this place and the West Indies, and so uncertain is it that I received an Official letter from Lieut. General Maister a few days ago, which had been four months and six days in reaching me.

I have the honor to be, My Lord,
Your Lordship's most obedient, humble servt.,

WM. REID,
Governor of Bermuda.

No. 21.

Letter from
British Packet
Agent at New
York to Secy-
tary of Com-
mission.

LETTER from THOS. W. MOORE, Esq., British Packet Agent, New York, to the Secretary of the Commission.

Answer to Second General Circular of the Post Office Commission.

BRITISH AGENT'S OFFICE,
New York, 20th February, 1841.

1.—As to the Post Office communication between Canada and the United States, it would be desirable that the Mail should be expedited by making an arrangement with the Department in the United States that no delays should be suffered by laying by at night; the custom at present being to lay by at the end of each day's route till the following morning.

The United States Mail Contracts are to be given out in the month of July, and in fact tenders are already out for the next four years, therefore, a proper representation should be timely made. The summer arrangement for transporting the Canada Mail to New-York is free from the above objection, as it goes from Whitehall to St. Johns per Steamers through Lake Champlain. The Steamers usually arrive at Whitehall by dawn of day, which affords ample time to arrive at Albany in season for the Steamers which leave there for New York at five o'clock, P. M., but the Mail is invariably kept at the Albany Office till the next day, and arrives at New York in the evening by the day boat, or is kept till the boat of the following evening; in either case one whole day is lost. In leaving New York the Mail in summer leaves at five o'clock, P. M. per Steamboat, and arrives at Albany by five o'clock, A. M. This Mail should be driven through to Whitehall to go by the Steamer from thence at one o'clock, P. M., the usual time of departure; but under former arrangements occupied the whole day in reaching Whitehall, and did not leave until the following day.

It may be well to remark that the hours of departure of the Lake Steamers from Whitehall and St. Johns is not very likely to be changed to meet the convenience of the Canada Mails or passengers, as the Boats receive their chief support from, and are chiefly owned by, individuals in the large towns on the Lake (Burlington for instance) and the departures are so arranged as to arrive at Burlington before dark. The summer arrangement for despatching the Mail for New York should be, to make up at Montreal a Mail not to be opened on the way, saving the delay at Albany, and to make up a Mail at New York for Montreal, also to

go through without opening at any intermediate Office. Passengers during the season of navigation frequently arrive twenty four hours in advance of the Mail. The same delays exist on all the routes between the United States and Canada. It would be well to establish a reciprocal correspondence between the Departments in Canada and the United States, whereby paid or unpaid letters may pass the Frontier. At present Offices in the United States will receive Postage to the Frontier only, and in Canada no letters can leave the Provinces except the Postage be paid to the lines.

2.—During the summer season there are daily many persons leaving the Towns in Canada for the United States, and leaving New York for the different towns in Canada, and many commercial letters are sent by such conveyances, in some instances to save the heavy expense of Postage; but this mode of conveyance is chiefly resorted to in order to ensure an earlier delivery than the Mail affords, and the practice chiefly prevails on the routes from Upper and Lower Canada to New York, through which point the greater portion of the foreign letters are sent and received.

3.—It is evident that in order to ensure the greatest benefit from the institution of Post Offices and Post Routes, the Postage on letters, &c., should produce the necessary expenses of sustaining the Department, but the Postage should be reduced to the lowest point which would ensure the support of the Department, and in case of surplus arising, the same should be disposed of in improving the facilities or by diminishing the Postage.

As to a scale of Postages, the maximum charge for the Postage of a single letter should not for any distance be more than quadruple the amount charged for the shortest route at the minimum rate.

4.—There is little doubt that a reduced rate of Postage would ensure an increased correspondence by Mail. The high rate of Postage in Canada and the United States is such that it cannot be considered as a custom even with those in good circumstances to carry on through the Mail any other correspondence than such as is deemed business of importance; a lower rate would doubtless much increase the business correspondence and would ensure a great rate of private, family and literary correspondence.

5.—The charge of Postage should be regulated by weight, as for instance, if we take $\frac{1}{2}$ oz. as the weight of a single letter, the increase should go on in regular proportion, or if $\frac{1}{2}$ oz. be allowed for single Postage (as is the case in the United Kingdom) the increase be in proportion. The present custom of charging for every enclosure, even Bills of Exchange, Bank Notes, &c., leads to much deception.

In conclusion, it may be well to remark that the Post Office Department in the United States is now employed in establishing a plan which it is understood will take the English regulations as a model, so far as establishing uniform rates of Postage, and determining the same by weight. The rate will not however be reduced to so low point as has been adopted in Great Britain, as such a tariff would not with so sparse a population, and with such long routes support the Department.

I have submitted the above to the perusal of the Post Master in this City for his remarks, who returned it having nothing to add or to object to.

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

THOMAS W. MOORE,
British Agent.
To Christr. Dunkin, Esq., Secy. Post Office Commission,
Montreal, Canada.

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PART SECOND.

APPENDIX (M.)

EXTRACTS from General Correspondence.—Canada.

[NOTE BY THE COMMISSIONERS.—The number of Communications addressed to the Commission, and the great-length of many of them, have rendered it impossible for us, with the limited means at our disposal, to print the whole of the correspondence. But in yielding to the necessity of selection care has been taken to retain every recommendation and expression of opinion upon subjects of general interest. We have been compelled to omit many statements and suggestions which were undoubtedly valuable in themselves, though of a purely local character; but we believe that the following selection of evidence will afford as full and fair a view of the state of public feeling in reference to the administration of the Post Office, as, under all the circumstances, it was possible to present.]

The extracts from the Letters of Post Masters, and of Heads of Departments and Newspaper Editors on the subject of Official and Newspaper postage, have been printed in separate Appendices for greater convenience of reference; and with the same object in view a Geographical arrangement has been followed in each.]

No. 1:

No. 1.

W. Jones,
Port Sarnia.

W. JONES, Esq. Registrar of Kent County, Western District:

Port Sarnia, 15th Dec. 1840.

The notorious evils which appear at present are the exceeding badness of the Roads, which occasions frequently a great delay in the transmission of Letters, and the carelessness of many Post Masters at small places, where it is difficult to find a responsible person to act.

Owing to the very small remuneration they receive from the per centage on the amount of postage collected in each office, no one, indeed, can afford to give a very considerable part of his time to the duties of the Office, or to employ a Clerk. Letters are often allowed to remain in an office, even when on service, instead of being forwarded to the office nearest the residence of the person to whom they are directed, in order to insure the small profit attending their being taken out there. Perhaps, if the per centage on the postage of all letters going through the Post Offices of certain Districts were equally divided between the several Post Masters of such Districts, it would remedy this evil.

Under the present system, I should not conceive the rate of postage too high, considering the great expense that must in the present state of the roads attend the carrying of the Mail in this part of the Province; I

speaking of the Western District. But another thing to be considered is, that if the Postages through the Provinces could be reduced, there would probably be such an increase in the number of Letters passing through the Provincial Post Office as might perhaps be an equivalent to the reduction. The great evil is, in my opinion, the almost impassable state of the Roads in spring and autumn; and unless such a sum can be obtained from Government as will make them at once travelable with speed, instead of the small sums heretofore granted, merely sufficient to patch and make them passable for a short season,—the evil cannot be effectually removed.

The Chatham and London Mails, on account of the badness of the road, are most uncertain here, varying in their time often several hours. They should meet at Port Sarnia on Tuesdays and Saturdays, and leave on the following morning; but from the late hour at which they frequently arrive, it is impossible to answer by the same Post,—a severe inconvenience to persons in official correspondence and also to merchants.

Another thing is frequently complained of, and I think with reason, respecting the present mode of transmitting money through the Post Office. Each person putting money into an Office expects a voucher, to shew his correspondent (in case of accident) that he has done so; which Post Masters uniformly refuse to give. For instance, an Agent puts a money-letter into an Office, which he ought not to be accountable for if lost, and through carelessness or otherwise it is omitted to be entered in the Office Books under its proper title; if that letter, by some misfortune happening to the Mail, should never reach its destination, the remitter cannot shew his correspondent that he did remit, and of course will have to suffer the loss.

I do not mean to say that the Post Office Department should be made accountable for unavoidable accidents; but it would be a great satisfaction for remitters of money to have some means of proving that they had duly remitted.

The money might be counted and the letters sealed in presence of the Post Master or his Clerk. The number of money letters passing through the Post Office bears so small a proportion to others, that the extra duty thus imposed on the Post Masters could not be great.

16th March, 1841.

W. Jones,
Port Sarnia.
Answer to Second Circular.

[To Second Circular.]

2.—The amount of correspondence at present sent otherwise than by Mail, except by Public Departments, must I think amount to nearly one third of the whole; I mean in the Western District, I am not competent to form a correct opinion of any other. The reasons are, that every correspondent wishes to save all the postage he can either to himself or his friends. I ground my opinion principally on the correspondence with my own Office of Registrar. I have known on several occasions, the sending of Deeds to the Office for Registry, to be retarded many months, with a view to getting a private conveyance and saving the postage. I have known

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as many as thirteen to be sent in that way at one time, which had been kept in waiting nearly a year; and I know of many others now in waiting.

5.—I think that charging letters by weight might be advantageously substituted for the present mode of rating by single and double Letters, &c.; and I think it would be more satisfactory to the public.

6.—I do not consider the rate of charge on Newspapers and Pamphlets too high; but I do consider the present mode of charging letter postage on printed papers when the postage is not paid on mailing the same, very objectionable, and of no gain to the Post Office Revenue; for but few persons would take a paper out of the office on seeing so exorbitant a postage on it.

7.—I do not think Proprietors of Newspapers and other Periodicals in British North America have a reasonable claim on the public service, for the transmission of the same free of postage.

No. 2.

Col. J. Furlong, Amherstburg.

Answer to Second Circular.

No. 2.

COL. J. FURLONG, Commanding on Western Frontier.

Amherstburg, 28th Jan. 1841.

[To Second Circular.]

1.—I consider the postage of letters sent to the United States very high, especially on those going to England, *via* the New York Steamers and sailing Packets. Some arrangement should be made, if practicable, in regard to these high rates of Postage.

2.—I am certain that letters are sent privately upon all occasions to avoid the present high rates of postage in Upper and Lower Canada.

3.—From all I can learn and from my own experience, I consider the present rates of postage too high, and am clearly of opinion that if they were reduced the Revenue would be greatly increased and the Provinces benefited thereby.

4.—A reduction in the rates of postage would materially increase the correspondence, from what I can learn, throughout the Provinces.

5.—It would be greatly to the advantage of the population in this Country if letters were rated by weight, as single and double letters press very much upon the people, in consequence of the very high rates of postage. The charges made and paid for letters on the Public Service I consider excessive.

6.—I am not aware what the charges are for Newspapers, Periodicals and Army Lists (in particular) by Post. With regard to the latter in these Provinces, I believe the charge made from England, *via* Halifax Mail, to any part of this Country amounts to a *prohibition*, especially to the Military stationed in these Provinces, on whom it presses very hard. Some arrangement should if possible be made on this head with the Post Master General in London.

7.—I think the Proprietors of Papers and Periodicals should pay a certain rate of postage; especially those published in this Country, there being no stamp duty on them.

No. 3.

ELIAS MOORE, Esq. late M. P. P.

Yarmouth, 16th Jan. 1841.

There are three points connected with the Post Office Department, upon which I have long entertained a decided opinion. The first, that the whole revenue raised from that source should be entirely under the control of Provincial Authorities and applied solely for Provincial purposes. Secondly, that a material reduction in the present rates of postage would confer a great boon on the community; and in my opinion, in place of creating any diminution in the present Revenue, would in all probability cause a considerable increase. Thirdly, I am of opinion that there is very great need of improvement in the Mail roads for an acceleration of the Mail through the Province. I mention one fact among many that might be mentioned; that the Mail from Hamilton to St. Thomas arrives three times a week by way of London, a distance of about 103 miles, in 36 hours, or not 3 miles an hour.

The rates of Postage I imagine should be charged by weight in place of the present mode of charging. The Postage for each letter under half an ounce and not carried over 50 miles, should be 3d. currency; over 50 and under 100, 4d. for the same weight; 100 and upwards in Canada, 7½d. When over ½ oz. and under 1 oz., double these rates; and so on in proportion. The Postage on newspapers has long been complained of, it being understood that it is a perquisite of the Deputy Post Master General. It is a heavy tax on the dissemination of intelligence among the people, and only goes to swell the gains of a private individual who is already liberally provided for. I would further beg leave to say that it is notorious that all or nearly all the appointments of Post Masters throughout the Province are made from the political partisans of a certain party, and with very little consideration for the feelings or wishes of the inhabitants in the neighbourhood in which a Post Office is established. If the Deputy Post Master General were to be made subject to the wholesome influence of public opinion, through the Representatives of the people, like other members of the Government, we would not witness the irritation and bad feeling that frequently spring from the uncourteous demeanor of more than one Post Master in this section, as well as in other parts of the Colony.

No. 4.

COL. G. A. WETHERALL, C. B., Royal Regt.,
Commanding London and Western Districts.

London, 5th December, 1840.

During my residence in Canada, something less than five years, I have observed much improvement in the Administration of the Post Office, and have no doubt that it has kept pace with other Provincial Institutions; but from its peculiar resources, the certainty of its revenue, &c., it ought to be considerably in advance of them all.

It still requires much reform. The Mail (I speak of these Districts) is now carried by a variety of Sub-Contractors, who are chiefly American adventurers, owing allegiance to nobody, Stage Proprietors, or Stage Drivers. They stop where they please, and when it most suits their convenience; by which also their pace or rate of travelling is regulated.

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Elias Moore,
Yarmouth.

No. 4.

Col. G. A. Wetherall,
London.

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The great Post line from which all others radiate is the road from Toronto to London, via Hamilton; the distance does not exceed 140 miles, the road is every where practicable, and in many parts excellent. There is no reason why the Mail should not travel it at the rate of six miles an hour, and reach London in 24 hours. It is always, however, 50 hours, and not unfrequently three days in doing so.

It is detained at Hamilton seven hours, and at Oxford a whole night. One of the branch Mails which it carries is that for Dundas. On arriving at the cross-road near Ancaster, it halts; the driver takes one of the Horses from the team, rides off with the bag for Dundas leaving the other Mails at the mercy of the passengers, if there be any,—or of the remaining horses, or of a chance passer by—until his return in an hour, at his leisure.

From London to Chatham, distance 68 miles, the road is very practicable, and for a Canadian road, good. The Mail takes from 18 to 20 hours. This is a very important line; in general well settled; and should be performed quicker.

From London to Goderich, 60 miles, the road is much the same, and settled much the same. The time allowed is 12 hours; but it is never performed in less than 14 or 17. There is only one relief of horses, each pair going thirty miles.

Considering the nature of the population, the rates of Postage are too high. All have abundance of the *quoi vivre*, but very few have money, by which alone can their letters be redeemed.

I suggest that the rates be limited to four :—

Under 100 miles,	6d.	} For single letters.
From 100 to 300,	9d.	
“ 300 to 500,	1s. 3d.	
“ 500 or upwards,	2s. 6d.	

The consideration of making the Post Office a source of revenue to the Mother Country should be secondary to that of placing the Department on a more respectable, more important and more efficient footing; and to the improvement of the great Mail roads. The certain consequence of thereby facilitating communication between persons and places would be to provoke more frequent intercourse and correspondence, and advance in every sense public and private interests. This effected, the Public Revenue might then be considered.

No. 5.

No. 5.

Jno. Harris, Esq., Treasurer of the London District.

London, Jan., 1841.

Answer to Second Circular. [To Second Circular.]

1.—I have often observed great carelessness and unnecessary delays on the roads. There are also great delays at some of the Post Offices; for instance at Hamilton. The Queenston Mail arrives about 11 o'clock in the morning, and the Mail from the East via Toronto about the same time; but the Mails for the West do not leave Hamilton until next morning at seven o'clock, or often eight. Again at Martin's Tavern in West Oxford (not a Post Office) the Mails arrive about 9 o'clock in the evening. Here the Mails from the East and West meet. The mail bags are locked up in the

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Hall in a box until next morning at 1/2 past 5 or oftener 1/2 past 6, when the Mails for the East and West proceed; so that the amount of those two very unnecessary delays will be—

Delay at Hamilton, 7 to 7 1/2 hours.
“ Martin's, West Oxford, 8 to 8 1/2 “

In all from 15 to 16 hours

between Hamilton and London, a distance of 81 miles. I believe there is no reason why the Western Mail should not leave Hamilton at 1 o'clock in the morning, or before, and proceed on without stopping at Martin's in West Oxford, except to change horses; as it is not a Post Office but only a tavern. I have no doubt there are similar delays in other parts of the Province that may require correcting.

2.—Between every part of Upper Canada and Montreal, merchants going down and up carry letters to a very great extent. The same abuse occurs with persons going to Toronto. In fact, it is general everywhere. The reason is, of course, to save Postage; and the same practice would be resorted to if the postage were reduced one-half. Some steps might be taken to prevent such an abuse; a fine, perhaps, as in England. Another abuse which is carried to a very great extent, is caused by the 13th Article of the general printed Instructions to Post Masters, which allows them the privilege of franking their own letters. This privilege ought to be abolished altogether. I think no merchant (when it can be avoided) should be a Post Master. There are now Post Masters who are merchants, who save by the above privilege from £40 to £50 per annum; nor do they always confine themselves to their own letters, but oblige their friends occasionally. I know a Post Master, a merchant and also Agent to a Banking Institution, who always franked his communications with the Bank at Toronto; and all the correspondence passed free, of course, amounting to a very large sum, as the Office does a great deal of business. I know another Post Master, an Agent for the Bank of Montreal, who adopts the same course. By these abuses the Post Office Revenue must suffer largely.

3.—I think the present rate of Postage high, and may be reduced with advantage. Scale of Postage proposed :—

Under 20 miles,	2d.
Over 20 and under 60,	4d.
“ 60 “ 100,	8d.

and so on, adding 1d. for every 50 miles, up to 1,000. But to lower the rate of Postage some steps must be taken to prevent persons carrying letters, and the abuse of the 13th clause of the general printed instructions.

4.—I do not think it will, unless some steps are taken to prevent letters being sent by private hand.

5.—I do not think the weight system will answer in the Colonies; it will reduce the Revenue too much.

6.—I do not think the rate of charge or the mode of payment objectionable. Printers and Editors may and do think differently. But I think that Newspapers and Periodicals from Europe ought to pay the same rate of Postage as Colonial papers, if they pay at all.

7.—I think not, but I think it ought to be as low as possible. Newspapers ought to pay as well as letters; they occupy half the Mail bags, and should bear a share in the expense of conveyance.

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JAS. HAMILTON, Esq., Sheriff of the London Dis-
trict.

(M.) No. 6.

London, 8th Jan. 1841.

James Hamil-
ton, London.

TRANSMISSION OF MONEY.—Permit me to ask whether it would not be well to number the several Mail bags and make each Post Master note in his Books both the receipt and forwarding of all money-letters, whether intended for his office or otherwise, and certify the same to the next in rotation; making it mandatory on the part of the Officers to examine carefully the state of the said bags and mention the circumstance in the certificate. Unless several were to combine, this mode might afford a clue to which Office the blame, if any, would attach.

ROADS.—A portion of that very large amount of surplus Revenue which I am informed is annually transmitted to the Home Government, might be well expended, and is much called for, in the construction, improvement and repair of the several Mail routes. In the construction of roads, I think the preference should be given in favor of planking as being the least expensive and soonest completed.

REDUCTION OF RATES.—The Post Office being intended as an accommodation to the Public, the present rates might be reduced, without affecting materially either the Revenue or any contemplated improvements.

No. 7.

No. 7.

T. Rayner,
London.

T. RAYNER, Esq., Assistant Commissary General.

London, 9th Jan., 1841.

[To Second Circular.]

Answer to Se-
cond Circular.

1.—I beg especially to point out that the Post Master here requires letters to be mailed at 10 A. M., though the bags frequently do not leave until 3 P. M. or later. If more time could be allowed for the reception of letters, say to 12 or 1 o'clock, it would be a benefit to the public. I also consider that some better system should be adopted to secure the Mails from injury by rain, snow, &c.

2.—Unless the conveyance of the Mails can be materially accelerated in British North America, I imagine that the Post intercourse between this part of the Province and the United States must be always considerable, especially in the transit of letters to England. A letter by the Halifax Steam Packet, for instance, landed at Boston will reach this Town in from 7 to 9 days according to the season; whereas if landed at Halifax it has hitherto taken from 20 to 24 days *en route, via* Quebec. The extra Postage through the States will be readily paid by those desirous of speedy communication. Another drawback also occurs from parties not knowing the last day on which they may post letters for the Halifax Packets *via* Quebec.

3 & 4.—The rates of Postage appear to me high. In 1838 and 1839, when the Militia were embodied, the Postages paid by me for letters and documents received amounted generally to from £40 to £50 per month; and those sent must have averaged a large sum. On some occasions the Postage on my Public Accounts from hence to Quebec was over £80 monthly. I certainly conceive that a reduced rate of postage might increase the amount of correspondence by Mail.

No. 8.

W. DUNLOP, Esq.

Goderich, Huron District, 3rd Dec., 1840.

In this County we have nothing to complain of with regard to the Post Office. The Mail is as frequent as we could expect, and as regular as the circumstances of the country will admit.

Some inconvenience is complained of by the inhabitants of the Township of Williams, where there is no Post Office; the Office in McGillivray, the neighbouring Township, being of no use to them, as they cannot get to it, and are therefore obliged to go to London, twenty miles off. Should the Deputy Post Master General see fit to establish an office there, I shall be happy to seek out a proper person to keep it.

The people here have been highly gratified by the lowering of the Postage on Home letters, as we are all from Great Britain and Ireland. If the inland rates of Postage were also lowered, it would be considered a boon.

No. 9.

No. 9.

HON. P. B. DE BLAQUIERE, Member of the Legisla-
tive Council.Hon. P. B. De
Blaquiere,
Woodstock.

Woodstock, Dt. of Brock, 18th Jan. 1841.

I would premise that in any Country, much more in a struggling Colony, I do not think Revenue ought to be considered the primary consideration in the establishment of Post Office Communications; and if this principle is at length brought *again* into operation in Great Britain, the reasons are far stronger why it should be recognized here. Amongst these I lay much stress on the advantages to be derived to those who may wish to settle in Canada; that their communications with friends and relations in Great Britain will be more frequent, and under a liberal view of the question in connexion with the recent great improvements in steam, remain as it were uninterrupted by their removal to this Country. The effects of such a system upon emigration I think will be of importance, and to this must be added the view of the case of many Settlers in all parts of the Province, who scarcely know that there is any such thing as coin; who live by the produce of their labour, and from whom it is well known that it is most difficult to obtain even the trifling amount of their yearly taxation. Is it not to be presumed that a great proportion of the vast quantity of letters remaining unclaimed in the several Post Offices, is occasioned by the cause alluded to, although not exclusively so?

To the trading and mercantile community a speedy, moderate, and uniform rate of postage, must evidently be of great consequence. All motive is thus withdrawn, as well from these as from other classes, to evade postage by sending letters as parcels, or by private hand; and it is necessary here to keep in view that such a system is the most effectual means for turning all that letter communication which has so long passed through the United States into the recently established and improved conveyance by Halifax. Admitting this to be brought to its fullest perfection, and accompanied by rapid, cheap and certain passage through Canada, is it not fair to suppose that even American correspondence, heavily charged in the

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W. Dunlop,
Goderich.

States, will soon find its way by the more economical conveyance? The people there are so fully alive to the importance of the smallest gain, that their ingenuity will not be long in devising the means for getting their European correspondence into our frontier Post Offices. From these several sources, not less than from the increase in the number of Letters to and from Canada, if postage were reduced, one must suppose a considerable revenue might be anticipated; but were it otherwise, I cannot but think that indirect taxation would be a desirable substitute for the present high rate of postage. The very appearance of an English letter apparently free *in transitu* through Great Britain, but bearing a comparatively excessive Colonial charge, is in itself objectionable; and there is besides a strong and inexpugnable prejudice in the Colony to this branch of revenue as at present appropriated.

The boon of a comparatively free means of communication throughout a great Empire is one of the highest instances that can be afforded of Paternal Government. Every thing that can tend to strengthen this feeling in Canada is of deep importance, and will probably be found eventually anything but a loss to the State. If we only consider the intended future Government of so vast a territory, the most rapid communication with all its sections appears an absolute preliminary to the exercise of the necessary vigilance for its welfare; and its safety may at any time be compromised from the want of such arrangements.

I think the argument is quite in favor of a uniform charge on a scale of weight, as adopted in England. It is far more simple and convenient; and I should suppose less expensive in management.

I would here add that one of the great objections to the late change in England, that this Revenue formed one of the leading items of its income, does not apply to Canada; and the substitute, if required, can readily be found.

It is of consequence also that the most distant settlers, (and of such must be many of those who are to come hereafter to Canada,) should in respect of the Post Office be on as good a footing as the inhabitant of Quebec.

What I have stated applies equally to newspapers. They should be placed precisely on the footing of those transmitted from Great Britain; but this does not necessarily imply the free transmission of other periodicals. These I conceive form a legitimate source of revenue to a moderate extent. The present mode of collecting the postage on newspapers bears with much hardship on Publishers. Every one knows that they collect with infinite difficulty and long delay their subscriptions; and still they are obliged to pay *cash* for the postage to their subscribers. If relief was extended to them by transferring the charge to the paper on delivery, I think the effect would be a considerable eventual diminution of their circulation.

in England. And the system of charging a letter double, no matter how trifling the inclosure, is a serious tax upon persons having to transmit small sums of money, &c. Another cause of hardship is the habit of sending a letter by a circuitous route instead of by the most direct course, and then charging it by distance.

The charge on British Periodicals or the republications of them issued at New York is a very serious obstacle to their circulation, and tends to prevent the dissemination of a species of literature calculated to improve the minds of the people. The charge on a number of Blackwood's Magazine from New York to Queenston (500 miles) is 15 cents, and from Queenston to this place 100 (miles) 15 pence currency!

Much inconvenience arises from the arrival of the Mail in this place so late as scarcely to allow any time for answering a letter by return of Post, and sometimes entirely to prevent it. The Mail arrives in the night, and the letter bag for the return is closed also in the night.

No. 11.

F. T. WILKES, Esq., Advocate.

BRANTFORD, GORE DISTRICT,
9th January, 1841.

[To Second Circular.]

1.—In four respects our Post communications might be improved. 1st. In certainty, including regularity and safety. 2nd. In speed. 3rd. In expense. 4th. In extension. One great cause of the deficiencies in these respects is doubtless to be found in the state of the Post roads traversing the interior of the country. But much might be effected by a better arrangement of the Mails, and by a more strict attention to duty on the part of the subordinate officers of the Department. The loss of letters and newspapers is more common than necessary; and it is excessively difficult, under the present arrangements, to fix the blame on the guilty party. Delays are still more frequent. I have frequently received letters from Toronto on the fourth and fifth day after the date of the Toronto Post-mark. The time ought not to exceed one day or at most two.

A very inconvenient arrangement prevails at many Offices with regard to the hours for closing the Mails. The receiver of a letter ought to have on all occasions an opportunity of answering it by return Post. If at Brantford letters by the Western Mail are delivered at 12, the Mail for the West at the place named should not close before $\frac{1}{2}$ past 12 or 1 P. M. and so for all routes. I may now receive the Western letter at 12, while my answer to go by the stage which leaves for the West at 1 or 2 ought to have been mailed at 11 A. M., the fixed hour for closing the Mail. So I must either send by a passenger by the same stage, or forego a day and perhaps lose a great opportunity. This evil might be remedied by varying the hour for closing the Mails to suit the arrivals and departures of the coaches on different days, instead of having a fixed hour as is at present the case; and at the same time using a little more speed and method in distributing and preparing the contents of the bags. Letters should be admitted to within 20 or 30 minutes of the actual departure of the bags, in all cases. The present hours at Brantford, and I presume at many other Offices, are scarcely fixed on good grounds. The Mail from the

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F. T. Wilkes,
Brantford.Answer to Second
Circular.

No. 10.

No. 10.

W. M. Wilson, W. M. WILSON, Esq. Clerk of the Peace for the
Simcoe. Talbot District.

Simcoe, 9th Jan., 1841.

The rates of postage are, in my opinion, exceedingly high, considering the value of money; being as high in Halifax currency, as the charges used to be Sterling

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East once or twice during the year arrives at a $\frac{1}{2}$ before 12, never earlier; and in such cases does not leave for the West till 1 P. M. It seldom arrives during the best of travelling before $\frac{1}{2}$ past 12; 1 and 2 P. M. are the average periods; and very often lengthened to 4, 6, 7, and 8 P. M. Yet the hour for closing the Mail for the West at Brantford is fixed at 11 A. M. throughout the year. It was formerly a common practice, and for ought I know still obtains, to receive letters at the Post Office for half an hour after the fixed hour for closing the Mail, on a gratuity of 3d. currency for each letter, paid to the Post Master at time of mailing by the sender. Whether this was a perquisite of the Office, or part of the revenue, I am unable to say; but if the former, it was an admirable contrivance to make private emolument out of the necessities of the corresponding public, and to cast odium upon the Department which permitted such a system. The exaction of this tax, often and grudgingly paid, together with the unnecessarily early hour of closing the Mail, have, I am convinced, given rise to a great portion of the practice of discarding the Post Office and sending by private opportunities.

Again, where there is only Post communication twice a week, between places say 25 miles distant, and the Mail leaves for and arrives from the same direction on the same day, the present system causes a delay of three whole days in answering a letter, which would be saved on an improved plan. This delay renders almost nugatory the advantages of a Post communication between such places.

On all the Mail routes there should be no place more than five miles distant from a Post Office, except where the population is too scanty to render such an Office desirable.

Under present regulations with the U. S. a correspondent in Canada is obliged to pay the Colonial Postage of all the letters he receives, as well as of all he sends; and without regard in the latter case, to the question whether he or his U. S. correspondent ought in equity, as between themselves, to make the payment. He has no option, while his U. S. friend has the usual one of paying himself, or taxing him with the Postage. In this way a tax is laid upon the Colonial public, which ought in many cases to be paid by their U. S. correspondents; and with no advantage to our Post Office Revenue but rather the reverse. We drive all those of our people who would be willing to send through the Office, provided they could without prepaying the Postage, to seek private modes of conveyance, or more commonly to refrain from writing altogether. This is the case particularly in those parts of Canada which are densely settled with Americans or their descendants. The communication through the Post Office with their friends, I am confident, would be five-fold what it now is, were another arrangement in existence. From this cause alone, perhaps, the Revenue arising from the transit of letters between this Country and the U. S. is diminished by one half. There might be regulations also, by which we might carry letters from the Michigan to the New York Frontier, of persons writing from the Western to their friends in the Atlantic States. Considerable Revenue would doubtless accrue in this way, as the route through Canada is by far the shortest. And this Revenue, too, would come wholly out of the pockets of our U. S. neighbours. It would serve as a counterpoise to the Revenue they obtain on our letters passing through the Atlantic States on their way to England. It is matter for regret that the Post Master General should have thought fit to take the step he has lately done to restrain commercial intercourse. This step,

though it may possibly, and probably will lessen the amount of intercourse between Canada and Great Britain through the United States will not as by consequence increase the weight of the Mail bags sent by the Cunard Line. Those Mail bags already absorb all the letters sent by persons to whom cheapness is the first consideration and speed only a subordinate one, and will doubtless, under the new regulation, continue to engross them. But where speed is of primary importance and expense of little moment, the reverse action will take place. This will be the case with all the larger commercial towns, whose merchants now forward their letters indifferently through Halifax and through New York, and who will in spite of the Post Office devise means to continue their correspondence through the New York Steam Packets, when the time of departure suits them.

2.—Some years since I resided at one of the principal ports on the Canadian side of Lake Ontario. From personal observation and experience then acquired, I am aware that most of the correspondence, especially that of a weighty description in the physical sense, was carried on between the different ports on the Lake and River St. Lawrence, and sometimes on the Rideau Canal during the season of navigation, by private opportunities, or even directly by the different Steamers under the charge of the Purser, free of expense to sender and receiver. It was no doubt allowed at first by one or two Captains as a personal favor to their friends or acquaintances, but it soon grew so much a matter of course that all the Lake boats I am acquainted with have their letter boxes conspicuously placed in their lower deck apartments into which the public are free to deposit their letters. I suppose that the practice having once crept into existence was found so agreeable to the merchants and others who patronised the various Steamboats, and productive of so little inconvenience to the Officers of the vessels, that it at last became out of the power of any Captain to discontinue or refuse to adopt it, without rendering himself and his Boat unpopular. A similar practice prevails extensively between the more important Post towns on the inland Mail routes. I should suppose, taking all routes and all seasons together, at least half the actual correspondence of the Country is thus carried on through private channels.

The principal reason of this is no doubt the high rate of Postage. Another very important one is the superior speed of private conveyances over public ones. Though the Mail is, or ought to be, generally periodical, regular and safe, yet it is the slowest of the existing modes of conveyance. For instance, the distance between Toronto and Brantford is about 70 miles and is on one of the most travelled thoroughfares of the country. The Mail leaves Toronto for the West at 12 o'clock, noon, of one day and arrives at Brantford at from 12 to 4 or 9 P. M. on the following day, at the rate of much less than 3 miles per hour, averaging the whole distance. The Toronto and Niagara Mails arrive at Hamilton at from 8 to 12 P. M. and yet do not proceed on from Hamilton towards the West, till 6 o'clock the next morning, thus causing a delay in the receipt of the Mails of from 6 to 10 hours throughout the Western Country. Other unnecessary and provoking delays occur, so that the Mail occupies from 6 to 10 or 12 hours in traversing a distance of only 25 miles, which is commonly on good roads accomplished by private carriages in 3 hours. So more particularly on the Lake routes during Steamboat Navigation, the Steamers carrying letters travel twice or thrice as fast as the Mail by land.

A third reason may be found in the circumstance before adverted to, the impossibility of answering a letter by return of Post; and the ease with which it is often done by private passengers in the Mail coaches.

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3 & 4.—The rates of Postage are beyond question excessively high; so much so as in many cases to amount to a prohibition. A letter containing two enclosures is charged 4s. from Brantford to Montreal, and 1s. 9d. to Toronto. A sufficiently reduced rate with accelerated speed and more complete accommodation to the public, would, taking into view the superior regularity, certainty and safety of a Government Post, put an entire stop to private transmission of correspondence, and enhance the receipts of the Department. The mere absorption of all the letters which now find their way otherwise than by Mail, would double the number now carried by the Mail; and the increased facilities afforded would increase actual correspondence two or three fold, at a moderate estimate. Taking the present average rate of Postage for the whole country at 1s. per letter, make the future charge average 3d. and you will from these causes united, increase the burthen of the Mails four-fold, and maintain the Revenue unimpaired. I assume this to be the case on the first operation of the system, but the number of letters would likewise increase afterwards in more than a four-fold ratio to what they do at present, and soon enable the Department by persevering in this line of policy, to reduce the rate gradually, and eventually to fix it at a penny. However, I think it would be better to retain the average at 3d. a letter, or rather $\frac{1}{2}$ of the present average whatever that be, allowing future reductions to be contingent on the improved state of the Revenue, and employing the annual surplus, if any, rather to the extension and improvement of the Mail service, and the multiplication of Post Offices. The rapid augmentation of correspondence, arising from the dense colonization of the country and the better and more universal education of its inhabitants, will, perhaps, sooner than is expected, enable the Department to put such wise and liberal projects into execution.

5.—Decidedly, as being juster, giving less trouble, and liable to fewer errors than the present anomalous method.

6.—The charge made is one penny per sheet in advance, or, if not prepaid, letter postage, rating each sheet a letter. The mode of payment is objectionable, as in the first place causing a large disbursement to the Publisher, on which, of course, he charges a heavy per centage in the price of the paper, thus increasing materially its cost to the subscriber, beyond the mere addition of the tax, and occasioning fewer to be taken, and consequently fewer established than otherwise would be the case. Many new publications have been doubtless crushed, and more unattempted from the heavy outlay necessary on this ground.

7.—The proprietors of Newspapers, &c., have certainly no claim on the public service for the transmission of the same free of Postage. But it may be seriously questioned whether as a matter of grave public moment, that which has been improperly called a tax on knowledge should not be removed, though the result be a direct bounty on the free and wide circulation of knowledge and opinion.

In the United States, if I am rightly informed, the excess of the Revenue of the Post Office over the expenditure has been constantly employed in extending the Mail service, multiplying Post Offices over the country, and accelerating the speed of the Mails. If the Revenue of the Department were confined in its appropriation to such objects in this country, it would be regarded with much more favor by the people, and yet the deficiency in the Treasury would, I am persuaded, be more than made up from augmented receipts from other sources, owing to the increased activity of commerce and business generally, occa-

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sioned by the extended and cheapened Post Office communications. Even if otherwise, a direct tax on property is a far cheaper and more politic way of supplying the want, than any possible restrictions on the perfect freedom of trade and commercial and social intercourse.

No. 12.

ROBERT CHRISTIE, Esq.

Dumfries, 6th Feb. 1841.

The remuneration of Post Masters is a subject on which my information enables me to speak decidedly. The privilege of franking is so likely to be abused, not only by the Officers themselves, but by a numerous class over whom the Post Master has not a sufficient control or is prevented (by motives of delicacy) from exercising it, that it is liable to very serious objection. To such an improper length is this carried, that in one instance at least, which came under my notice lately, it gives to a number of individuals a pecuniary advantage considerably exceeding in amount the whole remuneration enjoyed by the Post Master himself. I feel, therefore, no hesitation in respectfully recommending that the privilege of franking be entirely discontinued, or that it be put under such restrictions as shall effectually prevent such improper use of it in future. In my opinion, the principle of an adequate fixed salary would answer the purpose much better; as by its adoption an increase of Revenue might reasonably be expected, or at any rate, the full amount of Revenue would by this means be placed—as it ought to be—under the inspection and at the disposal of the Government.

There is another point to which I would take the liberty to advert, namely, the insecurity arising from the present mode of transmitting money through the Post Office. This calls for the adoption of some plan combining expedition with safety. So far as my information goes, the plan best fitted to attain these ends is the one now in operation in the Post Office in Germany. The practice to which I refer is this. The letter which is to accompany the money is not sealed until it has been examined by the Officer, and the money counted; and if all is found to be correct, a record is then made so far as relates to the money part of the transaction; a copy of the record is given to the transmitter; all the money letters are put into a bag by themselves; a way bill accompanies them to their destination; and the whole is subjected to a strict scrutiny at every Post Office along the line. Under this arrangement it is hardly possible to abstract money and escape detection; hence the almost perfect security enjoyed in that country against embezzlement in the transmission of money through the Post Office.

If any reduction can be made in the rates of Postage, it appears to me that pamphlets have a strong claim. Information is much wanted. Periodicals have begun to circulate; those on the subject of agriculture, as being intimately connected with the improvement and prosperity of the country, have a special claim to the consideration of the Commissioners.

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Hon. James
Crooks, West
Flamboro'.HON. JAS. CROOKS, a Member of the Legislative
Council.*West Flamborough, 1st Dec., 1840.*

The boon conferred on the North American Provinces by the establishment of the line of steamers to Halifax, and the reduction of Postage on the correspondence between the Provinces and the Mother Country, has been received with gratitude; at the same time it is obvious that Upper Canada, from its local situation, does not enjoy the same advantages from it as the other Provinces. Of this, however, we have no right to complain; and I only allude to it as the hope has been repeatedly expressed in my presence, that some arrangement might be made with the Government of the United States, by which letters to and from Upper Canada, by the steamers, might be permitted to pass through their territory. This would be an immense advantage to us at all times; as even during the summer months, the mail occupies as much time in coming here, even with the facility afforded by the Unicorn, as it takes to cross the Atlantic; and in the winter season the delay will be even greater, if the mail is forwarded *via* New Brunswick and Quebec.

I have also heard complaints of the length of time which the mail takes from Montreal; letters generally taking a week to reach this part of the country, when from New York four or five days is the usual time.

It is also very generally hoped that a reduction of the rates of postage will take place, though perhaps not to the extent to which it has been carried at Home. Any amelioration in this respect would be generally felt as a great benefit, as will also the extension of Post Routes throughout this Province.

In regard to Newspaper Postage, it is generally thought unjust that the Postage is obliged to be paid at the place where papers are mailed, instead of the Office to which they are sent; the effect of which is to deprive the Post Master who has the responsibility and trouble of delivering them, of all benefit thereby, when paid by a per centage, which I understand is very general throughout the Province. It also proves a heavy tax on those Editors whose papers are left uncalled for at the Office to which they are addressed.

As regards Newspaper Postage being a perquisite of the Post Master General, there is but one opinion of its impropriety. It could only have been made so at a time when the amount was inconsiderable: but now that the number of papers has so greatly increased, it seems that this source of Revenue would go a good way in reducing the rate of Postage generally. At the same time, that officer is undoubtedly entitled to be handsomely remunerated for the great responsibility which rests upon him, and the onerous duty he has to perform.

Whether by any improved system the risk of sending money by Post could be lessened, appears to be doubtful; nevertheless, could it be done, the advantage to the public would be great.

5th Jan. 1841.

Answer to Sec-
ond Circular.

[To Second Circular.]

2.—I have no doubt that a considerable proportion of the correspondence of these Provinces is carried on otherwise than by Mail, more particularly from and

to Lower Canada, as far West as the head of Lake Ontario; owing, I believe, to the high rate of Postage, as well as to the greater rapidity with which travellers pass by steamers direct to and from those sections of Canada.

3.—The present rates of Postage, so far as I know, (but if in error, the records of the General Post Office will correct me) are the same, or nearly the same, that they were fifty years ago, when what was called the "Winter Express" was the only means of intercourse between England, Lower Canada, &c., and places lying West of Kingston. The Mail was then carried on the shoulders of two Canadians, once only during the period when the navigation of the Lake was closed by ice, and by the route of Oswego, (which was then a British Garrison) and thence to Niagara, generally on snow shoes. The immense increase of the country since that time makes it obvious that a revision of the rates of Postage should be made.

4.—That a reduction in the rates of Postage would greatly increase the amount of correspondence by Mail, there can be no doubt; but it is difficult for me to point out what that reduction should be. Perhaps it should be gradual; and from its working data would then be established, by which further reduction might be governed; but if carried to the utmost limit, the greater would be the advantage to the country. And if the income did not fully equal the outlay, I am of opinion the Revenue of the Province could not be better employed than in making up any deficiency that might arise; and I trust the time is not far distant when this may be done without inconvenience, and without interfering with present engagements. I see by the Report of the Post Master General of the United States to Congress, the present Session, that a reduction in that country is recommended. I may also add, that from the great improvement which has taken place of late years in the state of the roads, and the increased competition for carrying the Mail, it may reasonably be expected that the expenses of the Department, in this respect, may be greatly lessened; but in all cases where steamers are used, carrying the Mail by them should be preferred, because of the saving of time.

5.—That the rates of Postage should be governed by the weight of packages, seems reasonable; and the plan having been adopted in England, I have no doubt that it is preferable to the present system. Moreover, Contractors, it cannot be doubted, are more governed by the weight they are to carry than by the bulk.

6.—I understand that weekly newspapers are charged 4s. per annum Postage; those sent by individuals 1d. per sheet; Pamphlets and Periodicals also 1d. per sheet, without regard to distance. This seems unreasonable, for as I have stated in answer to query 5, Contractors are presumed to be mainly governed by the weight they carry, not by the bulk; and distance ought to govern the rate. The payment of Postage on all printed papers at the office where they are mailed, is loudly complained of; and as I think very justly, as it subjects the publishers to heavy loss, as well for non-payment by their subscribers, as from many papers not being taken out of the office to which they are addressed. It also debars those Post Masters who are paid by a per centage on the monies collected by them, from any remuneration for their trouble.

7.—I am of opinion that Newspapers and Periodicals should not be altogether exempted from payment of Postage; but this should be according to distance, none less than 7½d., nor more than 2s. 6d. per annum; to be paid by the person to whom they are addressed.

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No. 14.

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COLIN C. FERRIE, Esq., late Member for Hamilton,
in the House of Assembly of Upper Canada.

(M.) No. 14.

HAMILTON,
24th Dec. 1840.Colin C. Fer-
rie, Esq., Ha-
milton.
Answer to Se-
cond Circular.

[To Second Circular.]

2.—I have no doubt that one third; and probably a greater proportion, of the Correspondence of Upper and Lower Canada is sent otherwise than by Mail. This practice I should think must be very prevalent between Montreal and the principal places of business in Upper Canada; although I am satisfied that it prevails on every route to a considerable extent. The reasons which, in my opinion, induce most persons to forward their letters otherwise than by Mail, are, first, to save expenses; and, second, to save time. These two reasons are, I dare say, of about equal weight; and I am not sure but an idea of greater security in remitting Bank Notes may, in certain cases, have some weight also. The saving of time by forwarding by private conveyance, is not so great now as formerly, between Montreal and the principal places in Upper Canada; in consequence of the Mails having been sent for some time past by steamboats to certain points, instead of coming all the way by land, and being thereby detained at every petty office along the route. But still passengers do sometimes travel faster than the Mails, and three or four hours, if not more, may probably be saved in the delivery of letters, even should the passengers and the Mail bag leave the steamboat or stage together. Even a probable saving of one hour in the delivery of a letter after it reaches the place of destination, I think, would induce a Merchant to send his letter by any passenger in whose punctuality and attention he could confide; especially if it happens to be a letter of much consequence. To legal gentlemen, who are constantly forwarding and receiving bulky papers, the expense saved may be a greater object than the time.

4.—I am of opinion that if the rates were reduced to one half, or one third, of those now charged, the amount of correspondence which would be sent by Mail would increase to double or treble what it now is; and that no material falling off in the income of the Department would follow the reduction, especially if there was proper despatch in transmitting the Mails and in delivering them after receipt. If such a reduction took place, the saving in expense, even on money letters or parcels of Bank notes, would not be sufficient to induce any person to forward them otherwise than by Mail.

5.—I think the system of charging by weight, instead of by single, double and treble letters, would be more equitable, and might advantageously be adopted.

6.—I understand that the Newspaper Proprietors in these Provinces pay about one penny, Halifax currency, for each paper that they mail, and that without such payment, their papers cannot be forwarded. Considering the advantage to the whole community, from a free and extensive circulation of news and general information, I think that this part of the contents of a Mail-bag should be charged with the mere expense of carrying so much weight. I think that on Newspapers a uniform charge should be made, without reference to the distance which each paper may have come; and that the charge, if it could be done without positive loss, should be reduced to one half of what it now is. As to the party by whom the Newspaper Postage should be paid, I think it would be a very important advantage to the Newspaper Proprietor if the regulation should require it to be

paid by the party receiving. At all events, I do not see any good reason why it should not be optional with the party sending and the party receiving a Newspaper, to have the Postage made payable at either end of the route, according to their agreement—just as it is with letters. This would remove the inducement to underrate the number of Newspapers contained in the parcel mailed. The reasons for making the receiver pay the Postage are stated in the Newspapers themselves, which seem all to agree on that point, however much they may differ on others. In case it should be thought that the Post Office would suffer by many papers being mailed which would never be called for, that difficulty might perhaps be obviated by the Post Master's being authorized, after a certain lapse of time, (say not longer than two weeks) to give the papers to whoever would pay the Postage on them; leaving the Printer to get payment for his paper the best way he can, but without compelling him to lose the Postage also.

7.—Although I think that the present rates of Newspaper Postage, and the mode of paying it, are too heavy upon the Newspaper Proprietors, still I cannot see that they have a reasonable claim upon the Public Service for a total exemption from Postage on Newspapers, whether sent off or received as exchanges. The advantage derived by the public generally, including the Government and the various officers of the Government throughout the country, from a full and free circulation of news and information generally, is the only ground upon which such an exemption could be advocated.

I am of opinion, and I believe the opinion is very general if not universal, (whether the charge on newspapers is legal or not) that it amounts to a most exorbitant remuneration to the Deputy Post Master General of these Provinces. The duties of the situation are arduous and important, and I believe are well fulfilled by the present incumbent; but I cannot see any good reason why his emoluments should so far exceed those of other public servants in the Colonies, whose duties are equally arduous and important and well fulfilled. In my opinion, a fixed salary of Fifteen Hundred Pounds a year would be quite sufficient, and would at any time secure the services of a person properly qualified. And further, independent of the amount altogether, I do not approve of the system of paying Public Officers by fees.

I do not think that the Post Masters throughout the Province generally are overpaid. Indeed I think they are hardly adequately remunerated for their time and the incidental expenses of their Offices.

I think it would be worth considering whether an equivalent might not advantageously be given to Post Masters in lieu of the privilege of franking. I have no doubt it would result in a gain to the Department; and it would save much trouble to the Post Masters, who I dare say are obliged to do many things not at all connected with their own proper business, for others who take an undue advantage of the Post Master's privilege and supposed friendship. Besides, in one place the Post Master is a man who has a very extensive correspondence of his own, besides being Agent for a Bank or something else; in another place, where the duty is equally severe, the Post Master gains little or nothing by his privilege of franking. Consequently, in these two cases the different parties are not equally or fairly remunerated.

I have only to add that the Post Master at this place is remarkably attentive and accommodating, and I believe gives general satisfaction.

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E. C. Thomas.
M. D., Hamil-
ton.Answer to Se-
cond Circular.E. CARTWRIGHT THOMAS, Esq., M. D., Government
Emigrant Agent, and late Editor of the Hamilton
Journal.HAMILTON,
28th Dec. 1840.

[To Second Circular.]

2.—I cannot furnish a satisfactory estimate of the "amount of correspondence sent otherwise than by Mail." Before the Steamboat route was established by the Post Office, between Hamilton and Montreal, I believe that during the summer months scarcely one-fourth of the correspondence took place by Mail between these places; and it is still within my knowledge that every opportunity of private conveyance is anxiously sought; indeed, it often happens that the intended departure of a merchant from this place to Montreal or New York is made generally known, in order that letters may be prepared for such private conveyance. The reasons for this course are, firstly, that the early arrival of such letters is considered to be more certain, inasmuch as notwithstanding the adoption of the Steamboat route it not unfrequently happens here that two or even three Mails arrive on the same day, having been kept back on the route by some accidental circumstance,—and, secondly, the private conveyance is sought with a view of avoiding the payment of Postage.

3.—I am decidedly of opinion that no rates of Postage are reasonable which are levied for the purpose of raising a Revenue, either Imperial or Provincial. The advantages to the State as well as to individuals, to be derived from the circulation of letters and periodicals, are so great as to render Postage, in my opinion, a most injudicious item of taxation. Having no means of stating what would be the cost of transmission, I am unable to express any opinion on the subject of an improved scale, otherwise than by recommending that such scale should not exceed a liberal return of the actual expenses incurred, or liable to be incurred, by such transmission.

4.—A reduction in the rates of letter Postage could not fail to increase the amount of correspondence by Mail; though, unless to an extent which would render the private conveyance system of no importance to the public, it might not produce such an increase as at first sight might be expected. I take it for granted that persons engaged in commerce or important business of any kind, do not permit Postage to interfere with the amount of their correspondence; and such correspondence might not therefore be greatly increased, excepting by an increase of business. Its transmission by Mail or otherwise, may depend altogether upon the rate of charge, and the only method of securing its transmission by the former, therefore, seems to be cheapness, security and speed. Friendly correspondence, and that connected with literature, science, politics or objects of benevolence, would be increased greatly by a reduction and equalization of Postage.

5.—Taking into consideration the very frequent necessity for forwarding enclosures, where probably a few lines of correspondence is alone required, I cannot doubt that upon the whole "the system of charging letters by weight might here be advantageously substituted for the present mode of rating by single and double letters."

6.—I am aware of the charges at present made for the transmission of newspapers and other periodicals by the Post, and consider both the rate and mode of payment objectionable. With respect to the rate, I

am of opinion that one halfpenny would be an amply sufficient remuneration for the cost of transmission of newspapers, and would lead, in conjunction with an improved method of payment, to their increased circulation, to an extent which would probably make up the deficiency in the Revenue. I object to the mode of payment; firstly, because I am inclined to dispute the propriety of paying Public Officers by means of fees, and in particular, of permitting them to compound with certain Newspaper establishments for the amount to be paid by them; and secondly, because I think that the payment of such Postage being made by the receiver of the paper would be more equitable to the Printer and the public. The Printer or Proprietor, under the present system, is not only taxed four shillings currency for every fifty-two papers *bonâ fide* sold and sent by Mail, but he has to pay this sum for every paper which he forwards by that means, whether they be free gifts to individuals, or sent to parties who never pay the original debt. It must be borne in mind that the state of many of the country Post Offices is most wretched, and I feel assured that Mr. Stayner will corroborate the assertion, that there are many places where it would be desirable to open Offices, but where the difficulty of finding even a tolerable person to fill the office of Post Master renders such a course impracticable. It happens, then, that the Proprietor of a Newspaper forwards his paper to a subscriber living at one of these distant Post Offices. The individual, perhaps, is in the habit of calling every second or third week; or he is absent from home; or the term of his subscription has expired and he does not apply to the Post Office for many weeks because it is not his intention to renew such subscription. Until recently, the instruction to Post Masters has been to notify the Printer when such Paper *is refused*, which may not occur for six, eight or ten weeks; for the whole of which time the Printer is not only to be a loser by the Paper furnished, but has been compelled to pay its Postage weekly. In answer to a complaint of this nature which I forwarded to Mr. Stayner, in which I suggested the propriety of instructing Post Masters not to permit the papers to accumulate beyond *four* weeks without notifying the Printer, Mr. Stayner was so kind as promptly to issue the desired instruction, as well as to investigate the particular complaint, with a readiness which I am happy in having this opportunity of acknowledging. But the evil, if somewhat abated, is not removed; for where the instruction is rigidly attended to, there is still a four weeks' Postage frequently incurred by the Printer; while in many instances it still happens, I believe, that a Post Master introduces a "by the bye" postscript to some letter which he may be writing to the Printer, with an intimation that he has ten or a dozen Newspapers lying in the office for some individual who has left the place, or whom he has not seen for as many weeks. It cannot be just that the Printer should be called upon to pay Postage on these papers; yet the payment has been made, and from whom, or by whom, is it to be refunded? The losses on the part of Newspaper Proprietors, in consequence of the inefficiency of country Post Offices and the want of attention to his claims on the part of distant subscribers, will always be of sufficient magnitude, without entailing upon him the additional mortification of Postage upon a bad debt; nor is there any reason whatever, that I can conceive, why such Postage should not be paid by the subscriber, or at all events made optional by the sender. A paper, which is at present charged £1 per annum, might I think be advantageously sold for 10s. or at all events for 12s. 6d., were the Postage of 4s. per annum no longer incurred by the Printer; and there is no party, I presume, really anxious to procure the paper, who would object to the payment of one halfpenny upon its delivery. At all events such refusal might be

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immediately made known to the Printer, who would thus be spared a continued loss both of Postage and Paper.

7.—I am of opinion that the Proprietors of Newspapers, or other Periodicals, in British North America have no reasonable claim on the public service for the transmission of the same free of Postage. In the United Kingdom, the Stamp duty upon such publications is more than equivalent to the Postage; and it seems to me preposterous to suppose that any claim for free transmission here can be well founded: though, upon the ground of the usefulness of a free circulation of political and general knowledge, I could not but view such a boon as very beneficial, if practicable.

Although my attention has not been called by the Queries of the Commissioners to the recent alteration in the Post Office Department by the Cunard line of Steam Boats, I think my present observations would be incomplete if I were not to advert to that subject. It is, without doubt, a great boon to that class of the inhabitants of these Provinces whose correspondence is occasional and unimportant, and whose circumstances render the payment of Postage a serious item in their expenditure, to be enabled to forward their letters at the present trifling cost; but, while the time required in their transport continues to exceed that of the New York or Boston route, the adoption of the Halifax line can never take place to any considerable extent. In all matters relating to business, whether of a commercial or private nature, and wherever the subjects communicated are considered by the writers as important, the quickest route will invariably be selected, whatever restrictions may be laid upon such a course by the Post Office authorities. It follows, then, as a matter of course, that the restrictions become useless; and, which is of more consequence, they will prove absolutely pernicious. I have always endeavoured to impress upon the attention of the Government that the natives of this Province (their professions to the contrary notwithstanding) are, for the most part, deficient in innate attachment to the Mother Country; and that there is a tendency, even on the part of British settlers, to relax in those ardent feelings of loyalty towards their native land which are their great characteristic on their first arrival. If such be the case, the importance of cultivating, and, where necessary, creating a strong desire for British connection, founded on the solid basis of evident self-interest, becomes obviously very great, and makes it most highly desirable to open such channels of internal communication, between the United Kingdom and the North American Provinces, as would render the inhabitants independent of the facilities afforded them by the United States. The route by Halifax cannot do this, until the communication between Halifax and Quebec, and between the latter place and the Western portion of Canada, shall be so improved as to enable the delivery of goods and letters to be made by that route as expeditiously and cheaply as that by New York; and, in the absence of such improvement, it is desirable to remind the public as little as possible of the deficiencies of the internal route, by affording them every facility in the power of the Government for the rapid and economical receipt of their communications by the other. The recent Order promulgated by direction of the Post Master General, acts, as it were, in the teeth of such a course; since it continually reminds the public of an advantage to be gained by a friendly arrangement with the United States. I do not view the prohibition of the collection of Freight money by the Post Master General as an act of tyranny or oppression, (as it has been inconsiderately termed by some public writers,) because I do not see how a claim upon the Post Office to become an Agent for the Steam and Sailing Packets can be set up by the public;

but I look upon it as a very impolitic act, which will prove productive of no increase in the revenue of the Post Office; and may tend to excite an inimical feeling toward the connection with Great Britain. The Cunard line, previously to the recent Order, was as I have said, a boon to Upper Canada, a slight one it is true; but still as a step preparatory to improvement of the intercourse between Halifax and Quebec it was highly valued; but, if that line can be kept up by no other method than an attempted compulsion on the public to communicate by it only, it will most certainly fail, and be the means of producing feelings which it is most important should not exist. Her Majesty's Government may rely upon it, that the inhabitants of these Provinces will require a speedy and regular channel for the transmission of their correspondence, and cannot be made to adopt a course by which the receipt of their letters will vary from one to three months; nor will they submit to the additional expense inflicted upon them by the withdrawal of the courtesy hitherto afforded by the Post Office, without being forcibly reminded of one advantage at all events to be derived from an union with the States. In every point of view, then, the recent Order is most unfortunate. In place of an attempt to compel the adoption of the Halifax and Quebec route, I trust that a portion of the reforms contemplated by the Commission will be the improvement of that route; and that, until that is effected, such arrangements with the United States' Government will be made as will permit letters and papers transmitted by the Cunard line to proceed *via* Boston to Canada.

I would add, that I consider the hours during which the Post Office in this place is open are unnecessarily curtailed. The office is closed at 5 P. M. during the winter months, and 6 P. M. during the summer. The Eastern and New York Mails are not despatched before midnight, or even later; and the Westward Mail does not leave until 6 A. M. of the following day. Under these circumstances, I think the Post Office might advantageously be kept open until 9 o'clock or 10 o'clock P. M.

In conclusion, I cannot omit to acknowledge the civility and attention which I have received from the authorities of the Post Office generally. Of inefficiency and carelessness there is abundance in the smaller offices of this country; but the Post Office generally in this country, so far as I have had an opportunity of forming a judgment respecting it, is characterized by an earnest desire of accommodation toward the inhabitants.

No. 16.

G. S. TIFFANY, Esq. Advocate.

Hamilton, 26th Dec. 1840.

No. 16.

G. S. Tiffany,
Hamilton.

[To Second Circular.]

Answer to Second Circular.

As far as my observation has extended, I have thought the Department well conducted. An improvement which suggests itself to me is that of either entirely separating the transmission of the Mail upon the principal routes from the usual Stage Coaches, as great delay is occasioned by the Passengers, or limiting the Contractor to carry not more than four Passengers.

2.—I can only say that I have no doubt a very great amount of correspondence is carried on otherwise than by Mail. The inducements appear to be the avoiding the charge for postage; and in some instances

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transmitting by private opportunity is more expeditious. The routes where this practice prevails to the greatest extent are between this and the Lower Province, and between Towns of importance in this Province, particularly when the latter are near each other.

3 & 4.—I think the rates of Letter Postage too high. I am not prepared to submit a scale, and can only say generally, that in my opinion the rates may be more justly apportioned, to the distance of transmission and the general charges incurred. I think also, that fixing a maximum charge would be attended with good effects. I found this conclusion as to the propriety of a reduction, upon the fact that there is an annual surplus remaining with the Department over and above its expenses; and I am of opinion that the public would be materially benefited by the rates of postage being so reduced as that there should be no surplus revenue. By confining its revenues to this standard, I am convinced that Government would be amply rewarded by the increased facilities afforded to business, and the more general diffusion of knowledge amongst the people.

5.—As I am of opinion that the means of the Department would not suffer by introducing the system of charging letters by weight, I approve of it; if for no other reason than that of removing the inducement to practice fraud by mailing double as single letters, &c. I beg to make a suggestion not entirely foreign to the present inquiry, namely, that it appears to me the privilege of Franking allowed to Post Masters is open to abuse by their becoming the channel of communication between their friends, and would suggest the propriety of allowing them a fair equivalent in money in proportion to the duties of their respective Offices.

6.—It appears to me that the rate of charge for the transmission of Newspapers and other Periodicals, and the mode of payment are objectionable. The charge ought to be reduced, and the receiver should pay it.

7.—I do not think that the Proprietors of Newspapers or other Periodicals have any claim of the kind designated; nor do I think it would be to public advantage that their Papers or Periodicals should be transmitted by Mail without charge. On the contrary, a small charge is advisable; but I repeat as in my last answer that, in my opinion, the recipient ought to pay this charge, and not the Publisher or Proprietor. The objection to this mode of collecting the rates is that the Mail would be overloaded, and that unpaid papers would accumulate in the different Post Offices. In reply to this, I conceive it sufficient to say, that any person paying the annual subscription of a Periodical would not be likely to lose the benefit of its perusal on account of the small charge for postage. Besides, the present mode of collecting the charge is open to abuse; as I have heard and believe it to be the case, that the individuals who mail a bundle of papers state their number, which is commonly taken without examination, and that in consequence packages are commonly underrated. So that probably, by making the recipient pay the charge even at a reduced rate, this evasion would be got rid of, and the Department suffer upon the whole no diminution of revenue.

In conclusion, I beg to remark that the Mail communication by Mr. Cunard's Steamers does not appear to be of much advantage to this portion of the Province, from the great delay occasioned by the Mail being sent by the circuitous route of Halifax instead of being sent by Boston.

No. 17.

MILES O'REILLY, Esq., Judge of the Gore District Court.

Hamilton, 15th Jan. 1841.

[To Second Circular.]

1.—Another circumstance operating unequally upon us is, that persons sending letters from this country are in all cases obliged to pay the inland Postage, while their correspondents in the United States are not necessarily obliged to pay Postage at all, and are not even allowed to pay Postage on letters coming to this country further than the lines. I am not sufficiently informed of the reasons that have induced this arrangement, to suggest any different plan; but it is within my knowledge that the burden is felt so much, that the amount of correspondence is very materially lessened in consequence.

2.—I have no means of forming any accurate opinion of the amount of correspondence sent otherwise than by Mail. So far as my own actual observation goes, much the greater amount is between Montreal and this Province. This has been hitherto owing to two causes; first the delay, and secondly the high rate of Postage. The former is likely to be completely removed in a short time.

3 & 4.—I am of opinion that the rate of Postage is too high. I am not prepared to submit a scale; but a reduction of the rates of Postage would afford facilities to, and consequently greatly increase, business of all kinds; would tend to the more rapid diffusion of knowledge amongst the People, and would greatly increase the amount of incidental correspondence. In fact, I have come to the conclusion (though it is an opinion I advance with some remaining doubts) that a considerable reduction of the rates of Postage on newspapers and letters, would so increase the correspondence by Mail, that the Revenue would not be greatly diminished; and that any deficiency would be fully made up to the public by the advantages to be derived from the more extensive diffusion of knowledge, and the more easy communication through the country on all subjects.

5.—I would recommend the charging of letters by weight; 1st, because it is more equitable as between the carrier and sender; and 2nd, because beyond a doubt it would greatly increase the correspondence by Mail.

6.—Every practicable facility for the spread of information throughout the country, in my opinion, should be afforded. But the amount of Postage on newspapers does not offer so great an obstacle to their circulation, as the mode of collecting it. The ordinary reason assigned for insisting upon the publisher instead of the receiver paying the Postage has never appeared to me a good one. The papers that would not be taken out of the Office might be returned direct to the publisher, and the Postage as upon letters, collected of him: The Postage of even a penny per number, to a man paying the usual price for a newspaper, would not prevent his taking it out of the Post Office. The present system, too, operates severely upon the publisher; for while a penny to each subscriber is not felt, the same charge on the whole number of copies to be paid by the former amounts to a considerable sum. The publisher could afford to reduce the price of his paper fully the amount of the Postage, or more; and both the inducement and the opportunity to defraud the Post Office, by sending more numbers than are accounted for (a practice I have often heard spoken of) would be removed.

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Miles O'Reilly,
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7.—I see no sufficient reason to make newspapers, except those sent to Great Britain, free of Postage; because such a measure might operate prejudicially, in begetting a carelessness or indifference about the punctual transmission of them. A correct knowledge of every thing affecting the Colonies is so important to Great Britain as well as the Colonies, that in my opinion every possible facility therefor, by means of periodicals and otherwise, should be afforded. The Government would find their account in every measure having this object in view.

No. 18.

Hon. A. Fer-
gusson, Wood-
hill.

HON. A. FERGUSSON, a Member of the Legislative Council.

WOODHILL, WATERDOWN, GORE DISTRICT,
20th Feb., 1841.

I have no doubt the Commissioners will particularly notice the subject of transmitting money by Mail. There can be no question that it is essentially bad. It leads Post Masters into temptation, and occasions very serious loss to the public. It would seem requisite that a general Way Bill should accompany the parcels of letters addressed to the various Offices on a route; so that each Post Master in succession, as he takes his own parcel out of (say) the Toronto bag for the West, shall certify that such and such parcels were replaced in the bag and forwarded by him. Should a parcel be lost, it would thus be immediately discovered where the parcel was last seen. The Post Master of * * * who I am certain is truly honest and correct, is at present under the greatest distress from the following occurrence. A letter containing about £40 was mailed at Toronto for his office, and has been totally lost. It happened to be the only letter of that day for * * * from Toronto, and there is no manner of doubt that it was abstracted at some Office upon the route. It was quite easy for any rogue to do so, and defy detection; but if some such plan as I suggest had been in operation, no Post Master could have dared to commit such a fraud.

It has also occurred to me that some scrutiny is required into the practice of discharging the duties of Post Masters notoriously by deputy, and when no other object is desired by the individual who is nominally Post Master, than to enjoy the franking privilege. Of course I do not mean that a Clerk or Assistant may not be employed; but where it is quite evident that the nominal Post Master takes no real charge, I think he may with advantage and propriety be exempted from further duty.

20th Feb., 1841.

I take the liberty of suggesting whether it would be reasonable to offer some encouragement to Agricultural Societies in Canada, by permitting their Secretaries to conduct the business correspondence of their Societies free of Postage to all concerned, that is, to the Directors and Members. A simple enactment that all such correspondence should be open or unsealed, would effectually preclude any misapplication of the privilege; and I am confident it is one which would prove particularly acceptable to the public.

I have no doubt that the general subject of franking will be very maturely considered, and the privilege materially curtailed. There can be no doubt that it is much abused under the present system.

No. 19.

CALEB HOPKINS, Esq., M. P. P. for the East Riding
of the County of Halton.NELSON, GORE DISTRICT,
10th February, 1841.

In the first place; I think a reduction in the rates of Postage might take place, of at least twenty-five per cent. without affecting the amount of Revenue. Indeed I verily believe it would so increase communications that an addition to that Revenue might be relied on.

With reference to Mail Roads, they require much improvement, as a difference of twelve hours has frequently occurred in the arrival of the Mail at this place, owing to the state of the roads. I would recommend that there be one Mail Road through the Province, say Dundas Street, and that it may be macadamized throughout.

I would also suggest that Post Masters should reside at the place where the Office is kept, and not trust to Deputies while they are miles distant from their Office; and that the Mail should not be allowed to be overhauled by irresponsible persons, except under the eye of the Principal. I refer especially to country Post Offices, where irregularities frequently occur, which, in my opinion, are solely owing to this cause.

One rather irrelevant subject suggests itself to me. In our communication with the United States, the Postage on letters is compelled to be paid to the frontier Post Office where they are mailed. An alteration in this respect would be an advantage to this Province.

No. 20.

J. S. HOWARD, Esq., late Post Master at Toronto.

TRAFALGAR, GORE DISTRICT,
6th January, 1841.

[To Second Circular.]

1.—In answer to this question, so far as it relates to the Post Intercourse between this Country and the United States, I beg leave to state that representations have been frequently made to me of the want of reciprocity in the existing arrangement, and the disadvantageous position in which it places the Canadian correspondent, for while under its provisions the United States' Merchant or others can and do send their letters into Canada unpaid, the Provincial postage to the frontier is invariably required to be pre-paid. The same difficulty exists in the transmission of papers and periodicals; for the United States' Editors, availing themselves of the privilege which they possess, usually send their works unpaid; while the Canadian Editor is obliged to pay at the time of mailing. It therefore appears to me that it should be made reciprocal, either one way or the other; that is either that no further collections of United States postage be made by the Canadian Post Office, or that the Canadian correspondent be permitted to forward his letters unpaid, and the United States' Post Master General become responsible for such Provincial postage. It is obvious that the latter plan would be attended with much more trouble; yet, in my opinion, it would afford a far greater degree of convenience and satisfaction to the public. I have also observed some inconveniences arising out of the remoteness of the points of communication with the United States; it remains however for the Commis-

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Caleb Hop-
kins, M. P. P.
Nelson.

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J. S. Howard
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sioners to judge, whether the partial removal of this inconvenience which it may be in their power to effect, will justify the increase of trouble consequent on the formation of more connecting points. Under this head it may be well to notice that by the present arrangement letters bearing United States' Postage, from Europe or elsewhere, for individuals who had removed from or never visited the places to which their letters were addressed, and which, in consequence, it becomes necessary to re-forward, are obliged to be returned to the Communicating Office through which they were received, and from thence forwarded to the address of the owners; thereby causing considerable delay. For instance, a person whose European letters are addressed to Toronto, removes to New Market, 30 miles north of it, leaving directions to have his letters sent thither; but in accordance with the arrangement alluded to, they must be returned to Queenston, the point of communication for this section of Country, and from thence re-forwarded to their destination; so losing from three to four days. This inconvenience might be obviated by Post Masters sending the Letters direct and charging the Post Master to whom they send with the United States' Postage, who should be obliged to pay punctually and periodically. The foregoing suggestion is offered under the presumption that United States' Postage will still be collected by the Provincial Department.

I am not prepared to enter into the details of any plan for the improvement of the "Internal Post Communication of the Province." I should imagine, however, that keeping in view the original design of the Department (that is, the accommodation of the public at large) it is not necessary for me to suggest that every facility should be presented for the encouragement of a free and extensive correspondence. As in the United States, Mails should invariably be forwarded by Steam Boats and Rail Roads, where certainty and regularity of delivery, as well as increased despatch, can be obtained. * * * * It is right to observe also, that there is a great lack of Post accommodation in various sections of the Country, and that many Post routes and Offices may be advantageously established. No doubt also, the localities of many old Offices may judiciously be altered, so as to render more effective service to the community. Under this head it may not be out of place to advert to the extensive use made of the Post in this Country for the transmission of money; and to point out the necessity of adopting some mode of securing the public from loss, either by insuring or otherwise, as well as to maintain the credit of the Department in this respect. At present, it is well known that Post Masters have access to the packets of other Offices as well as their own; that no effectual check can be presented to the cupidity of dishonest Post Masters; and that it is almost impracticable to trace delinquencies. It would seem necessary, therefore, that the mode adopted in the United Kingdom, of sending sealed bags for each Office under the custody of a guard who would be held responsible should be pursued here, at least on such portions of the route as would justify it; by which means losses may be prevented, or if incurred may be immediately known and traced.

2.—During the period while I was connected with the Department, I had frequent opportunities of ascertaining that the practice of conveying letters otherwise than by Mail was carried on to a very great extent; particularly on the route to New York for Europe, by Steam Boats or other Vessels on our own Lakes, and by passengers in Stages and other conveyances. On the former line, it is well known, that passengers for Europe might constantly be seen conveying bundles of packets and letters; and it is equally notorious, that, by our own Steam Boats, a large correspondence was

conveyed. I cannot estimate to a certainty the total amount of this practice; but I should not be surprised if, with the postage on letters to and from Post Masters (now lost to the public,) it fully equalled the revenue collected by the Department.

As to the reasons by which the public is influenced in availing itself of these private means for the transmission of its correspondence, it cannot be doubted that on the route to New York the high rate of postage was one cause, and the fact that passengers invariably made the journey in less time than the Mails, another. The same reasons may in truth be given for the conveyance of letters by our Steam Boats. The foregoing observations are made in reference to the period during which I had the honor to hold office in the Department; but if there are no more facilities than at that time, it may fairly be presumed that no diminution has taken place in the practice alluded to.

3.—I have always entertained the opinion that the present Postage tariff was too high.—With this view, I have, at times, suggested a partial reduction; but on further reflection it appears to me, that, let the institution be regarded either in a financial point of view or as solely designed for the public accommodation, sound policy would suggest a large reduction in the present scale. * * * * Should it be intended that the department shall not be made a source of revenue, a scale should be drawn in such proportion as to afford sufficient to meet its contingent expenses, and at the same time render every possible accommodation to the public by using more dispatch in the transmission of the Mails and establishing new routes and offices; thereby presenting inducements to correspondence, and precluding the necessity of forwarding by any other mode than the regular Post. If on the other hand, it be considered good policy that the Department be continued as a source of revenue, the advantages of a large reduction and increased facilities, as has been already premised, are still in my opinion unquestionable. In proof of this I would advert to the fact, that when the public was permitted to send its correspondence for Europe *via* New York, the revenue accruing to the Department therefrom far exceeded that previously derived when correspondence could only be forwarded *via* Halifax; although the postage on the latter route exceeded the former, in many cases as three or four to one.

4.—I am clearly of opinion that a vast increase in correspondence would as a matter of course result from a reduction in the present rates, accompanied by other facilities.

5.—Keeping in view the design of not rendering the Department a source of Revenue, the plan of charging by weight would no doubt prove advantageous to a large portion of the public. Thin paper would as a matter of course be universally used, so that two or three letters might be sent for the fare of one; and the same with inclosures other than letters. The change would also have a tendency to check the prying disposition, on the part of some Officers of the Department, which has been complained of; as letters then might be effectually secured from scrutiny. No more trouble or loss of time would accrue to the Department, it being quite as easy to weigh as to examine.

6.—I am quite aware of the charges made for the transmission of newspapers and periodicals by the Post; and am decidedly of opinion that they are too high; as I am also that the mode of collection is objectionable. I have always thought that one half of the existing charge would be sufficient, and that it should be left optional with the proprietors of newspapers and others to pay or otherwise, at the time of mailing. Under

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the present mode of payment the proprietors of papers not infrequently lose both subscription and Postage, by individuals not possessing the disposition or means of paying; but, should it be left with the subscribers to pay, such individuals it is most probable would refuse their papers and so save the proprietors the value of the paper as well as the Postage. This plan, if adopted, would afford more trouble to the Department in the collection, but in my opinion it would yield much more satisfaction to that respectable class of the community referred to; and it can make no possible difference with the public, provided it receives its periodicals at a proportionally lower rate.

7.—I never could discern that the proprietors of newspapers or other periodicals had any "reasonable claim on the public service for the transmission of the same free of Postage." It must be obvious that their publication, though ostensibly for the diffusion of knowledge, is to all intents and purposes a private speculation, intended for the benefit of the proprietors. I cannot therefore perceive why they should be entitled to send them free any more than the booksellers his books; the projectors of any plans designed for the improvement or amusement of the community, the intelligence of their designs; or the merchant his communications, as they also are intended for the benefit of others as well as himself. In the United States, with all their pretensions to liberality, the charge for the transmission of papers and periodicals exceeds what I have hinted at, and in no case are they permitted to pass free. Besides they form the chief bulk and weight of the Mails, and contribute much to enhance the expenses of their transit. I should regret exceedingly to see impediments presented to the diffusion of knowledge, but I can hardly suppose that the small sum alluded to can be imagined as such; or that it will fail to afford satisfaction, particularly when the objectionable mode of payment is changed.

The small pittance received by Post Masters has frequently been made (and I think justly) a subject of complaint. A more liberal allowance should, as in the United States, be made; so as to secure on their part increased punctuality and better attendance. At present they are allowed but twenty per cent on their actual receipts, with their own Postages to a limited extent free; but as this privilege of franking is liable to abuse, and indeed has been abused to a vast degree to the prejudice of the Revenue, I should consider it well to deprive them of it, making remuneration in some other form. It has occurred to me that it would not be amiss to allow them the Postage arising from newspapers delivered at their offices. This arrangement would, I am certain, afford satisfaction to the community and the proprietors of papers, inasmuch as it would tend to insure greater care and punctuality in their delivery; a subject on which loud and just complaints have frequently been made. In addition to this, an exemption from Militia and Civil duties, would, no doubt, be regarded as a privilege; and indeed, in many cases, is necessary to a right discharge of their official duty.

The franking privilege which was provided for in the Post Office Bill sent out for the adoption of the Colonies, as also in the several Bills introduced into the Colonial Assemblies, is a regulation the expediency of which I very much question. There can be no doubt that if allowed in the Colonies a very great reduction must take place in the Revenue, without affording a corresponding benefit. It has always seemed to me a matter of indifference whether the public Departments obtain their letters free or paid. Besides, abuses will in despite of every precaution be more or less practised.

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His Excellency and the Commissioners will, I trust, perceive the necessity of removing the restriction recently, and no doubt incautiously, imposed for the purpose of confining the transit of letters to and from Europe to the route through the British Provinces; at least, until equal despatch with the New York route can be ensured. The practicability of making some arrangement with the United States' Government to have the English Mails conveyed through that territory, I dare say, has been considered by the Commissioners. It appears to me that such a plan might be happily effected.

No. 21.

No. 21.

GEORGE RYKERT, Esq., late Member for the Second Riding of the County of Lincoln, in the House of Assembly of Upper Canada.

Geo. Rykert,
St. Catharines.

ST. CATHERINES, NIAGARA DISTRICT,
23rd February, 1841.

[To Second Circular.]

Answer to Second Circular.

2.—About one half in weight or bulk, if not in number:—1st, Because the conveyance is more expeditious while the navigation is open and Steamers run. 2nd, Because of the high rate of Postage on single letters alone. And 3rd, The regulation of Postage on large packages, such as Attorney's papers, Title Deeds, Insurance Policies, Remittances, &c. &c. is by weight.

3.—Although these Postages are not much higher than in the United States until a given distance is reached, a reduction of rates would in my opinion greatly increase correspondence, assure the Post-Office nearly all (especially business) letters, and materially increase the Revenue. The scale of Postage might with profit to the Department commence at ten or twelve miles instead of sixty as here, or thirty as in the United States.

4.—I would recommend that no Postage within the limits of British North America should exceed one shilling on a single letter. It is my opinion that a uniform Postage of about four pence halfpenny whatever the distance, would soon prove good policy, and support the Revenue; as it would be sure to command all letters. Three pence for any distance under fifty miles might be advantageously introduced. This would assuredly displace private carrying and throw all letters into the more certain channel of conveyance by Mail. This country is too thinly settled and must continue so for at least another half century, to support the Department by Penny Postage as in Great Britain.

5.—I would recommend the adoption of the system of charging by weight. The present rate on packages, of $\frac{1}{4}$ oz. to a letter is very high, and bears seriously against legal and commercial correspondence. One oz. for one letter and two for two letters, would be better both for the correspondent and the Department; as all valuable parcels would then be sent by Mail in preference to the uncertainty of private conveyance.

Patent Deeds to which the ponderous Provincial Seal is attached are often sent by Mail at an enormous charge. These might with apparent propriety be permitted to pass at single letter Postage.

6, 7 & 8.—The charge now made upon newspapers and periodicals appears to be quite disproportionate to the value of the publications, and consequently lessens the circulation. I am however not of opinion that they should be entirely exempt from Postage, but would recommend a material reduction. All publications whether weekly or daily should pass at the same

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rate per annum, say one shilling payable in advance by the publisher. Pamphlets and Magazines should pass at a moderate and uniform Postage, not per sheet, but for the entire work whatever size, say one penny or two pence each.

On single papers sent by any one except Printers, the charge of one penny as at present might be properly continued, but might be permitted to be paid on delivery to the person to whom it is addressed.

Papers, &c. coming from the United States are subject to two Postages. I would recommend the removal of the British Postage on all British publications in the United States, like the "Albion," and on all republished British Magazines. Printed circulars and commercial notices are charged letter Postage; this has appeared to me very unreasonable. One penny would in my opinion be an abundant charge for them, although in letter form.

I would beg leave further respectfully to suggest that some control or supervision should be allowed over the Department within this Province, so as to establish full confidence and insure the safe delivery of money and other parcels committed to its care for conveyance. Hitherto, I am informed, the Department has not held itself responsible for the safe delivery of money or other parcels sent through the Post Office.

No. 22.

No. 22.

E. C. Campbell, M. P. P.,
Niagara.E. C. CAMPBELL, Esq., M. P. P. for the Town of
Niagara.

Niagara, 6th Jan., 1841.

My opinion on the subject of the Postage paid by publishers in this Province, is, that it should be removed altogether, or reduced to one half payable by the receiver; provided it is found that the expenses of the Department in the Colonies would not in that case overbalance the receipts.

I believe it is a well established fact that a large sum is annually withdrawn from the Province as a surplus. This should in my humble opinion be reduced; first by the abrogation of newspaper Postage, and next by a proportionate abatement of letter Postage; but of course this cannot be allowed if the contingency be expected of bringing the Department into debt.

No. 23.

No. 23.

John Lyons,
Niagara.Jno. LYONS, Esq., Registrar for Counties of Lincoln
and Haldimand.

Niagara, 12th Jan. 1841.

I would beg to observe that the time employed in the performance of this duty between this place and Toronto is supposed to be unreasonably long, and might be much shortened by an improved state of the roads; by requiring the contractors to use lighter conveyances, and restricting them as to the number of passengers and the time consumed at the different stopping places.

It would be a source of much satisfaction to the public if the rates of postage generally could be reduced to as near as possible the same standard as in England; due regard being of course had to the ex-

penses of the Department. As regards periodicals all charges upon such should be altogether abolished; and the ferry charge of 2d. on every letter and 1½ cent upon every newspaper crossing the River Niagara should either be entirely removed or reduced to the lowest possible charge consistent with the expenses attending the same.

No. 24.

No. 24.

DAVID THORBURN, Esq., M. P. P. for the South
Riding of the County of Lincoln.David Thorburn, M.P.P.,
Queenston.

Queenston, Niagara Dt., 21st. Nov. 1840.

I would suggest that there should be a Board of Commissioners of not less than three Members with a Secretary, independent of the Post Master General or Deputy Post Master General, as the case may be; and that there should be in each District a Commissioner, independent of the Post Masters therein. I likewise deem a Post Office Overseer of importance for a certain bound of territory.

THE DUTIES OF THE BOARD OF COMMISSIONERS.—All the accounts of the Department should be submitted for final audit to them; all new Mail routes or alterations of Mail routes should have their sanction; the surplus monies of the Department, if any, or any monies that may be granted for the benefit of the Department, should be put in their charge and keeping, and be solely laid out under their authority in making and keeping in repair Roads and Bridges on which the Mail passes, and particularly in making or repairing pieces or parts of Roads that are not by the ordinary means or by statute labour kept in a state so as to permit the Courier to reach his destination in the time required by the contract.

All complaints or disputes not settled by the Post Master General to the satisfaction of the parties interested, should be submitted to the Commissioners for their final decision. All contracts connected with the Department should be submitted to them for their final approval. All improvements or alterations that require Legislative action, in the Department, should be brought under the notice of the Government by them,

And finally, they should make a full and particular and distinct Annual Report of the past year's transactions of the whole Department, to the Governor General, to be laid before the different Legislative Bodies of British North America.

THE DUTIES OF THE DISTRICT COMMISSIONER.—All applications for new Mail routes or more Post Office accommodation should be made through him, so that he may report upon the propriety or necessity of granting the request. All Mail Roads in his District that require immediate attention by the Department, such as particular pieces of bad Road and dangerous or broken Bridges, should be put in a safe and proper state by him at the expense of the Department. When time will permit, such works should be done by contract under his supervision. All application for office or contract should be made through him, so that he may report on the same as regards the fidelity or ability of the applicant, or on the character or stability of the sureties tendered to guarantee the faithful performance of the duty applied for. He should enquire into all complaints made against the Department within his District, and make a true, full and faithful report on the same. He should have power to fill up all temporary vacancies caused by

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sickness, death or otherwise, and also have power to suspend any unworthy or incompetent Officer or Contractor, and appoint others in their stead until such time as the case can be confirmed or annulled. He should have power to regulate the time the different Post Offices in his District shall be open to the public for receiving and delivering letters and papers.

It should be the duty of all Officers or Mail Couriers, or others in any way connected with the Department within his District, to make to him immediate reports of any unusual occurrence, such as dangerous or broken Bridges, any unlawful detention of the Mail by robbers or attempts to rob, or any casualty whether by fire or water, by sickness or death of either man or beast, or by the breaking of stages, boats, or any kind of vehicle by which the Mail is carried; and on receipt of such information he should take all proper steps to restore the speedy and safe transit of the Mail that may in its course have been so interrupted by the same. In case of robbery, he is to use all due diligence to secure the robbers and the property, and to make all due enquiry touching the same, and on the securing of the robbers to have them delivered over to the constituted authorities, to be dealt with according to law.

He should make full and perfect reports on all matters or things that may come before him or be done by him by virtue of his office, without unnecessary delay, to the Post Master General, accompanied by necessary remarks.

DUTIES OF A POST OFFICE SURVEYOR OR OVERSEER.—To make repeated and irregular visits to every Post Office and Mail Contractor within the bounds assigned to him, and to examine minutely the way their respective duties are performed; to see to the state of the Mail Bags, and if they are carried with care, free from exposure to the weather and in accordance with the conditions of Contract; if the Books of the different Post Offices are neatly and carefully kept; if the Offices for receiving and delivering the Mail are safe and commodiously situated; in fact to see that the Deputy Masters perform their duties according to the rules of the Department; and to make such observations on each particular as the importance of the Department requires, to the Post Master General, from time to time.

In going into each District he should acquaint the District Commissioner that he is about to examine into the state of the Department within his District; so that he may receive instructions and report to the Commissioner on such points as he may desire information on.

The salary of any Officer should not depend upon any contingency, where it can be avoided; but in offices where the sum collected is too limited to permit of a positive salary, for instance when the annual receipts do not exceed two hundred and fifty pounds, a salary by a scale of per centage would be the most proper way to pay the Officer for his services. I would therefore suggest as a scale the following; When not exceeding £12 10s. the allowance to be 50 per cent; when more than £12 10s. and not exceeding £25, 33½ per cent; when more than £25 and not exceeding £50, 25 per cent; and when from £50 to £250, the usual allowance of 20 per cent.

Offices on the Frontier that receive American Mails should have part of the salary fixed, as a positive sum for the duty of making and charging the postage and mailing to the different Offices throughout the Department; the amount of such duty to be ascertained by the District Commissioner. I think the present allowance should be continued to such Officers for collecting the American Postage.

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The rates of Postage should be greatly reduced from the present tariff. I would venture to suggest the following scale of rates: Not exceeding 50 miles, 3d.; to 100 miles, 4d.; and to add 1d. for every additional 50 miles till the sum is 1s. 3d.; then to be no more whatever although the distance may be more, within the British North American possessions. Every letter, whether double or single, under 1 oz. to be charged as a single letter; 1 oz. and under 1½ oz. to be charged as a double letter; 1½ oz. to be charged as a treble letter; that is for every ½ oz. to be charged as a single letter, including the over fractional parts. All Newspapers and sheets of Pamphlets should be charged one halfpenny for each Newspaper or sheet, to be paid at the time of mailing or delivery, at the option of the parties concerned.

There cannot be any Colonial Legislative action on any part of the Department. The whole Legislation must devolve upon the Imperial Parliament, in the absence of one Legislature for British North America. All that the Colonial Legislative Bodies can do until the time arrives, that British North America will be governed by one Legislature, will be to examine the Annual Reports of the Commissioners of the Department, and give an expression on any point that may require alteration or amendment, by Addresses to the Sovereign and the Imperial Parliament, praying for such alterations or amendments.

However, I would suggest that the patronage of the Office should be in the Governor General, by and with the advice of the Board of Commissioners.

The surplus Revenue of the Department should be laid out under the authority of the Board of Commissioners in keeping in repair bridges and parts of roads, as before noticed, under the supervision of the District Commissioners.

* * * * *

No Officer of the Department except the Post Master General and the Secretary to the Board of Commissioners should for his annual salary receive a sum exceeding £300. * * * * * The salary of the Head of the Department should be of the like sum with that of other Heads of Public Departments. As the duties of the Board of Commissioners will not require their whole time for the benefit of the Department, a sum not exceeding the salary of the Post Master General should, I think, suffice for the three Members, besides finding them an office, fuel, &c. The salary of their Secretary, whose time will be wholly devoted to the duties of his office, should not exceed £500. The salary of the District Commissioners should vary, as some would have more duty to perform than others; but should in no case exceed £150 per annum, exclusive of their travelling expenses when the interests of the Department might require their personal attendance away from their office within their respective Districts. The Overseer to receive exclusive of his salary his attested travelling expenses; and where the Mail is carried by Stages or Steamboats, there should be a condition in such contracts to give the passage of the Overseer free of charge.

All the Civil Officers of the Government and Members of the Legislature should have the privilege of franking; to be confined only to their public duties; and on entering office or becoming Members of the Legislature, let their Oath of Office or Membership contain a clause to that effect. The Officers of the Department should enjoy the like privilege, and under the same restrictions.

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[To Second Circular.]

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Answer to Second Circular.

2.—Montreal being the principal business mart for the Provincial Merchants South West of that city, the correspondence is necessarily extensive between the Merchants of the former place and latter District of Country; and as Montreal is daily visited by Western Merchants during the business season of the year, (from May to November inclusive,) a constant opportunity is thereby offered for other Merchants to carry on their mercantile correspondence or make remittances of money, &c., in an equally safe way, and without expense, more expeditiously than can be done by Mail; travelling from Montreal to Goderich being by Stages and Steamboats in the most direct line, without interruption, and in a shorter period than can possibly be done by the Mail route.

4.—I am of opinion that a reduction in the rates of letter postage would materially increase the correspondence by Mail; because all classes of the people complain of their inability to correspond with that frequency they could wish by reason of the present high rates of Postage. My answer to the second query will shew substantial reasons on the part of the mercantile community, and others who from pecuniary circumstances feel with them the present rates so severe as to preclude them more frequent intercourse by Mail.

5.—I think the system now acted upon in the United Kingdom, of charging letters by weight, would be acceptable in lieu of the present mode of letter charges.

6.—I think that newspapers and periodicals, if charged at all, should not exceed one halfpenny for a newspaper or for one sheet, the payment to be left to the option of the party mailing or receiving. But I would remark that no charge should be exacted; because in a new country like ours, (so thinly inhabited, and by people from many different countries and places, and whose circumstances in general are very limited, but who nevertheless are desirous of information,) people are unable to obtain information unless the Government aid them in doing so, by placing newspapers and periodicals within their reach free of Postage. This would in my opinion afford the more humble and distant settler in new settlements an opportunity of obtaining works well calculated to enable them to improve their minds and teach them how to cultivate their farms to advantage.

7.—The reasons I have assigned in the foregoing answer I deem sufficient, though I should add that the proprietors of newspapers and periodicals in British North America have an indirect protection over Foreign proprietors of newspapers and periodicals; for all American publications are chargeable with an American Postage of one cent on a newspaper and a like sum on a sheet, and if not published in a State adjoining the lines, are charged at one and a half cents on each newspaper and a like sum on each periodical sheet, over and above the British Postage of one penny on every such newspaper, &c.

No. 23.

E. W. Thomson, Toronto Township.

No. 25.

E. W. THOMSON, Esq., late Member of the House of Assembly of Upper Canada, for the Second Riding of the County of York.

TORONTO TOWNSHIP, HOME DT.

7th Dec., 1840.

I have to remark that great improvement could be made in the Post Office Department, were some local

officer appointed in each district for the purpose of laying out new routes or making necessary alterations in those already laid out, by personal inspection; as well as to investigate the merits of all complaints and grant immediate redress when those complaints are well founded, thereby avoiding the delay (and consequent dissatisfaction) that often takes place when it is necessary to apply to the Head of the Department for redress of the most trifling grievances.

The Post Office Department ought not to be expected to yield a profit to Government, and therefore Offices should be established wherever the public convenience requires them. This convenience could often be extended to the public at a very trifling additional expense to the Department, were a proper local knowledge of the country available.

No. 26.

JOHN TILT, Esq.

Toronto Township, 22d March, 1841.

In the neighborhood where I reside, great complaints have been made, and I have reason to believe from reports in circulation that the Post Offices in the back Townships are badly managed, and little attention paid to the duties of the same.

I have called on several of the Post Masters, and have striven to elicit from them the cause of their being so generally complained of, and what made them so delinquent in the performance of their duties; the answer I have mostly received is, that the remuneration they receive does not half pay them for their loss of time. I would take the liberty to remark here, that in my opinion if a small yearly salary were paid to the Officers of the Department, sufficiently remunerative, the duties of the Department in this part of the Province would be satisfactorily attended to.

I am convinced that it is owing to the present high rate of Postage in this Province that communication is so much curtailed; and I believe that if the rates were reduced one-half, the revenue would ultimately be increased instead of diminished.

No. 27.

Hon. JNO. MACAULAY, a Member of the Legislative Council, late Post Master at Kingston.

Toronto, 20th Nov., 1840.

At the principal Offices in this Province the Post Masters have, in my opinion, been allowed to rely too much upon the commission upon Foreign Postage for their support, independently of which they receive but a mere pittance. It would be sound policy, according to my impressions, to allow a fair compensating and fixed salary, in lieu of all the allowances under the present system.

At many other Offices where the Post Master has a limited delivery and proportionally small compensation, he is burthened with the duty of distributing Mails for various routes, for which he should always receive a remuneration of suitable amount.

I have never considered that sufficient allowances have been made for office assistance. The most equitable rule in this matter would seem to be, that which would

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place a Post Master on a footing with the mass of individuals engaged in business in his neighborhood. Honesty, correct habits, and due capacity, are required in Post Office clerks as much as in the clerks of shop-keepers, and they should be equally remunerated. If a Post Master finds that his allowance for Office assistance is not equal to the stipend of a grocer's clerk in an adjoining street, he must either make up the difference to his clerk from his own inadequate income, which seems hard upon the Officer, or employ an assistant of an inferior class, which would be hazardous to himself and the Department.

18th Jan., 1841.

[To Second Circular.]

Answer to
Second
Circular.

1.—Great improvements have been effected within a few years past in the Internal Post communications of the Province, by increasing the number of Routes and Offices, and by adding to the frequency of trips on many lines of communication. Post facilities must necessarily depend greatly on the state of the roads in any country, and as at certain seasons the roads of Upper Canada are deep and heavy, it is physically impossible for the Department to secure at all times such a degree of expedition in the transmission of the Mails, as the community naturally, though not always very reasonably, require.

While individuals, accustomed perhaps, to the admirable regularity which has been attained by the Post Department in England, occasionally inveigh against the delays which occur at particular periods in the conveyance of the Mails in Canada, without reflecting upon the difference between the well-formed highways of one country, and the new and unimproved roads of the other, it is in my opinion a matter of surprise that so great a degree of punctuality is maintained by our Mail Contractors throughout the year.

The agreement recently entered into for the transportation of the Mail between the Long Sault and Toronto by Steam Packets during the season of navigation is an important improvement, and cannot fail to afford great advantage and satisfaction to the country.

The Post intercourse with the United States is not conducted on a footing of entire reciprocity; for while the Canadian Department assumes the task of answering for all the unpaid United States' Postage on letters conveyed into Canada, the Department at Washington declines collecting Postage accruing in Canada on letters forwarded from hence into the United States. The reason is that the Post correspondence is not of equal importance to both parties. Our object is of course the convenience of our own people: but it may nevertheless be questioned, whether under all the circumstances of the case, our collection of Postage for the port of letters through the United States should not be strictly confined to letters to or from places in Europe, or beyond the limits of the American Union.

The public do not appear sufficiently alive to the nature of the existing arrangements with the General Post Office of the United States; nor do they, in my opinion, duly appreciate the services of the Canadian Department, which undertakes more for the general accommodation than the Post Establishment of any other country of which I have knowledge.

In keeping up a Post intercourse with the United States, it is clearly desirable to establish as many points of communication as may afford reasonable faci-

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lities of correspondence to every part of the Province. I am not aware that in this respect the present arrangements can be considered insufficient. As the number of the points of communication with the United States increases, the duties of Canadian Post Masters will become so much the more responsible in matters of detail; for they will be compelled to keep a proportionally increasing number of distinct accounts. In this respect it may be asserted that our Post Masters are already liable to more complicated duties than similar officers in any other country. This is partly owing to peculiar local circumstances, such as the maintenance of a ready correspondence with Great Britain across the territory of another nation to which the transit charges for letter Postage must be accounted for by us in conformity to its laws, and partly owing to our own Departmental Regulations. By the latter I mean the duty which has been imposed on Post Masters of keeping their accounts of United States' Postage distinct from the British. It thus becomes necessary that Post Masters should keep double sets of Books, and open accounts with each other for foreign Postage, separate from the main accounts which they keep with the General Post Office at Quebec.

It would beyond question tend materially to simplify the transactions of the Department, and relieve Post Masters from some burthensome details, were this part of the existing system changed, and a regulation made that accounts of foreign Postage should be only kept at the Offices of inter-communication upon the frontier and at the General Post Office. It might then be also arranged that due allowance should be made by the General Post Office at Washington for the amount of Postage on all dead letters returned within a given period (say six months) after they had been sent by Mail into Canada. I am not aware of any thing which should prevent the immediate introduction of an improvement of this nature.

In order, however, to insure the steady progress of improvement in all branches of the Department, I am under an impression that its Chief Officer in this country should be indued with larger responsibilities and higher powers than I apprehend it has hitherto been the policy of the superior Metropolitan authorities to cede to him.

He should, I think, be permitted to act in reasonable conformity to his own views of the general advantage and to the desire of the Head of the local Government, upon any special matter, without a previous and perhaps very dilatory reference to London. The Colonial Executive should be allowed a control over the Department to a certain extent, which however should be so defined as not to go the length of sanctioning any sort of executive interference with appointments to office in the Department. The patronage should exclusively appertain to the Deputy Post Master General, who it is clear would be careful in the unfettered exercise of his own discretion to select his Deputies according to the opinion he might be led to form of their integrity and ability, and with little reference to any other consideration. Were the Executive Government in any manner to exert an influence over the appointments, they would immediately become political; which is the last thing to be desired in such a Department of the Public Service. I cannot pass from this subject without adverting to the eminent services of the present Deputy Post Master General. Having been for many years, and until my removal from Kingston to this City, an Officer of the Department, and seen it raised from comparative insignificance in the time of Mr. Heriot to its present well organized state of efficiency and activity, it would certainly be

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unhandsome and unfair were I to withhold on this occasion my tribute of praise to the beneficial changes and amendments effected in every branch of the Department by the vigorous judgment and persevering assiduity and vigilance of its present Head. I consider that his administration of the Post Office in Canada has been most able and successful; and in this opinion I fully believe that all just and reasonable persons who have much knowledge of its affairs will be disposed to concur.

2.—I cannot hazard any positive reply in answer to this question. I have no doubt however that a great deal of correspondence is carried otherwise than by the Mails. The line of Steam Packets which will be established next spring will at least do away one motive for sending letters by private hand, on a large portion of the grand Mail route, *i. e.*, the avoiding of delay in transmission.

The only remaining motive which can afterwards have any influence on persons upon that Post route will be the desire of saving small expenses, a motive which perhaps will never cease to operate on some minds in matters of this nature, and outweigh all other considerations.

4.—A reduction in the present rates of letter Postage would certainly in my opinion tend to encourage the transmission of letters by Post, and it would I think be advisable to bring them down to the lowest remunerating point, *i. e.*, the point at which the Department would be enabled to defray all its expenses and to do nothing more. Postage should never be looked to as a source of general Revenue in a new country such as this, where the greatest care and management will be required to raise by means of Postage rates a fund sufficient to sustain the Establishment, without aid from the Receiver General's chest or recourse to oppressive rates of Postage.

I do not believe it would be safe to reduce the rates of Postage below those which will be found in the Schedule suggested by the Select Committee of the Legislative Council in 1837.

5.—Custom seems to have entirely reconciled us to the rating of letters under an ounce according to the number of pieces of paper contained in them; and therefore it should not be changed without an absolute certainty of improvement. My knowledge being limited to this custom, I cannot venture to compare it with the new practice adopted in the United Kingdom. It seems to me that the only opinions upon this subject which should claim regard are to be sought in England, where the new mode of charging according to weight has been subjected to the test of a short experience.

6 & 7.—I am aware of those charges, and I must confess that I have never considered them objectionable in principle or amount. On the contrary, they have ever appeared to me fair and reasonable. I cannot bring myself to acquiesce in an opinion which many persons entertain, that Newspapers should be carried by Post without any charge. They are bulky and cumbrous, and occupy generally more than three times the space in the Mail bags which letters do; while they do not pay a tenth part of the average letter rate. I do not imagine that any substantial reason can be advanced for their free conveyance, from one end of the country to the other. The advocates of free conveyance it is true, assert that encouragement to this extent is due to the circulation of political knowledge among the people; which there might perhaps be no great difficulty in admitting if the income of the Post Office far transcended its neces-

sary expenditure. But in my opinion, the strong natural thirst for political information which will ever pervade a community enjoying, like our own, free institutions and in the main easy circumstances, will not fail to slake itself in the columns of Newspapers, merely because a moderate Postage tax is imposed on all such sources of mental instruction and gratification. I cannot conceive that the reasonable and reflecting part of our population would desire that their Newspapers should be delivered to them at an expense to be sustained by the proceeds of a tax upon correspondence; more especially when they call to mind that ALL writers of letters are not persons of wealth, but that many of them are among the poor and needy, to whom an occasional letter from a distant friend or relative is a source of delight far transcending that which is conferred by the perusal of the choicest paragraph of the most able journalist. The principle on which the Postage tax in a country like this must rest, seems to me to be that of payment for a service rendered; and upon such grounds the propriety of making a charge for the transportation of heavy parcels of Newspapers by Mail may be safely placed.

With regard to the amount of such a charge, I would remark that the existing one does not appear to me unreasonable, whether with reference to the character or quality of the article conveyed by Post or to the actual service rendered in its transportation. But I do not mean to assert that this charge should be maintained at its present amount in disregard of all other considerations, except that of sustaining the productiveness of the Revenue. It may be proper to concede somewhat to the views (though they may be mistaken) of a portion of the people.

The Select Committee of our Legislative Council recommended a rate of a halfpenny per Newspaper, and one penny per sheet on other printed papers.

If these rates even should be considered too high, a further reduction might be effected; but I think they should never be wholly abolished.

Another subject for consideration is the mode of collecting the Postage on Newspapers and other printed papers forwarded by Mail; which I do not hesitate to say will demand an essential modification as soon as the charge upon them ceases to be a perquisite of the Deputy Post Master General. I need not discuss at any length the propriety of abolishing this perquisite, as I fully concur in the principle on which the Legislature considered that measure should proceed. From small beginnings this perquisite has grown into considerable importance, and now supplies a large and rapidly increasing addition to the income of the Deputy Post Master General. Its amount has probably already reached, or very soon will reach, a point which it is neither usual nor proper that the emoluments of any Colonial Officer should be permitted to pass. I therefore consider that in deference to public interest, as well as to the general sense of the community, the Newspaper perquisite ought to be discontinued; but in stating this opinion I assume that the present Deputy Post Master General will be suitably compensated for its loss. The rule adopted in England when perquisites of this description, long enjoyed by the late Sir Francis Freeling and some subordinate officers, were taken away, will doubtless be applied to this Canadian case; for it is just in every point of view, and accordant with English principle and practice in all matters of this nature, and also with the declared sentiments of the Upper Canadian Legislature.

The present regulations on the subject were introduced at a time when the Provincial Press issued few papers, and they were then perhaps convenient to both the parties chiefly interested, *viz.*—the Deputy Post

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Master General and the Publishers. But as the number of Newspapers increased, and subscribers to them were multiplied in all directions, the exaction of the charge for Mail transportation from the Publishers appears to me to have borne on them with great severity; for they have been obliged to pay charges for Postage on Newspapers, addressed to persons who in many instances fail even to return them the subscription price of the paper. The person receiving the Newspaper should be considered as its owner after its deposit in a Post Office, and should be liable for all the Postage upon it, if the depositor should not choose to pre-pay it. This is the principle ordinarily recognized by the Department with regard to letters, and it should be extended to printed papers. The same principle pervades the system in use in the United States; and were it fairly recognized here, all good grounds for the recent clamour on the subject would be taken from the parties who at present, it cannot be denied, have some cause to think themselves aggrieved.

No. 28.

Hon. Chief
Justice Rob-
inson, Toron-
to.Answer
to Second
Circular.

No. 28.

HON. CHIEF JUSTICE ROBINSON.

Toronto, 3rd March, 1841.

[To Second Circular.]

It has always seemed to me that the Post Office Department has by its general arrangements extended accommodation throughout this Province in a greater degree than could have been reasonably expected, considering the condition of the roads and the dispersed state of the population. I have also remarked a great apparent readiness to meet the wishes of the inhabitants in regard to details.

On the other hand, I have also occasionally observed instances of very inconvenient arrangement in different parts of the Province, and such as one could hardly suppose unavoidable. It has also been generally spoken of as an evil, that in various situations the charge of the Post Office has been committed to persons notoriously ill-affected to the Government. I have no doubt that whatever may have been wrong in these respects has arisen from the want of information, which it is not always easy to acquire in remote and newly settled Districts.

It is only in respect to the 3rd, 4th and 5th Queries that I will venture to offer any suggestion. The recent change in our rates of inland Postage upon letters intended to be sent to England, or received from thence, places the system in that part of it, upon a footing so liberal and so perfectly satisfactory that it seems hardly possible that the general rates of inland Postage should be allowed to continue as at present, although in themselves they might seem to furnish no fair ground of complaint. The contrast is too striking.

I think if letters were charged as now in England, by weight, and the Postage on all coming within the half ounce and carried not more than 100 miles to be 3d.; and all beyond 100 miles, 6d., without further regard to distance; with a ratio increasing as in England by weight only; such a system would be convenient from its simplicity, and in a short time perhaps the receipts would not be found less than before the change.

Such a rate of charge I believe would be universally looked upon as moderate; and judging, as I can only do, with a very imperfect knowledge of the subject, I think a nearer approach to the almost nominal charge now made in England would not be prudent, and that it would be quite unreasonable to look for it.

No. 29.

HON. J. S. MACAULAY, late a Member of the Legis-
lative Council of Upper Canada.

Toronto, 11th January, 1841.

[To Second Circular.]

2.—On all Steam Boat routes the practice of carrying letters more or less prevails because of the greater expedition; for instance, persons in Toronto corresponding with the Eastern or Southern States send their letters to Oswego, either by a private hand or as a parcel to a Commercial Agent; but if the Steam Boat from Toronto to Oswego carried a Mail, most persons would prefer the regular conveyance so established.

3.—The charges for Postage will always be referred, for comparison, to the lowest rate with which the people are acquainted. Until the reduction of the Postage in Great Britain and Ireland, the people of the Provinces were, I believe, generally satisfied with the rates here established. A different feeling now prevails, and will continue to increase, until by the adoption of some gradual scale of decrease, they shall have in prospect the same or nearly equal facilities of correspondence.

4.—I am of opinion that a reduction in the rate of Postage would materially increase the amount of correspondence, particularly by the establishment of a low maximum; it would in a small degree at least, increase internal correspondence, and it would divert nearly all the correspondence of the United States bordering on the British Provinces, both with the United Kingdom and with Europe generally, from its present channels. As regards European correspondence, there is not yet, however, any arrangement existing between the British and American Governments, to facilitate the transmission of foreign correspondence through their respective dominions.

5.—Every practicable assimilation of the usages in the United Kingdom and Colonies should, I think, be made. An emigrant should find no customs established in the Colony of his choice, more burthensome than those to which he had been accustomed in the Parent State.

7.—Provincial papers pay no duty to the Government. They have not therefore, in my opinion, any claim upon the public service; though policy might dictate the propriety of granting that as a boon, which some demand as a right.

No. 30.

J. S. BALDWIN, Esq., J. P.

Toronto, 25th November, 1841.

One of the greatest causes of complaint is, that what little revenue arises from our Post Office in this new Country should not be laid out on the improvement of our public roads where it is so much wanted, instead of being remitted to a treasury where it is comparatively a cipher. * * * This remittance I consider taxation. It is in opposition to the 18th of Geo. 3rd, ch. 22; and is quite at variance with the spirit of the 31st Geo. 3, ch. 31, which gave the Canadas a Constitution.

I am of opinion that the privilege of Free Postage to the different Members of the Legislature should be

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confined more strictly to matters connected with the proceedings of the Provincial Parliament. At all events they should not be allowed to frank letters for others, nor to be franking Deeds and Memorials from one part of the Country to the other, nor sending samples of flour by Post (which I have been informed has cost the Province 40s. to 60s. a package under this cloak of privilege,) merely because the name of a Member of the Assembly is on it. If all the money so paid was duly laid out on our roads, its being paid would be perhaps of little consequence, but according to the past and present system I view it as an abuse of public money.

I would suggest a measure which I think would be a great convenience to the community, regarding the Postage of Deeds and Memorials, Mortgages, Bonds and Wills, (as the law here very properly requires that they should be registered in the respective Counties in which property is placed to make them valid,) which is, to let them be transmitted through the Post Office at a very low rate of Postage for each. Let the Deed or Memorial be enveloped enclosing a note of direction with the necessary fee for the Registrar, endorsed Deed or Memorial, and directed to none other than the Registrar of the County for which it is intended; when registered let the Registrar enclose it back to the proprietor endorsing it as a registered Deed. The Post Office will then have the security of the Registrar's knowledge that no information is conveyed through this channel but what is strictly connected with the documents in question, and will receive a remunerating sum for the accommodation. If the Post Master is suspicious of letters being enclosed, let him open it; and if so, let the parties be fined. As it is at present, the Postage on such things amounts to prohibition, and induces persons to await private conveyance which is often attended with great delay and unpleasant consequences. For instance, not very long since a Bond and Mortgage was executed by a person here, giving security on property in the Gore District; the document was large, and there was no thought of sending it by Post; it was given to a private person, and I was informed lost and not since heard of, to the great inconvenience of the parties intended to be secured. Had this gone through the Post Office in the way I describe, this would not have happened; but the Postage prevented it.

Toronto, 24th December, 1840.

Answer to Se-
cond Circular.

[To Second Circular.]

2.—As to the amount of correspondence otherwise than by Post, or the prevalence of it in any one direction more than another, I am unable to say; but can state in general terms that I am convinced the rate of Postage is such that many, indeed very many, resort to private conveyance when thought safe.

3.—I must say I think the rate of Postage high; though if the profits arising from the Post Office Department were laid out in the improvement of the public roads on which the Mail travels, I do not think it would be complained of.

4.—I certainly think that a more moderate rate of Postage would increase the correspondence by Post, and that the increase of letters would be such, that though the Postage on each letter might be less the revenue arising from them would be greater. I form this conclusion from the circumstance that moderation and accommodation always give means and energy to the source from whence they spring, and I know of no Department in Canada more susceptible of this change than the Post Office.

5.—It is perhaps difficult to say which of the plans is best. They may either of them be shaped in a way to accommodate; but the present system is bad and I think unjust. We have a land tax in this Province, which obliges farmers and others owning uncultivated lands in distant Counties to be constantly sending their one, two or three one dollar bills to the Treasurers of the different Districts where their lots may be situated. They are obliged to state at the Post Office how many enclosures there are in their letters; so that upon 15s. sent with an envelope letter, together with a receipt returned, the Postage will cost the individual from 4s. 6d. to 6s. according to the distance. This is certainly a hardship; it is tax upon tax, and forces the person to resort to private and uncertain modes of conveyance. All such letters to Treasurers of Districts, and their receipts returned, should be put at the lowest possible rate of Postage if not free; and the reason why I think so, is, because such letters and receipts returned are about public monies for public uses. Perhaps the adoption of a weight system would be the most equitable way to arrange it.

6.—I am not aware that the amount of Postage charged for Newspapers is much found fault with; but I am of opinion that they and other periodicals ought to be transmitted on the lowest terms, and that the money so collected should be public money to all intents and purposes. And I have always been of opinion that the Postage on such documents should be paid by the person or persons to whom they are addressed, and not by the publisher.

7.—I never entertained such an idea as this; on the contrary, I think the proprietors of Newspapers and other periodicals have just as good a right to pay for the accommodation as any other persons in the community; but let it be collected as above stated, from the person or persons to whom they are addressed, and not from the publisher.

No. 31.

F. E. KNOWLES, Esq., Deputy Commissary General
in charge at Toronto.

No. 31.

F. E. Knowles,
Toronto.

Toronto, 14th January, 1841.

[To Second Circular.]

Answer to Se-
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3.—I think that the present rates of Postage in these Provinces are far too high, and ought to be reduced at least one-half. If two single Letters should be sent from Amherstburg (Upper Canada), one addressed to the most distant point in Great Britain, and the other to Quebec, the Postage on the former would be only 1s. 4d. currency, whilst the charge on the latter would be 2s. 1d. for about one-fifth of the distance.

4.—I am of opinion that a reduction in the rates of Postage would tend to increase correspondence in these Provinces, in much the same ratio as the reduction in the rates by the Royal Mail Steamers has affected that between these Provinces and Great Britain; but I cannot say whether it would have this effect to such an extent as to prevent a diminution in the Post Office Revenue.

5.—I cannot see any reason why the system of charging Postage by weight should not be extended to this Country; the reasons for its adoption in England must be equally applicable here; and it seems but just that correspondence between individuals should be taxed only in proportion as it is burthen-
some to the Mail.

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6.—I do not know the exact amount of Postage exacted for the conveyance of Newspapers and Periodicals; but if, as I am informed, it does not exceed 4s. or 5s. per year for a Newspaper published once a week, I consider the rate to be extremely reasonable.

7.—Newspapers and Periodicals, particularly the former, constitute, I should think, nine-tenths of the Mails forwarded through the Provinces; and I think the proprietors ought to consider themselves fortunate in being allowed to circulate their papers through the medium of the Post Office at the very low rate which is at present exacted. That it is worth their while to pay Postage, as heretofore, there is no surer proof than their having already paid it.

No. 32.

Hon. W. Allan, HON. W. ALLAN, late a Member of the Executive and Legislative Councils of Upper Canada.

Toronto.

No. 32.

Toronto, Dec., 1840.

I should say the principal Officers of the Department (without naming them) ought to be placed on a respectable footing; not depending on contingencies for their services, nor altogether upon the will of the Head of the Department, as he will of course obtain Deputies at as low a rate as he can,—which does not enable them to employ a sufficient number of competent persons to do the duty as the public require. It is a Department of the utmost importance to the Government as well as to the public; and I think that every encouragement ought to be given its Officers, by placing them on such a footing as to hold out a good prospect of advancement to young men of respectability who may enter it. It requires practice to make any person efficient; and I think it would therefore be an advantage if promotion was held out to the Department when vacancies occur, by which means the large Offices might be made schools for the supply of Post Masters at different places when required.

As regards the rates of Postage they are considered by everybody as much too high; but care should be taken not to reduce them too low, as the population of the country generally is not, I conceive, as yet sufficient to justify a belief that the increased correspondence would make up for a large reduction in the rate of Postage; the establishment being now in a great measure supported by the Public Departments, Civil and Military. There was a Committee of the Legislative Council of this Province in 1837, who made a Report on this subject, to which reference can be had in their Journals. I believe their proposal was pretty much as follows:—

For a distance not exceeding 50 miles,	4d.
Do. do. do. 150 do.	8d.
Do. do. do. 300 do.	10d.
Do. do. do. 400 do.	1s. 0d.
All above 400 miles,	1s. 3d.

No. 33.

The Lord Bishop of Toronto, Toronto.

THE LORD BISHOP OF TORONTO.

No. 33.

Toronto, 19th Dec., 1840.

Its administration appears to be well conducted by the present Deputy Post Master General, who has been indefatigable since his appointment in improving his Department.

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Charles Berczy, Esq., in charge here, is an officer of great merit, most attentive to his duties; which he discharges in a manner highly satisfactory to all concerned.

In regard to the internal Postages of the British North American Provinces, the present rate is felt to be too much too high, as compared with the late arrangements in Great Britain and Ireland; yet as the whole amount levied in the Colonies comes far short of the outlay, and the deficiency has to be supplied by the Parent State, a deficiency which must be greatly increased in keeping up the line of Steam Packets, it ought not to be considered a fair subject of complaint. A reconsideration from time to time of the rates of Postage, and distribution, as it respects distance and convenience, from one place to another, will gradually remove some anomalies which exist as matters now stand; and which must always be occurring in a country like this, where new settlements are daily forming.

So much has recently been done by Her Majesty's Government to facilitate the communication between Great Britain and her North American Colonies, that I feel some reluctance even in suggesting for consideration whether the Mails for the Upper Provinces might not during the winter months be delivered to a Special Messenger at Boston, and the same Messenger to return with the collected Mail of the Canadas to the Packet Steamboat before she leaves Boston for Halifax.

In this case Montreal might be conveniently made the general Office of distribution and collection.

No. 34.

JAS. FITZGIBBON, Esq., Clerk of the Legislative Council.

Toronto.

No. 34.

Jas. FitzGibbon, Toronto.

Toronto, 16th Nov. 1840.

There has been a time when I thought that the Department did not afford to the public all the facilities and advantages which it might have afforded. But subsequent regulations have accomplished all which at present appears to me to be reasonably required.

Upon the rates of Postage, however, I venture to express the opinion that they should be such only as would defray the expenses of the Department within the Province.

No. 35.

A. B. HAWKE, Esq., Chief Emigrant Agent for Western Canada.

Toronto.

No. 35.

A. B. Hawke, Toronto.

Toronto, 28th Dec., 1840.

[To Second Circular.]

1 & 2.—I am of opinion that the great bulk of correspondence by private conveyance is on the routes between our cities and towns of greatest commercial importance, and that the cause of the preference given by men of business to this medium of conveyance, is the more speedy conveyance rather than the saving in the items of Postage. Whenever any other means offer, by which letters can be forwarded in advance of the Mail, those means will be resorted to; and the facili-

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ties offered by passengers by steam navigation on our great waters doubtless draw a great amount of commercial correspondence through private conveyance. Most of the contracts to transport the Mails by Steam-Boats have fallen short of the ends anticipated of ensuring as great dispatch by Mail as by private hands, from various causes of which the Commission are no doubt aware.

I beg to suggest the following plan by which I am sanguine in the idea that the Mails might be rendered not only the most sure and expeditious conveyance, but of infinitely more service to the wants of the commercial and other classes than at present.

I would propose that by proper Legislative Acts the proprietors of every Steam Boat in British North America should be compelled to provide in each Boat a small room fitted up as a Post Office, and that the Captain of each Boat, as a necessary qualification to command, should be sworn in to act permanently or by Deputy as a Post Master on board his Boat; * * * * that in fact every Steam Boat should have a Post Office attached to it under similar regulations to stationary Offices, excepting that the Post Masters on board Boats should only be expected to deliver their packets of letters at the nearest Post Office on their route to the point of destination. They should be under the control of the Deputy Post Master General, and their accounts be regularly forwarded to the General Post Office. They should also be authorized to convey letters, &c., to and from the United States under the regulations of the General Post Offices of the two countries.

As the receipts of these Offices must necessarily be trifling, the compensation to the Steam Boat Company (or Post Master, the Captain or Deputy) should be a per centage upon the amount of Postage on sent letters; and if this per centage were fixed at fifty per cent., the company would receive a compensation in proportion to the business done; and by their having a share in the profits an interest would be created, which would ensure attention to the duties, and amount to a sufficient remuneration for their transportation of Mails.

* * * * *

5.—I should reply decidedly in the affirmative.

6.—I am aware of the charges made by the Department for conveyance of Newspapers and Periodicals. I cannot see that it is a question with the public whether they pay a Postage to the Department or to the Printer.

7.—I cannot perceive that Proprietors of Newspapers, &c., have a claim to free transmission of their productions. It is very desirable that they should be conveyed cheaply and speedily, for reasons too obvious to require pointing out.

No. 36.

No. 36.

Jno. Dean,
Toronto.

JNO. DEAN, Esq., late Post Master at Bath.

Toronto, 26th January, 1841.

Answer to Second Circular.

[To Second Circular.]

1.—I am of opinion that the great bulk of correspondence otherwise than by Mail, is between our great commercial cities and towns, and that the cause of men of business resorting to private convey-

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ance rather than to the Mail, is the probability or perhaps certainty, of thereby being in advance of the Mail.

2.—To remedy this defect, I would beg to suggest in reply to query 1st,—that under authority of proper Legislative enactments every Captain of a Steam Boat within British North America should, as a legal qualification to command, be appointed a Post Master, and that the Proprietors of every Boat should, by law, be compelled to fit up an apartment in such Boat for a Post Office, to be conducted by the Captain, or under his personal superintendence, by his Deputy; that all letters deposited in these Offices should by such Post Master be regularly rated, and made up into packages, to be delivered into the Post Office of any other Boat on the line of conveyance, or at any Post Office on his route nearest the point of destination of said letters, and that regular books be kept on board each Boat as at stationary Post Offices, and periodical accounts transmitted to the General Post Office.

These Post Masters should be authorized to transmit to and receive from the Post Offices in Ports in the United States at which they may regularly touch, under such regulations as may mutually be adopted by the Departments. The remuneration to be a fixed proportion of "Sent Postages," as these moving Post Offices cannot be expected to collect Postages to any amount; and the probable remuneration should be such as to become an item in the profits of the Boat worth attending to.

* * * * *

3 & 4.—I am of opinion, that the maximum rate of Postage should be reduced considerably. * * * Perhaps a parallel policy to that which is adopted in this particular in the United States would be safest. At all events, the United States' Mails should not afford greater facilities, or more expeditious or cheaper transmission, than the British American.

5.—I should reply decidedly in the affirmative.

6.—With regard to the mode of payment, I think it immaterial to the subscriber whether he pays Postage to the Printer or Post Master. The rate could not be conveniently altered except by diminishing it fifty per cent, unless the present system is continued.

A greater relief, I should think, would be obtained, with regard to Periodicals, &c., if an arrangement could be made with the United States' Department, by which by becoming subject to the maximum Postage in either country, Periodicals and Newspapers should be transmitted through the Mails of the other country, free, and that the Postages be collected in either country, and accounted for by the Department of that country in which they may be collected. And perhaps this principle extended to letter Postage would be advantageous, and give general satisfaction. At present, the maximum Postage of both countries is frequently payable.

7.—I cannot perceive any justice in the claim of the Press to free transmission, through the Mails, of their publications.

No. 37.

No. 37.

ALEXANDER WOOD, Esq., a Director of the Bank of Upper Canada.

Alexander Wood, Toronto.

Toronto, 24th November, 1840.

The great reduction lately made in the rates of Postage in and from the British Isles has had but a

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very partial effect in this country. It can hardly be expected that a similar rate should be fixed here, where the expense of conveyance must be great in proportion to the business done; yet probably the Commissioners might conceive it right to reduce the present rates in a degree.

Whether the mode of giving the Post Masters a per centage when the business done is but small, is the best way of remunerating them, I am unable to judge. If they are worthy of being trusted, as I have no doubt they are, from the absence of remark, it seems the easiest and most economical way of giving remuneration.

No. 38.

Thos. D. Harris, Toronto.

Answer to Second Circular.

No. 38.

THOS. D. HARRIS, Esq., Merchant.

Toronto, 14th February, 1841.

[To Second Circular.]

1.—Could not the Postage on letters to the United States be paid there, as on letters received from there? At present they can send letters from the United States to us, we paying Postage all the way; but we must pay our Postage to the lines.

2.—I think in the summer, during the time Steam Boats are running, that one-half of the business letters are sent by private hand to Kingston and Montreal, in consequence of the rate of Postage being so high.

3 & 4.—I think the Postage in Canada quite too high; it costs us 1s. 2d. to Montreal, say 360 miles; when in the United States a letter may be sent from one end of the Union to the other for 1s. 3d. I also think that were the rates reduced, the increase of letters by Post would greatly exceed the reduction.

5.—I think that charging letters by weight would cause a great deal more trouble, and be no great advantage to any one.

6.—I think that Newspapers are charged too high for Postage, and that it would be a decided advantage to the Post Office to make the receiver pay for the Postage instead of the Publisher; for I think that no Publisher of a Newspaper pays for all the papers he sends. When he trusts people all over the country for Papers and gets (as he frequently does) no pay, he not only loses the price of his Paper but the Postage also, which is too hard.

7.—I do not think Newspapers should go free of Postage entirely.

I think that almost all Post Offices close their Mails too soon. The Mail should always be open to within one half hour of the time they start from the Office, and Mails should always be delivered at once, if they arrive before the time of closing the Office.

No. 39.

W. L. Perrin, Toronto.

No. 39.

W. L. PERRIN, Esq., Merchant.

Toronto, 25th Nov., 1840.

I consider that a uniform low rate of Postage would be attended with great advantages to all classes of persons, and would forward the general interests of this important Colony.

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I beg to bring under the notice of the Commissioners, the great saving of time and consequent benefit that would arise to this section of the Province, by having the Mail from England by the Government Steamers sent on to Boston, instead of being landed at Halifax.

No. 40.

JAMES F. SMITH, Esq., President of the Branch of the Commercial Bank at Toronto.

Toronto, 29th Jan., 1841.

[To Second Circular.]

2.—The correspondence sent otherwise than by Mail used to be during the summer months as much as, or more than, the Mail itself. It is not so much now that the Steamboats carry the Mail between this and Montreal, but it is still considerable.

The causes were the speedier transmission of the letters, and the great saving of Postage.

4.—I do not think that a reduction of the rates of Postage would materially increase the amount of correspondence, though it might in a small degree.

6.—I have no knowledge of the amount paid, but am decidedly of opinion that the mode of payment is very objectionable. I have for many years been Agent for several Newspapers, and am well aware of the difficulty they have, as also of the great expense attendant on, collecting the usually small sums due them, and in many cases large sums are lost; which sums of course include the amount paid by the proprietors of the papers; and this too for papers regularly taken out of the Post Office, which had the Postage been paid by the receiver, instead of the proprietor, would have been a considerable saving to him. I consider it quite enough for him to lose the amount of subscription, without also losing the amount paid by him in Postage, which could so easily have been collected by the Post Master.

7.—No more so than I have a claim for the transmission of letters free of Postage. I consider that the public have as much right to pay Postage for a newspaper as for a letter. The one as often as the other carries the information required; particularly to those residing in the country, for it is only in the cities or towns that any active correspondence is maintained. I cannot conceive any good reason could be advanced for taxing the whole public with the carrying of newspapers or any thing else, for the exclusive benefit of the few who take them.

No. 41.

JNO. WAUDBY, Esq., late Editor of the Canada Monthly Review.

Toronto, 5th Jan., 1841.

[To Second Circular.]

1.—The Post intercourse between this country and the United States is greatly delayed on at least two routes, namely, from New York to Kingston, and from New York to Toronto. A traveller taking the ordinary conveyance can anticipate the New York Mail at Kingston by a day and a half, and at Toronto by from a day and a half to two days. I am not well acquainted

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Jas. F. Smith, Toronto.

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No. 41.

Jno. Waudby, Toronto.

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with the reasons of this delay, but I have understood that the Kingston Mail is delayed at Watertown in the State of New York, and both probably on other parts of the routes.

3.—I think the present rates of letter Postage are too high, because the Post Office should not be made a source of revenue. It should earn its expenses, including, if required, a reasonable share of the Atlantic Packet expenses, and a surplus for contingencies, but nothing more. Yet large sums are remitted to England by the Canada Post Office. Perhaps the simplest plan would be, to reduce the present rates of Postage, say one-fourth, one-third, one-half, or so much as would reduce the income to a little more than the expenses. The amount of surplus at present would of course regulate the amount of reduction.

4.—Yes, on the general principle that the cheaper a thing is, the greater is the consumption. Moreover, the opinion has been tested in England.

5.—I think that to charge letters by weight is preferable to the present mode; but I do not attach much importance to the change.

No. 42.

Thos. Rigney,
Toronto.

No. 42.

THOS. RIGNEY, Esq., Merchant.

Toronto, 6th March, 1841.

Answer to Second Circular.

[To Second Circular.]

2.—It is my opinion that the amount of correspondence sent otherwise than by Mail is very considerable, and that the practice is most prevalent on the routes of Steamboats. The principal reasons I think which induces people to avail themselves of this practice, is the heavy Postage charged in this country.

3 & 4.—The rates are exorbitantly high, especially for short distances; and I have no doubt but that an increased revenue would be derived to the Department by a reduction in the scale of rates.

5.—I think the present system of charging letters by single, double or treble is very inconsistent and unjust, inasmuch as a letter occupying only one fourth of the room, and about the same proportion less in weight, may be charged treble the price of one that will have no enclosure; for which cause I think it would be more satisfactory to the public generally, to adopt the mode of rating by weight.

6.—I am aware of the charges at present made for the transmission of newspapers and periodicals; and I consider that the charge is rather too high, viz: a penny a sheet or newspaper. The mode of collecting it I am of opinion should be from the receiver instead of the sender; as it amounts to a considerable tax upon publishers of periodicals and newspapers, who often have to lie out of their money for the same for a long period, and are besides liable to a serious loss from defaulters.

7.—I am of opinion that periodicals and newspapers should not go free, but that the Postage of the same should be reduced and paid by the receiver.

* * * * *

A change in the mode of carrying the Mails by land is much wanted, I mean with regard to their safety; for it is a well known fact that the mail bags are care-

lessly thrown into the waggon or coach, liable to all the trampling of the passengers or drivers, and exposed to the rain and mud; besides the facilities offered to plunderers by their being thus exposed, instead of the system which ought to be adopted of having the Mail bags safely deposited in a box under lock and key.

The very great responsibility attached to the office of Post Master, I should think ought to be taken into consideration, and their pay or allowances considerably increased.

No. 43.

REVEREND JNO. ROAF.

Toronto, 29th Dec., 1840.

[To Second Circular.]

1.—I would suggest that with the best effects upon the populousness, commerce and contentment of the country, the Post Offices of rural neighborhoods in Canada might be greatly multiplied. A large proportion of the people of this District are so far from Post Offices as to be virtually destitute of accommodation from them. I myself am often thirty or forty miles from a Post Office, even when in settlements furnishing considerable congregations. Many persons attribute this not only to political favoritism, but to the contemptible purposes of driving as many as possible to the shops of a few Post Masters.

I also suggest the desirableness of allowing the Postage of letters coming into the Provinces from the United States to be pre-paid. When in New York I have found myself unable to pay for letters to Canada, and emigrants from England and residents in the States who have wished to consult me respecting removal to these parts have frequently been obliged to put me to cost on their behalf.

It appears to me, too, that arrangements might be made for transmitting the Anglo-Canadian Mails by the way of Boston during the winter.

2.—A great amount of correspondence passes between Toronto and Hamilton, Montreal and Great Britain, by private hand. Letters to Hamilton are carried gratuitously by the Steamers; to Montreal they are often carried more expeditiously than by Mail; and to Great Britain the infrequency of the despatch of Mails, and the time expended between this place and Halifax, renders private conveyance desirable. Sometimes the English Mail is made up here before half the city population is aware of it; and if a person is a day too late, his letter may be nine or ten weeks in reaching England.

3.—I think the present rates of Postage reasonable.

4.—It appears to me that the number of commercial letters depends rather upon expeditiousness than upon cheapness of conveyance; but in the case of the letters of common settlers (poor farmers) the amount of Postage and the distance of Post Offices are the chief considerations.

5.—As the carriage, and not the delivery of letters is the chief element of cost here, a charge by weight seems more equitable than a charge according to number.

6.—Of other periodicals than newspapers, I know nothing; but the system prevailing here of allowing

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No. 43.

Rev. Jno. Roaf,
Toronto.

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depositors to make any return of the number of newspapers sent by Post, appears to give unjust and false publishers an advantage over such as are upright. A uniform charge of the lowest possible amount, levied upon the recipients of newspapers, seems to be just and satisfactory.

7.—I do not think it reasonable to carry Canadian or other American newspapers gratuitously.

Generally speaking, I think it right to inform you that great distrust of the Post Office Department exists in this District. The political taint evinced in the selection of Post Masters; the location of Offices, and the dismissal of such men as Mr. Howard of this city, and Mr. Lesslie of Dundas; the failure of letters from and to Members of the British Parliament; the frequent openings of letters during our political disorders, and the stale formalities and badly done superciliousness of Mr. Stayner whenever complaints are sent to him, satisfy many that some foul play is not uncommon in the Department.

No. 44.

No. 44.

Lieut. Col.
Cox, Whitby.

Lieut. Col. W. Cox, K. H., Commanding on Particular Service.

Whitby, 21st Dec., 1840.

Answer to Second Circular.

[To Second Circular.]

1.—The length of time allowed for the transmission of the Mail between Montreal and Toronto is too great. In the fall, through part of the winter, and in the spring, it usually takes about five days on the route. If the Mail was brought in a light wagon or sleigh, which should not be allowed to carry more than two passengers, it would facilitate the intercourse. If also a Mail was transmitted from every Post Office on the lines when there is a regular passage to the United States, and a Post Office in the neighborhood, it would be an advantage, and a still greater, if an arrangement could be made with the United States Post Office to collect Canada Postage. I am of opinion that parties in this Colony having correspondence in the States, being obliged to pay in advance the Canadian Postage, prevents much correspondence that would otherwise take place.

2.—The amount of correspondence not sent by the regular Mail, must be considerable. I think a great part of it may be between Upper and Lower Canada, and between Canada and the United States; the latter to save the Inland Postage, the former to save Postage, and also on account frequently of greater expedition.

3.—The Postage is too high; I believe much higher than in the States. If it was lower, I think there would be an increase of correspondence. The reduction of Postage in England to its present very low scale, has not reduced the gross amount near what was expected, and I believe it is thought it will increase in a few years.

4.—I am of opinion that a reduction of Letter Postage would increase the correspondence; perhaps not materially at first, but I feel confident it would eventually, not only among the mercantile community, but also between settlers and their friends in distant parts of the Provinces.

5.—The change to weight would be a good one.

6.—I know nothing of the rate of Newspaper Postage in the Colony, except from seeing it stated in the newspapers at about 4s. for a weekly paper yearly. I do not think the Postage objectionable, provided the amount be carried to the credit of the Post Office. If it could be arranged, some allowance might be made to publishers for papers not taken out of the Office, or, perhaps, a better way would be to reduce the Postage, say to 2s. 6d. or 3s. I do not think newspapers ought to be sent free of Postage, unless the Post Office yielded a large surplus revenue after providing Post accommodation in those places at present not supplied; and which might not for some time receive sufficient Postage to cover the expense of transmission to them.

7.—The charge for a newspaper in this Province is high; I believe nearly as high to the subscribers as it is in England. I do not think that Publishers have a fair claim to have their papers transmitted free of Postage. The Postage is charged to their Subscribers, and if reduced to 2s. 6d. could not be much felt by them. The Newspaper Postage carried to the credit of the Post Office, (it is said to be a perquisite of the Deputy Post Master General,) and Post Office accommodation supplied where it is not now, I am of opinion would be much more advantageous to the Colony generally; than entirely to take off the Postage from newspapers.

No. 45.

No. 45.

Capt. ELMES STEELE, R. N., M. P. P., for the County of Simcoe. E. Steele, M. P. P., Medonte.

Medonte, Simcoe Co., 29th Dec., 1840.

[To Second Circular.]

Answer to Second Circular.

1.—During winter, when the snow drifts are frequent, upon roads intersecting cleared sections of the country, the Mail carriers are often either delayed or compelled to return; and in Townships recently settled they are several hours, sometimes a day or two behind time, to the great inconvenience of the public service, owing to the neglect of the Overseers of Highways, who, unless ordered by the Magistrates to turn out the settlers, take no steps to clear the roads. The law will not be enforced until the Government urge upon the Magistrates the importance to the public service of facilitating, to the utmost of their power, the transit of the Mails. It would be desirable that in future no person be appointed Post Master who does not reside on or close to the most direct line of communication.

2.—From the present high rates of Postage, private correspondence is generally carried on through the medium of individuals frequenting the Metropolis or District Towns, more particularly in winter, on private business.

3.—The rates are unreasonably high, amounting to non-intercourse as regards private correspondence, except for the wealthy. I would recommend a considerable reduction, by an improved rate of Postage, both between District Towns and the Metropolis, and between Post Offices of the same District.

4.—I am of opinion that reduction in the rates of Postage would materially increase the amount of correspondence by Mail. It would, from the greater facility and punctuality afforded to the public, put a stop to correspondence otherwise than through the Post Office, promote social intercourse, and advance the commercial and agricultural interests of the Province.

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5.—I think the system of charging letters by weight might be advantageously substituted (as in the United Kingdom,) for the present rate for single and double letters.

7.—I am of opinion that the proprietors of newspapers and other periodicals in British North America, have a claim on the public service for the transmission of the same free of Postage. The present high rate of Postage for newspapers and periodicals falls heavily as an indirect tax upon the public, and opposes the civilization of the rural population and the dissemination of truth, by impeding the circulation of political and moral writings, to counteract the baneful influence of the profane and revolutionary trash industriously circulated in the sleighing season by pedlars, when the settlers have much time for reading.

No. 46.

No. 46.

Ebenezer
Perry, Co-
bourg.

EBENEZER PERRY, Esq., President of the Branch of the Commercial Bank, at Cobourg.

COBOURG, NORTHUMBERLAND Co.,
5th Dec., 1840.

In my opinion, the Post Office Department should be placed under the control of the United Legislature; and in the present circumstances of these Provinces, the Post Office ought not to be looked to as a means of revenue. All its proceeds should be applied in facilitating and extending means of correspondence. I have no doubt that very great savings might be made in the expenses with advantage, which would afford the opportunity of considerable reduction in the rate of Postage. As Post Masters are at present paid, many of them must be receiving an income far larger than their services entitle them to; while others probably are not sufficiently remunerated. There is no doubt that fixed salaries proportionate to the extent of duties performed would be the most efficient and economical mode of compensating the Officers of the Department throughout the Provinces. A scale of salaries varying from £20 to £200 per annum, might easily be arranged, which would be sufficient to ensure a faithful performance of the duties of the Offices, and effect a great saving to the Department. The Head of the Department would require a larger salary, and in the larger towns an additional salary for the payment of a clerk might be necessary.

One of the greatest evils in reference to this subject is the permission to Post Masters to frank their letters. The consequence to the Post Office generally, is pernicious in the extreme. Post Masters are frequently made Agents for public and private institutions and business, with the sole view of saving Postage, and it is I should suppose impracticable to provide effectually against the abuse of this privilege. The only remedy is to abolish it altogether.

The very insecure way in which money letters are forwarded by Mail at present, deserves the serious consideration of the Commissioners, and calls for the adoption of some plan which will satisfy the public of the perfect safety of forwarding money through the Post Office, and secure them from any loss which may arise from the misconduct of the Officers of the Department.

5th January, 1841.

[To Second Circular.]

2.—It is exceedingly difficult to form any accurate opinion of the amount of correspondence at present sent otherwise than by Mail. I am of opinion that in this town in the summer months every individual who has a large correspondence endeavours to send his letters by Steam Boat to Toronto, Kingston, and generally to Montreal, Postage free. No doubt this practice prevails more in the Towns and Villages on Lake Ontario, where the Steam Boats run, than in any other part of the Province. I should say five-sixths of the letters sent from Cobourg are thus conveyed while the Boats continue to run. The present high rate of Postage is undoubtedly the reason which induces persons to resort to such means of conveyance for their letters; for the punctuality, safety and convenience of a Mail conveyance, if afforded at a reasonable price, would to all persons in business, be a far preferable mode of conducting their correspondence.

4.—My opinion is that the rates of Postage in this Province are altogether too high, and that a reduction of at least one-half ought to be made. This reduction, if a system of more perfect economy were introduced in the Department, might I think be effected without any injury to the Post Office Revenue.

5.—I think the system of charging letters by weight, as now practiced in the United Kingdom, in every respect more equitable and advantageous than the present mode of rating by single and double letters, &c.

6.—The present charge of Postage on newspapers might, I think, be advantageously reduced in the same proportion as letters, that is one-half. I am of opinion that exacting pre-payment of Postage from the Publishers of newspapers is very oppressive; nor do I see any advantage to the Post Office in it. A charge of one halfpenny upon every newspaper sent through the Post Office, to be either pre-paid or paid on delivery, would in my opinion be perfectly satisfactory to the public and the publishers also.

No. 47.

No. 47.

G. S. BOULTON, Esq., late Member for the County of Durham, in the House of Assembly of Upper Canada.

Cobourg, 8th December, 1840.

In regard to the rates of Postage on Letters, I think they might be very materially reduced with great benefit to the public, and very little if any decrease in the Revenue arising therefrom. Should the present rates continue, I think the surplus Revenue after defraying the expenses of the conveyance of the Letters, might be very beneficially applied in the improvement of the different Post roads. Much complaint has been made from time to time that the Postage on newspapers should form a perquisite to the Deputy Post Master General at Quebec; and although I am not aware of the extent of it, I think it would be more satisfactory to the public if some other mode of remunerating that Officer was adopted, and the Revenue arising from Postage on newspapers appropriated to the improvement of the roads over which they are carried. The gentlemen selected in the various parts of the Province to fill the situation of Post Master are generally well suited to it. I believe the Deputy Post Master General at Quebec is a most zealous and efficient Officer, and is ever ready to hear and redress every well-grounded complaint connected with his Department.

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Donald Bethune, Cobourg.

Answer to Second Circular.

No. 48.

DONALD BETHUNE, Esq.

Cobourg, 28th December, 1840.

[To Second Circular.]

1.—It appears to me that the state of the roads in Canada is such as to prevent, particularly in spring and autumn, very great regularity in the arrival of the Mails at the different Offices throughout the country; and that until a good turnpike road be constructed from the upper to the lower extremity of the Province of Canada, no great regularity or speed can be expected in the transmission of the Mails by land conveyance. Much may be done in both respects, if the Post Office Department were to hold out sufficient inducement to Mail contractors to reduce the time along the grand Mail Route. For example, if the Contractors could afford to have relays of horses every ten miles, the time taken to convey the Mail between Toronto and Kingston, even during the worst roads, could be materially lessened. It is now no uncommon thing to be driven in a Mail coach or waggon, by the same horses, twenty-four miles.

During the season of navigation, I should think that the Mail might, in ordinary weather, be taken from Toronto to Montreal in thirty-six hours; and if the road from the Cascades to the Coteau du Lac, and from Cornwall to Dickenson's Landing, were improved, in about thirty-two hours. I believe the time heretofore occupied by the Mail between Toronto and Montreal has been about fifty-six hours.

This reduction of time would necessarily be at considerable loss to Contractors, as little or no freight could in that case be taken by the Steam Packets, and only a limited number of passengers. The speed of a Steamer is diminished in proportion to the cargo she has on board; and therefore, this great speed in the transmission of Mails can only be attained by an increased allowance to the Contractors, on the part of the Post Office Department.

2.—The amount of correspondence sent otherwise than by Mail during the summer season is very great, particularly in Steamers that do not carry the Mail; and the reason that induces people to resort to this means of conveyance is the high rate of Postage, especially upon Letters weighing over an ounce.

3 & 5.—I am of opinion that the rate of Postage in Canada is too high, and that it should be made in some measure to correspond with the rate in England. I should think that 1d. for all distances under 50 miles, 3d. from 50 to 100 miles, 5d. for the second hundred miles, 7½d. for the third, and 9d. for all distances over 300 miles, for a Letter not weighing over one quarter of an ounce, would not be considered an unreasonable charge. And I should think that those rates might be increased fifty per cent upon all Letters over one quarter of an ounce in weight and not exceeding one ounce. From one to two ounces the charge might fairly be doubled; and over two ounces 25 per cent per ounce upon the rate of a single Letter might be added. However, I have not thought sufficiently upon this matter to give any very satisfactory opinion respecting it.

4.—I think that such a reduction as I have proposed would materially increase the amount of Letters sent by Mail, particularly those weighing over an ounce, which are now generally sent by private hand.

6.—Although the Press in both Provinces has very generally objected to the charge made for the transmission of newspapers and periodicals by Mail, I do not think it is much too high. It might be proper to make some abatement in their favor; and perhaps it would be desirable to reduce the charge upon periodicals, particularly from England, at least fifty per cent.

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No. 49.

H. RUTTAN, Esq., Sheriff of the Newcastle District.

H. Ruttan, Cobourg.

Cobourg, 25th November, 1840.

As it regards the rates of Postage, they might I think be equalised but not reduced in the aggregate. Indeed in a country such as this, in which we cannot look forward to a period in which a revenue can be raised by any new and direct taxation, it behooves us to touch very cautiously the means now at our disposal. Moreover, from our geographical position the collection of duties on importations from the United States to any very considerable extent is, and will remain, next to impossible; and if a surplus beyond its expenses can be realised by the Post Office and that surplus placed at the disposal of our local Legislature, I should think an additional rate advisable.

With respect to roads, it is on all hands admitted that the principal grievance under which we (and indeed every new country must) suffer is bad roads; and I think that so far as the great thoroughfare of the country is concerned, one of the most legitimate sources of taxation to remedy this evil is Postage on Letters. And hence appears to me the propriety of so regulating the rates as to accomplish this object. No good argument can be maintained against the principle.

No. 50.

No. 50.

Hon. T. A. STEWART, late a Member of the Legislative Council of Upper Canada; and S. F. KIRKPATRICK, Esq., Barrister.

Hon. T. A. Stewart and S. F. Kirkpatrick, Peterboro'.

Peterboro', 14th Dec., 1840.

An uniform rate of Postage, of such an amount as to pay the expenses of the Establishment, would, we think, be most beneficial. Such rates should not exceed 4d. (the lowest rate now charged,) and if possible should be less.

The Postage on newspapers should either be abolished or be made a legal charge by Act of Parliament.

No. 51.

No. 51.

Jno. DARCUS, Esq., J. P., Editor of the Peterboro' Sentinel.

Jno. Darcus, Peterboro'.

Peterboro', 22nd Dec., 1840.

The general administration of the Department is highly satisfactory in this District. Every possible attention has been paid to the wants and wishes of the settlers in establishing Offices wherever practicable.

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The system of appointing persons to the situation of Post Master, who are not engaged in mercantile pursuits, the merchants fully approve, as few wish this key to their business to be exposed to others, which would certainly give to the merchant so favored, a decided advantage over his less fortunate competitors. A situation of such responsibility and importance to the country at large should, it is deemed, be rendered independent by affording a competent remuneration to the Post Masters, say in this office, £100 per annum, which would command attention; and persons of integrity, ability and respectability in the country might be induced to accept it. From the reduction on the Home Postage, and the establishment of so many Branch Offices in the District, the per centage is here deemed inadequate, and a fixed salary is considered absolutely necessary.

The rates of Postage are by many thought high, particularly since the establishment of the uniform rate in Great Britain; but from the wretched state of the roads, and the expense of transmission of the Mails, and a proper payment of its Officers, it is much doubted whether a reduction of the Postage rates would not also reduce the accommodation and efficiency of the Department.

The present system of sending the Mail packages separate, to be tumbled over in every little intervening Office, is found to be hazardous and insecure.

No. 52.

F. Ferguson,
Peterboro'.

Answer to Second Circular. [To Second Circular.]

1.—The Officers of the Department themselves, I have reason to know, are fully aware that much abuse exists, as regards loss of time, by Mail Contractors in most instances being allowed to carry passengers with the Mail. On back routes this evil is more severely felt than on leading roads. At the same time the accommodation to the public is so great, that I feel reluctant to recommend its total abolition, as I am of opinion that by making the penalties more severe; insisting on a rigid adherence as to time, and requiring Post Masters to report on any infringement of contracts, much benefit would result in checking abuses of this kind.

The greatest improvement I can suggest in the Post Office intercourse between this country and the States, would be the adoption of some plan by which the public would not be necessitated to pre-pay the American Postage; as the mode in use of paying both ways is onerous in the extreme. I am aware this fault does not lie with the Department here, but with the United States Government; proper representation, however, might have the effect of obtaining a change in this respect.

2.—It is quite impossible to state the precise amount of correspondence that is conveyed otherwise than by Mail. At the same time it cannot be denied it is very considerable, and arises, I should say, from a two-fold cause, the heavy cost of Postage, and (where a daily Mail does not exist,) the delay in receiving answers to correspondence; the latter case is strongly exemplified in this place, where we have at present only a tri-weekly Mail from the front, so that it takes four

days to receive an answer from Cobourg, thirty-five miles distant, while, if occasion require, it can be done by private conveyance in one day. I have known letters from Kingston take more than six days to reach this, while I have performed the journey more than once in a private conveyance, both ways, in the same space of time. A similar process of reasoning may be applied to Toronto; so that it cannot appear surprising under the circumstances, if a vast proportion of the correspondence on this back route is conveyed by other modes than by the Mail.

4.—This question involves so much of speculation in it, that my reply must be a matter of mere conjecture. I am prepossessed in favor of a moderate reduction, and think that increased correspondence would follow, and make up the deficiency; still, unless the Department (as is generally supposed,) has a surplus revenue, it would be a hazardous experiment, at least until the new system in the Mother Country be fairly tested, and if successful, the application might then be made in these Provinces, regulating the amount of reduction by the supposed increase of correspondence and number of the population.

5.—I have always been of opinion that the principle of charging Postage by weight is not only the best, but the fairest mode; it avoids evasion which I am satisfied is successfully carried on to a great extent.

6 and 7.—It is well known that newspaper publishers, or proprietors, do not return the full amount of the numbers mailed for inland Postage. I am averse on principle to any tax on knowledge that can be avoided.

No. 53.

G. H. DETLOR, Esq., late Member for the County of Lenox and Addington, in the House of Assembly of Upper Canada.

Brighton, 3rd Dec., 1840.

I would suggest the propriety of giving Post Masters stated salaries, to be regulated by the amount of duty and the circumstances attending its performance; and of a deduction of one-third on the present rate of Postage. Receivers of newspapers and other periodicals should be allowed to pay the Postage of the same. Strict supervision should be exercised over the regulations of individual Post Masters with respect to receiving and delivering letters, and the time of closing the Mails. On this head influential individual residing in the vicinity of an Office might be consulted.

I am of opinion that the Department should be regulated by the Provincial Legislature; its Head being made an Executive Councillor, on Lord Durham's principle of responsibility.

18th Jan., 1841.

[To Second Circular.]

1.—There should be a letter bag sent out from every Office within a given distance, say from Kingston to Cobourg, for each intermediate Office; whether those bags contain letters or otherwise. Two Mail bags will be necessary; one for the letters between the interme-

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diat Offices, the other for the letters for Cobourg and the West. Should this plan be adopted, a great saving of time would be effected, and many errors (which now result from the hurry of overhauling the Mail at each Office,) would be avoided.

2.—I have no means of ascertaining correctly the amount of correspondence sent otherwise than by Mail; but I think the practice is general. * * * * * It may be greater as regards American correspondence, as the facilities by Mail are not equal to the local. The principal cause, I should think, the high rate of Postage, and the constant intercourse kept up during the season of navigation, between many parts of our extensive frontier and the neighboring States.

3.—As I am not acquainted with the details of the Post Office Department, as regards expenses and income, I am not competent to give a correct opinion on this question; but, from observation and personal experience, should judge that the rates of Letter Postage might with safety to the interests of the Department be reduced one-third.

4.—I am decidedly of opinion that a proportional increase of correspondence by Mail would be the result of a reduction in the present rates of Letter Postage.

5.—I am of opinion that charging letters by weight is a more equitable system than the present practice. However, I do not think it very essential to make the change.

6.—I believe a penny per sheet is the rate charged for printed papers, and that the same is made a perquisite. This application of this charge I think unjust; and rather than see it continued would take it off entirely. But should the charge be continued, make it payable by the receiver at the Post Office issuing the same; by which means two objects would be attained; viz: the punctual delivery of the papers, and the injustice of making the publisher advance money for non-paying subscribers would be avoided.

7.—I can hardly think that publishers of newspapers and other periodicals have a sufficient claim upon the public to entitle them to the transmission of their papers free of charge. Probably it would be well to make an exception in favor of the papers of Charitable Institutions, and such others as may be issued gratuitously.

No. 54.

Baron de Rot-
tenburg, Belle-
ville.

Captain the Baron DE ROTTENBURG, Commanding
on Particular Service in the Victoria District.

*Belleville, 23rd Dec., 1840.*Answer to Se-
cond Circular.

[To Second Circular.]

2.—During the period when the navigation is open, the greater part of the private correspondence between the head of the Bay of Quinté, and along its extent to Kingston, is sent by the Steamboats plying on that route; as they carry the same free of any charge whatever.

3.—I consider the rates of Postage in this Province as very high; they might be reduced one-quarter at least.

4.—A reduction in the rates of Postage would not (in my opinion) very materially increase the correspondence by Mail, at least not to an extent

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sufficient to meet such reduction, if the decrease be considerable. The private correspondence in this country bears no proportion to what would be circulated between an equal amount of population in England; correspondence being here principally confined to matters of business.

6.—I believe one-penny is charged upon every newspaper, and the same sum upon every sheet for any periodical, transmitted by Post. I do not consider these charges at all unreasonable.

7.—It would be more equitable to cause the charges upon newspapers to be defrayed by the persons receiving the same, in lieu of their being pre-paid by the sender.

No. 55.

No. 55.

G. BENJAMIN, Esq., Editor of the Belleville Intelli-
gencer.

G. Benjamin,
Belleville.*Belleville, 18th Dec., 1840.*

That all Her Majesty's subjects desire that this important Department should be properly managed there can be no doubt; that nearly all those who have taken the trouble to investigate the subject condemn the idea of transferring it from the management of the Imperial Parliament to that of the Colonial Legislatures is equally sure. By the former plan we have one uniform practicable system for the whole of the British North American Provinces, and it would be unreasonable to suppose that such a system could be obtained through the latter.

I am aware that an Act was passed by the Imperial Parliament in the fourth year of the Reign of His late Majesty William the Fourth, by which the Colonial Legislatures were authorized to levy rates of Postage on internal Letters, and to make regulations for the management of the Post Offices within their respective limits; and that the surplus revenue arising therefrom was then to be applied to the use and benefit of the Provinces respectively, in proportion to the amount of Postage paid by each, and I cannot believe that the Local Legislatures would have failed to make the necessary regulations, had they not seen that it was impossible for the various Provinces to agree upon one and the same uniform system, so necessary to the proper management of the whole Department.

I am also of opinion that could this much required uniform system be established by the several Colonies, the arrangements would not be beneficial to us; I do not think that the Postage of the Colonies, although at present yielding several thousand pounds surplus revenue, would be adequate to carry out the objects of such a Department. The transmission of letters to foreign countries, and distant Colonies, would be uncertain and expensive; and the system would greatly tend to separate and cool kindred feelings in different parts of the Empire; while, if the Department continue under the management of the Lords of the Treasury at home, with a right of enquiry and investigation vested in the Colonial Parliaments, it would encourage a continuous communication with friends, facilitate the transactions of commerce, and afford an economical, safe and regular conveyance.

Entertaining these opinions, of course the few remarks that I have to offer will be considered as pre-supposing the adoption of this first principle, that the Post Office Department should still be continued under the immediate management of the Imperial authorities.

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It should be made the duty of the Deputy Post Master General to give any information connected with his Department, which the Local Parliaments should require, and to furnish to each Government annual statements of its receipts and disbursements.

The Department should be responsible for Money Letters; that is, for such letters containing money as may be made up and closed in the presence of the Post Master of the Office at which the letter is mailed, and for which a receipt should be given. The fact of losses occurring is sufficient to shew that there is something wrong in the Offices through which the letters pass.

I think the surplus Postage, if any, should be divided amongst the several Provinces in proportion to the amount which each pays into the Department.

I think that the privilege of franking should be allowed to all Departments and Public Boards, and to the Legislative Council and Assembly while in Session. And with regard to the Council and Assembly, I think this system would be preferable to the plan now in use, of making the Province pay the amount of Postage; and I think this privilege of franking should not be confined to the Province in which the officer franking resides, but that he should be enabled to send his frank to any part of the British American Colonies.

I think that the rates of Postage might be reduced, and that the following scale would be quite reasonable for single letters:—

50 miles and not over 100.....	4d.
100 " " " 150.....	7d.
150 " " " 250.....	9d.
250 " " " 350.....	11d.
350 " " " 450.....	1s. 2d.
All over 450.....	1s. 6d.

Newspapers should go free, and I think that no matter what the weight of a letter or package of papers might be, in no case, be the distance what it may, should the Postage exceed 5s. or 7s. 6d. But the Post Master delivering any such packages should have the right of requiring them to be opened in his presence, to prevent fraud on the Department; and it should be considered a fraud to enclose letters to more than one person under one cover.

Where it may not pay to establish Post Offices in rear Townships, the two-penny Post Office system might be introduced with advantage.

I think that all the Deputy Post Masters, including the Deputy Post Master General, should be salaried. I know that at many Offices the per centage does not pay the Post Master; and when trustworthy individuals are found to fill such important trusts, they should be suitably remunerated for their services. The hardest stations are often the poorest paid; a more equal division could be made by salaries than by a per centage, and the charge be no greater upon the receipts of the Department.

No. 56.

No. 56.

EDWARD MURNEY, Esq., late Member for the County of Hastings, in the House of Assembly of Upper Canada.

Belleville, 10th Jan., 1841.

I am decidedly of opinion, that although the Home Government have offered to the Colonies the power

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to legislate upon an internal arrangement of the Post Office in each Colony, no satisfactory result will be attained; as there is not much probability of a similar law in each Colony being passed. I think that the Imperial Parliament should pass an Act regulating this Department in the Colonies; the same law to be applicable to all; subjecting its Head, however, to transmit annually his accounts for public inspection before the Legislature of each Colony; that complaints (if any) might be made by address to the Government at Home.

With respect to the remuneration of the Officers of this Department, I think they should receive a salary in proportion to the labor thrown upon them.

Too much cannot be said in favor of the improvement of the Mail Roads, and in particular of the leading Mail Road through the Provinces. Our Mails must be accelerated and the price of conveyance reduced by this improvement.

I would also recommend that the privilege of franking be given to the Heads of Departments in the Colonies, to relieve them from a heavy disbursement annually. I would extend the same privilege to Members of Parliament during the Session.

With respect to newspapers, I think that they should be subject to the charge of Postage, but that the fund arising from them should go to the general Revenue and not exclusively to the Deputy Post Master General; a practice which appears to have nothing, but a custom acquiesced in by the Home Department, to warrant it.

In reducing the tariff of rates I think the reduction proposed by the House of Assembly of this Province in 1837, reasonable.

No. 57.

No. 57.

CHAS. BOCKUS, Esq., late Member for the County of Prince Edward, in the House of Assembly of Upper Canada.

PICTON, PRINCE EDWARD DISTRICT,
11th Feb., 1841.

[To Second Circular.]

Answer to Second Circular.

1.—I am of opinion that if the Mail was conveyed through this section of the country six times per week, instead of three times as it now is, it would lessen the correspondence by private hand and increase it per Post. I would also recommend that the main Mail for the Prince Edward route should be carried by Steamboats in summer. The Post should be the most expeditious ordinary mode of conveying letters; but under the present regulations a letter mailed at Belleville for this place is four days in reaching its destination, while by Steamboat a letter may be sent any morning during the week in from three to four hours.

2.—I am of opinion that during the season of navigation one-half of the correspondence of this place is carried on otherwise than by Post; owing principally to the superior facilities afforded by Steamboats over the Post Office conveyance. The former pass up and down the Bay of Quinté six times per week, and the latter but three times. Being owner of one of the wharves at which the boats stop at this place, I very commonly put on board those boats from fifteen to twenty letters per day and receive nearly as many from the boats.

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3.—I am of opinion that the present rates of Postage are too high, particularly for short distances; but am not qualified to give an infallible scale. I think a scale of rates something like the following, would secure a greater number of letters and eventually a greater revenue; under 50 miles, 2d.; 50 to 100, 4d.; 100 to 150, 6d.; 150 to 200, 7d.; 200 to 300, 9d.; 300 to 400, 11d.; and over 400, to any part of the Province, 1s.

4.—I am of opinion a reduction in the rates of Letter Postage would materially increase correspondence by Mail. High charges induce persons to seek a private conveyance for their letters. Correspondence commenced by private hand is very commonly replied to in a similar manner. Private conveyance for letters is admitted by all to be much less safe than the Post; and it must be the high rates of Postage that occasion so large a proportion of the correspondence between Montreal and the upper part of the Province to be carried on during the business season through the least secure channel. I am of opinion it is a low rate of Postage alone that will induce the rural portion of the population to extend their correspondence and to use the Post as a conveyance.

5.—I am not sufficiently acquainted with the details of the Department to give an answer to this query. If a resort to weight has been found advantageous in Britain, I see no good reason why it should not be productive of good here.

6.—I am not aware of the present charge on newspapers. Proprietors of newspapers are the only persons who complain of the charge; the present mode of payment I think best for the Department as well as the public. It has been asserted that the Postage on newspapers and periodicals of that kind is a perquisite of the Deputy Post Master General. If so, I think it decidedly wrong. That very efficient Officer (the present incumbent) should have an ample salary, and the newspaper Postage form part of the Revenue of the Department. If such a change is not made soon, it will soon be a standing "Grievance" of the country.

7.—I am of opinion newspapers should be subject to the payment of a reasonable charge for their conveyance by Post. I have failed to discover the great advantage to the public that many have attempted to show in their free transmission.

I am of opinion a change might be made that would be advantageous to the Department as well as to Post Masters. At present, the compensation to Post Masters in small towns and country places does not compensate them for Office-hire and fire-wood; if you except the privilege of franking; and in some Offices that privilege is used to such an extent (from the nature of the business of the incumbent) as to be an ample compensation, while in other Offices where the receipts are as large or larger the privilege is seldom used, thus making the income unequal where the service is equal. I would recommend a salary to be paid to Post Masters, to be graduated according to the receipts of their office, instead of the present percentage and privilege of franking.

No. 58.

No. 58.

S. Washburn, Esq., Surrogate Judge for the District of Prince Edward.

Pictou, 29th Dec., 1841.

It has always seemed to me that the rates of Postage are too high; more than would appear to be necessary

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to carry on the business,—exactng consequently an unnecessary tax which in itself may be trifling, but is yet in many cases hard to be borne. It is the general opinion that a large amount is yearly collected for Postage on printed papers, and that a large sum is yearly transmitted to England, being over and above what is required for the expenses of the Department. Now it appears to me that such surplus money should have made a part of the Revenue of the different Provinces where it was collected; that in future no Postage should be charged on printed papers; that the rates of Postage should be reduced on a fair calculation, so as to meet the ordinary expenses of the Department and no more, (which I think in some instances are too high, and in others too low,) covering a sufficient sum to be always kept on hand to make remuneration for money or valuable paper property which may be sent by Mail and finally lost; as I consider it unjust that any individual should pay the amount demanded for carrying his money or other valuable paper property, having no choice in the carrier or Deputy Post Master, and then lose the same. It appears to me that it is the prerogative of our Legislature to provide ways and means to make better Mail roads; and I cannot see why the Post Office Department should not be under the cognizance of the Provincial Legislature.

No. 59.

No. 59.

H. Lasher, Esq., Merchant.

H. Lasher,
Bath.

BATH, MIDLAND DISTRICT,
12th Jan., 1841.

[To Second Circular.]

Answer to Second Circular.

1.—In answer to the first query I have to state that my information of the internal Post communications of these Provinces is local, and does not extend beyond the limits of this District, (the Midland,) as I have never been honored with the discharge of duties connected therewith; but as it regards the facilities afforded within this District, I see no occasion for the present to suggest any alteration or improvement. The Post intercourse with the United States may be improved, by an arrangement between the respective Departments, that each shall receive and account to the other for all inland Postage. I have known instances of letters for the United States being detained in the Post Office for neglect of paying the inland Postage; a requisition of which the writers were no doubt ignorant.

2.—The amount of correspondence sent otherwise than by Mail, from the opening of the navigation until its close, (in this District,) I consider to be nearly one-half; owing to the rapidity, and daily facilities afforded by Steamboats coasting on the Bay of Quinté on a line parallel with the Post route from Kingston to the River Trent and Carrying Place, the Western extremity of this District.

3.—I consider the rates of Postage too high, and beg to suggest a lower rate; that is to say that, for the conveyance of every single letter from the Office where such letter shall be put in, to any distance not exceeding 30 miles, the sum of 2½d.; to any distance exceeding 30 and not exceeding 60 miles, the sum of 3½d.; to any distance exceeding 60 and not exceeding 110 miles, 4½d.; to any distance exceeding 110 and not exceeding 200 miles, 6d.; to any distance exceeding 200 and not exceeding 300 miles, 8d.; to any distance exceeding 300 and not exceeding 400 miles, 10d.; and for every additional 100 miles, the sum of two pence; for the conveyance of every double letter

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or letter composed of two or more pieces of paper (provided such letter shall not exceed a half ounce weight) double the said sum respectively, according to such respective distances; and so on in proportion for any greater weight than an ounce, reckoning every quarter of an ounce or fractional part of an ounce equal to a single letter.

4.—I am fully satisfied that the adoption of the scale in my third answer will materially increase the amount of correspondence by Mail.

5.—I consider the scale of Letter Postage set forth in my third answer, preferable to that now in practice in the United Kingdom.

6.—I am aware of the charges made for the transmission of newspapers and other periodicals by Post, and consider such charges a tax upon knowledge, and therefore ought to be dispensed with.

7.—I am of opinion that the proprietors of newspapers or other periodicals in British North America, have a reasonable claim on the public service for the transmission of the same free of Postage. In the first place, because the proprietors of newspapers and other periodicals, diffuse amongst the community a vast stock of literary, religious and political information; far greater than the majority of the people have means to acquire, where books and histories must be purchased to acquire useful knowledge to enlighten the mind; and secondly, because at least 25 per cent. of their labor is lost, owing to the liberal distribution of their papers to many who are either unwilling or too poor to pay.

* * * * *

I beg to suggest for the consideration of the Post Office Commissioners, that, as there remains a large surplus Revenue arising from the Post Office Department, after defraying all contingent expenses thereto, they will recommend to Lord Sydenham that such surplus Revenue ought to be appropriated and disposed of for the improvement of the Post roads within the Provinces of British North America, instead of remitting such surplus to the Home Department. The Mail route over-land to Halifax, has become a subject of vast importance, since a line of Steam Packets between Liverpool and that Port has been established to transport the Mail from Britain to these Provinces. Great, however, as this accommodation may be to our Eastern Provinces, it will avail us but little in Upper and Lower Canada, until a good Post road shall have been made from Quebec to Halifax. When this shall be accomplished we shall be independent of the United States, should an unhappy collision ever again take place between Great Britain and that Government; and secured in a line that will afford us regular intercourse with the Mother Country at all seasons of the year.

No. 60.

No. 60.

Thos. C. Weir,
Kingston.

THOS. C. WEIR, Esq., Assistant Commissary General
in charge at Kingston.

Kingston, 14th January, 1841.

Answer to Second Circular.

[To Second Circular.]

1, 2 & 3.—Referring to your queries Nos. 1, 2 and 3, I regret that my experience has been insufficient to enable me to arrive at any very distinct conclusions. I am inclined to think, however, that time is lost on the route from Montreal to Kingston; and the same

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rule, I suspect, will apply to the whole distance from Quebec to Toronto. I allude to the Stage being detained at every intermediate Post Office, whilst the letters are being sorted and those for the place selected. If it were practicable to have separate Mails made up at the large Towns for all the intervening Posts, it would seem that a great improvement might be effected.

It is to be observed that frequent and lengthened stoppages afford an excuse to Contractors for delays of their own, and tempt them besides to horse their coaches insufficiently. In travelling lately from Prescott to Kingston, at one Stage a single pair of horses were compelled to drag a very heavily laden sleigh a distance of 24 miles. On these points the Contractors should be narrowly watched; as it would seem to be their interest not to be over-expeditious, which might lead to shorter time still being allowed them in the next year's contract.

The one thing above all needful in Post Office arrangement, is, that the utmost possible speed should be attained between Halifax and Toronto. It would seem necessary to the full success of the Government Steamers; and though increased speed must cause increased expense, I believe an ample return would be obtained from the exclusive preference of the Halifax line over that of New York. The question, too, has assumed an almost national character; and looking upon the establishment of Government Steamers to Halifax and other countries, whether in relation to their present usefulness in peace or their future usefulness in war, as perhaps one of the wisest measures ever brought forward by a Ministry, I think that no consideration of expense should be allowed to mar its perfect efficiency.

4.—The theory of a diminished Postage rate leading to so great an increase of correspondence as to prevent diminution of revenue, cannot be considered applicable to a thinly peopled country, or to one where, the great proportion of correspondence being on business, any great increase must depend on the gradual extension of trade. Simplicity, however, might be gained, by establishing 3 or 4 rates of charge only; and it being held proved that the expense of conveying a letter is not in proportion to the distance conveyed, it would seem useful and just, that the Postage for short distances should be increased, and that for long proportionably diminished.

5.—The present mode of charging letters, not by weight but by the number of enclosures, is so extraordinary, that one cannot but feel curious to know in what so strange a system could have originated. It would certainly seem necessary to make the alteration.

6, 7 & 8.—I am not acquainted, in this respect, with the usages of foreign countries, but I am fully aware of the manner in which newspapers are transmitted by Post in Canada, and the mode of charge. The system is perhaps the most favorable which could have been devised for the newspaper-reading public, and for the proprietors of newspapers. The rate is moderate, not exceeding, taking the number circulated and the whole sum paid, a charge of one farthing for each newspaper. Few things seem more certain, than that, in the event of any change, this rate will be increased; and yet I am aware that there are some who complain of the present system as a grievance, and who warmly advocate a change. They must be actuated by a purely disinterested wish to increase the revenue at their own expense, or they are acting under the strangest possible delusion.

That newspapers should be transmitted free by Post, would hardly seem reasonable; that is, that those re-

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ceiving letters should have to pay in addition for those receiving newspapers, which would seem to be the result. In such a contingency, the Deputy Post Master General would have to be remunerated from the general revenue; and to that amount would letter-writers be taxed for the benefit of those receiving newspapers.

No. 61.

No. 61.

F. A. HARPER, Esq., Cashier of the Commercial Bank of the Midland District.

Kingston, 24th December, 1840.

Answer to Second Circular

[To Second Circular.]

1.—I am of opinion that considerable improvement can be made in the transmission of the Mails throughout these Provinces. According to the present system much time is lost by frequent and long delays at the different Post Offices and stopping places on the main routes; especially during the winter season. For instance, the Mails now remain in this Town twelve hours at least after their arrival from East and West, instead of being sent on immediately after closing. Stage drivers, instead of being on the alert to change horses, frequently take an hour to do so. The stages are occasionally over-loaded with passengers and baggage. It would be well that there should be some restriction in this respect, and that, when the roads are in fair order, they should be timed between every Post Office, and rigidly fined, if the time allowed is exceeded.

I am not aware that any improvement can be made at this place, of the Post intercourse with the United States, so far as regards the arrangements on this side. But there is a very great want of proper regulations with respect to the Post Offices in the United States; especially on the direct route from New York to this place. Frequently letters and papers take the round of Lewiston and Niagara, or are detained at some of the Offices for days. If this could be remedied, it would be of great importance to the commercial community.

2.—I am of opinion that fully one quarter of the correspondence carried on in these Provinces is sent by private hand; especially during the season when travellers are on the route between the Provinces. This is no doubt caused by the heavy rate of Postage at present established in these Provinces.

3 & 4.—In my opinion the present rates of Postage are too high, and do not bear equally on the inhabitants. For instance, the farmers and country store-keepers pay much more than residents in Towns. I am in favor of a uniform Postage throughout these Provinces, but not on the scale at present established in Great Britain; this country is too young, and wants population to make such a scale pay. But I think a Postage of from four pence to six pence per single letter, would not be much felt, and would give great satisfaction.

5.—I think the system of charging letters by weight is much the best, and less liable to mistakes of over-charge. It would also have the effect of preventing large sums of money being sent by Mail, instead of by Bank Drafts, at the risk and to the annoyance of the Department. While on the subject of transmission of money parcels by Mail, it may be well to mention it too frequently happens that some are lost and cannot

be traced. The person handing such to the Post Master ought to obtain a receipt for the same, which would put an end to any subterfuge or denial, such as has lately occurred at the Toronto Post Office. I would further beg to suggest that the Post Master of the place to which it is directed, should send by return of Mail to the Post Office where it was mailed, an acknowledgment of its safe arrival; and that no intermediate Post Master be allowed to open any parcel intended for another Office. Should such a thing occur, the next Post Master should report the circumstance upon observing any seals to have been broken.

6.—I do not think the present rate of Postage too high for the transmission of newspapers by Mail. But many of the proprietors complain of the negligence of Post Masters, in not reporting the number of papers uncalled for. I would therefore suggest, that the Post Masters be allowed to charge one half-penny on each paper, and if not called for within one month, such papers be returned to the Printer, charging him with half Postage. Periodicals should be encouraged by charging a moderate Postage; for instance, seven pence half-penny over the Provinces, or else one penny per sheet.

7.—I cannot see why publishers of newspapers or periodicals should claim exemption from Postage. Their profits on such are considerable, when conducted with ability; and it is therefore but fair they should bear a proportion of the expense of their transmission by Mails which are frequently over-loaded by these publications, thereby causing much delay and inconvenience to the public, at seasons of the year when the roads are bad.

No. 62.

No. 62.

JNO. MARKS, Esq., late Member for the County of Frontenac, in the House of Assembly of Upper Canada. Kingston.

Kingston, Jan. 1841.

That a practical system should be established throughout these Colonies for the management and regulation of the Post Office Department; appears to be now the general opinion. When that practical system shall have been once established and acknowledged by the several Legislatures, nothing should, nor indeed could, be altered therein, without the concurrence of all the Colonies; notwithstanding the Revenue of the Post Office when surrendered will be managed by each Province within their respective limits.

To settle this point for the general good, an Act of the Imperial Parliament will be the only safe mode of legislation on the subject. Moreover, it would be the only means of setting aside any local jealousies which might arise amongst the Provinces.

The equitable division of the Revenue is the main point which must also be provided for. Probably this can be done in no way so satisfactory, as by each Province retaining, and accounting for the amount received within their respective limits.

Although we may not at present be enabled to reduce the Postage of letters to the cheap rates charged in England, yet the following scale, if practicable,

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would afford some relief to the poorer classes of inhabitants in the North American Colonies.

From	1	to	30	miles,	2d.
"	30	"	50	"	3d.
"	50	"	100	"	6d.
"	100	"	200	"	8d.
"	200	"	300	"	10d.
"	300	"	400	"	1s.
"	400	"	500	"	1s. 3d.
Newspapers	under 200 miles,				½d.
"	above " "				1d.
Pamphlets,	each,				2d.

The surplus Revenue of our Post Office, (when any,) should be carefully guarded by law, so as to insure its application for improvement of roads and extending the Mail routes in all directions where required.

The salaries of the Officers and Clerks of the Department can only be well considered and arranged when a new system has been established, and the Revenues brought under the management of each Province.

With regard to the extent the privilege of franking letters should be permitted under any new system, as it is always subject to abuses which cannot well be remedied, therefore it ought to be discouraged. Probably under almost every circumstance, it would be best to abandon franking altogether, and allow the Heads of all Departments to charge the expense of Postage in their respective contingent accounts, by which means the actual Revenue of this important Department arising in each Province would be clearly shown in the Annual Returns made to the Executive Governments, to be laid before Parliament.

No. 63.

No. 63.

Maj. J. Richardson, Brockville.

Major J. RICHARDSON, Editor of the Brockville New Era.

Brockville, 30th Nov., 1840.

As far as regards the leading question propounded, the administration of the British North American Post Office, or, in other words, as I understand it, its subordination to the General Post Office in London, the evil appears to me to be one so immediately calling for the interposition of the Commission, that I need do no more than refer to the remarks of the late lamented Governor General, Lord Durham, on the subject, as contained in his Report (pages 51 and 52,) and which are concluded in the following words, "I cannot but say that there is great justice in these complaints, and I am decidedly of opinion that if any plan of United Government of these Provinces shall be adopted, the Control and Revenue of the Post Office should be given up to the Colony."

Were this paramount object to be effected, the advantages to the Colony would be such as could not fail to be deeply felt and appreciated. Not only might the present rates of Postage be diminished one half, but a larger salary might be afforded to those who fill the responsible and laborious office of Post Masters. Many of these in the smaller towns and villages of the Provinces are filled by comparatively low persons, those of higher standing in the same neighbourhood being deterred from becoming candidates for the appointment from the insignificance of the remuneration.

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Still, whatever the increase of salary, it should not constitute the whole of the profit derived by the Post Master from his Office. A per centage upon letters (the amount to be regulated by the amount of salary allowed) is the best guarantee of attention to the interests of the public. Neglect is too often the result of a mere salary; and the Post Master would often prove to be not worthy of his hire. True, any misconduct if reported to the proper authority might lead to loss of Office, but such deprivation could not remove the past evil incurred by the public.

I will now venture (assuming on the invitation that has been held forth to me) to suggest one or two improvements in the Colonial management of this most vital branch of the public service: Firstly, the necessity of a more speedy communication between the remote ends of the two Provinces than at present exists; and secondly, an alteration in the mode of transmitting letters. And as positions of this nature derive force rather from example than assertion, I will afford to each of mine an illustration.

In the course of the summer of 1838, while in Quebec, a near relation of my own joined me there from Niagara, bringing the first intelligence of the affair of the Short Hills, and giving the fullest detail of what afterwards transpired. On the day of the arrival of this party I had been invited to dine with the Commander of the Forces, Sir John Colborne; and in the drawing room before dinner I communicated the information I had just obtained. Sir John received the news rather incredulously, stating that the report must be a mistake or he certainly should have had despatches on the subject. At dinner the topic was renewed, and several of Sir John's personal Staff seeming to join in a light persiflage at the idea of so important (then considered so) a piece of intelligence having reached me before it had been officially communicated to Head Quarters; I began to fear that I had been made the subject of a hoax myself. However, on returning to my Hotel I heard the statement repeated with such accuracy of detail that I could no longer doubt. Two days later I had occasion to wait upon Sir John, and he had not then received any other account of the matter than what I had given him; nor indeed was it until the fifth day after the arrival of the party in question, that he obtained from Niagara the official despatch corroborating in every particular the information I had imparted to him on the preceding Sunday.

What was the cause of the delay? Simply this,—that while the Traveller came by steam, accomplishing the journey in little more than three days, Sir John's despatches had been forwarded by Post, which, coming by land, took more than double the period to reach its destination.

Again, in December of the same year, being on my way from Toronto to Montreal, I was entrusted with despatches from Sir George Arthur to Sir John Colborne, conveying the intelligence of the invasion at Windsor. I immediately crossed over to Kingston in the Traveller, and in accordance with my route took the Mail, the driver of which having been made aware that I was the bearer of important despatches, used all possible diligence, the roads moreover being in excellent condition, covered with snow.

The only delay I experienced was at the various Post Offices along the road, and I almost invariably found it to be the case, that the smaller the village in which the Post Office was situated, the longer was the period of my detention.

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In vain I urged the necessity for expedition, and even threatened to report the dilatoriness of the parties to the Head of the Department; such was the delay I experienced, that more than five hours of time were consumed in this manner, when one only was required. On my arrival at Montreal, and hastening to His Excellency with my despatches, I had the mortification to find that their contents had been half an hour anticipated by the arrival of a Dragoon, who had left Kingston after me, and had passed me on the road.

What was the cause of so much unnecessary delay? Simply this,—the several Post Masters had to wade through a labyrinth of letters before they could possess themselves of those immediately addressed to their care, and otherwise indulged a very natural yet inconvenient curiosity in looking over, and suffering their village friends who usually assembled for the purpose on these occasions, to look over the mass of written and printed matter contained in the bag, to which they had unjustifiable access.

In both instances much injury might have arisen to the public service, although it chanced that in neither case was the first intelligence followed by consequences which rendered its speedy delivery a matter of moment.

I have reason to believe that the transmission of letters by steam has in a great measure been adopted since the period to which I have above alluded; or I would have ventured to suggest the expediency of wholly discontinuing land carriage during the season of navigation, except in cases where the communication by water is so interrupted as to render land carriage unavoidable.

The second difficulty, namely, that of long and undue delay at the minor receiving houses, is one susceptible of an equally easy application of remedy. * * * Not only by the adoption of this plan, would much time and inconvenience be spared to the public, but it would remove another serious evil. Even from my own experience, as well as from the information of others, I can aver that letters and papers transmitted by Post often never reach their destination. Under the existing mode of forwarding letters confusedly in one bag which passes through so many hands, it is almost impossible to ascertain with whom the onus of abstraction (principally of pamphlets and papers) lies; whereas by the adoption of the measure I propose, the Post Master mailing and the Post Master mailed to would at once be held responsible for the miscarriage.

No. 64.

No. 64.

Col. C. B. Turner, Cornwall.

Col. C. B. TURNER, Commanding on Particular Service.

Cornwall, Eastern Dist., 30th Dec., 1840.

Answer to Second Circular.

[To Second Circular.]

3.—I think the Postage in this country is very high; but being a Military man and on duty, I have not given it much consideration.

4.—If the Postage was reduced one half, I dare say that the correspondence would increase in a far greater ratio; as I have observed in travelling in this country the great many letters which are invariably sent by private hand.

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I have at times experienced inconvenience on Sundays, from the hours for the delivery of letters at this Office, which are from 9 to 10 o'clock, A. M. It often happens that the Mails are not in at that time; consequently the letters are not given out until Monday morning. This might be a serious inconvenience to the public service. I therefore beg to suggest, that if the Mails are not in by 10 o'clock on Sundays, the Office should be opened after Divine Service. The Mails are also closed every day at 5 P. M., and the bags are often not sent off until the middle of the next day at this season of the year; therefore it often happens that I lose 24 hours in answering a letter on the public service.

I do not make this as a complaint, for during the disturbances in this country the Office was open at all hours to me.

No. 65.

No. 65.

F. C. TREW, Esq., Deputy Assistant Commissary General in charge at Cornwall.

F. C. Trew, Cornwall.

Cornwall, 30th December, 1840.

[To Second Circular.]

Answer to Second Circular.

2.—I have reason to believe that there is a very extensive correspondence otherwise than by the Mail, particularly in the summer season.

3.—I think the present rates of Letter Postage are much too high; and that they tend to lessen materially the amount of correspondence.

4.—I am decidedly of opinion that a reduction of the rates of Letter Postage would materially increase the amount of correspondence by Mail, for I believe that at present many persons refrain from writing except on business, that they may not be subjected to the Postage of Letters in reply.

5.—I certainly think that the system of charging letters by weight (as is now the practice in the United Kingdom) might be advantageously substituted for the present mode of rating by single and double letters, &c., but not at so low a rate as one penny.

6.—I am aware of the charges at present made for the transmission of newspapers and other periodicals by the Post; and I consider the rate of the charge objectionable, being much too high. At the same time, I would not recommend that they should be allowed transmission free of Postage; but that such charge, whatever it may be, should form part of the Post Office Revenue.

7.—I do not think the proprietors of newspapers or other periodicals have a reasonable claim for the transmission of such free of Postage; but I am of opinion that the present rate should be reduced, and that the amount charged should form part of the Post Office Revenue.

No. 66.

No. 66.

JAS. PRINGLE, Esq., Clerk of the Peace for the Eastern District.

James Pringle, Cornwall.

Cornwall, 23rd December, 1840.

The Department I conceive would be improved, and give more general satisfaction to the public, if sufficient remuneration could be afforded to the Post Masters on

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the main route throughout the Province, to enable them to keep their several Offices separate from any mercantile or other business in which they may be at the same time engaged; as at present the Post Office business is often transacted in a public store, which is the cause of frequent errors and irregularities that otherwise would not likely occur. A guard should accompany the general Mail for its protection throughout the route, to secure the Department and the public the safe arrival of all Mails at their several destinations; as losses frequently occur by careless drivers, and then the Officers are often put to great trouble and expense in investigating the causes, and the public feel discouraged as to the safety of Mail conveyance.

A small reduction on the rates of Postage on letters might be advantageous to the Department and the public, and particularly on newspapers and periodicals from the United States, and be the means of increasing the Revenue of the Department. The introduction of Post Office checks as in England, under a certain sum, would be desirable, (if practicable in the Canadas,) and be a great convenience to the public in transmitting small sums from one place to another; on which checks a per centage should be required to be paid by the public to the Department.

No. 67.

No. 67.

Hon. W. Morris,
Perth.Hon. W. MORRIS, a Member of the Legislative
Council.*Perth, Bathurst St., 28th Nov., 1840.*

In this quarter, of late years, the establishment of Post Offices has kept pace with the extending settlements, and as far as my observation and information go, they give satisfaction to the community at large. The appointments, I believe, have generally been judicious, and I am not aware that the conduct of any of the present Deputy Post Masters is such as to cause dissatisfaction or complaint.

As to the remuneration which the Deputy Post Masters receive, it is, I understand, felt to be quite inadequate by all those who are not engaged in mercantile pursuits. By those who are in business, and whose private Postages would amount to a considerable sum, the saving of this expense, together with their allowances, are found to be a tolerable compensation. I am however of opinion, that whenever the business of a Post Office is so extensive as to afford any thing like a suitable reward for the labour of attending to its duties, the Office should not be kept in a Merchant's shop. Various objections to such an arrangement will, I am persuaded, at once be suggested to the minds of the Commissioners, and induce them to recommend a change in all such cases. At the same time it would be well to inquire if in the different towns and villages the Offices are kept in situations nearly central to the population. Much inconvenience was felt in this place at one time in this respect, and there are other towns where the people complain of a similar disadvantage; Brockville in particular is a striking instance of the absence of public accommodation.

The rates of Postage I have long felt to be exceedingly burthensome; and most sincerely do I hope the recent wise and necessary reduction in the charge on letters passing to and from the Mother Country will be followed by a corresponding diminution in the Postage within the Colony. I never yet could perceive the justice of charging a money letter, containing perhaps a two dollar and a one dollar bill, with three Postages;

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when a much heavier letter enclosing a large sheet of foolscap paper is subject to two Postages only. Were the Department liable for the safe conveyance of the money, there would be reason in the regulation; but as this is denied, it seems to me improper to charge with three Postages a letter so light that the Post Master has difficulty in ascertaining if it contain an enclosure at all, and is indebted to the candour of the person who takes the letter to the Office for a knowledge of the fact that it contains more than one bit of paper. It is to be feared that this system leads to many an untruth. The Postage should in all cases be regulated by weight.

Another practice of the Department which I have always considered objectionable, is that of charging with Letter Postage all printed papers that are not pre-paid. To impose a penalty of eighteen shillings on me because my friend omitted to pay three pence when he mailed a pamphlet for me of the value of one shilling, is a punishment too rigorous for my sense of justice.

The improvement of the Mail roads, however desirable and necessary, is a subject encompassed with almost insurmountable difficulties. The surplus Revenue of the Post Office, even if it were all applied for this purpose, would do little towards making good roads in the two Canadas, without a further expenditure of large sums. If however the Legislature of the United Province could devise some method of raising an adequate sum of money annually for this object, whether by a commutation of Statute labour or otherwise, the Post Office Revenue might in that case form an important item of a fund for the improvement of the Mail roads.

The Legislature of this Province has at different times and in various ways endeavoured to relieve the Provincial Revenue of the heavy charge which it has yearly to sustain for the Postage of the Members of both Houses; and at the last Session the Assembly, to prevent as far as possible this rapidly increasing burthen, resolved to charge to their contingent account the Postage of no letter that exceeded a certain weight. This did not altogether cure the evil, for although the number of letters received by Members which were above the limited weight was diminished, the aggregate of the daily Postage was perhaps as great as before; for the persons who were in the habit of addressing packets to the Members of the Legislature could easily evade the resolution referred to by putting up their communications in three or four enclosures instead of one. To prevent this improper consumption of the means of the Province (for be it understood that much of the Postage to Members is occasioned by letters and packets altogether unconnected with their public or private business) franking has been considered desirable; and perhaps to a limited extent this might be the most satisfactory remedy. But should the rates of Postage be materially reduced, and the Surplus Revenue of the Post Office Department be expended in improving the Mail roads, the injury which I have endeavored to explain will be lessened, and therefore the difficulty may best be left for adjustment by the Legislature.

There is one other subject that I would draw the attention of the Commissioners to before I conclude; and that is the custom of holding the sureties of Deputy Post Masters liable for deficiencies long after the default happens, and although the sureties have never been notified of the Post Master's delinquency. This certainly is not in accordance with the ordinary rules of equity.

It is perhaps because I was made to feel the application of this custom that I so strongly condemn it.

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But nevertheless I am unable to perceive that if a wrong committed by the Officer is kept from my knowledge, I should still be held accountable for his conduct. The instance to which I now allude is as follows: I some years ago was one of the sureties of the Deputy Post Master of * * *. He, it seems, had become a defaulter, and had been removed from office nearly a twelvemonth before the circumstance reached my ears by common report; and long after this, probably two years more, Mr. Stayner gave me information that Mr. * * * was indebted to the Department, and that he looked to me as one of his sureties for payment of the amount in arrear, £8 10s. 10d. I thought it unreasonable that I should be called on to pay a sum that could easily have been collected from the Post Master, had I been notified of the default when it took place, but rather than have any contention with a gentleman for whom I entertained a high respect, I said in reply that I would pay it. After this I received notice that there was another balance owing for United States' Postage, but which I refused to assume. Between the time that * * * became a defaulter and the period when I was called on for payment, he had wasted all his means, and therefore cannot pay a farthing to any one. But had Mr. S. pushed him when he first ran in arrear, (and no public Officer should be suffered to hold his place who does,) and had I received notice of the circumstances when they occurred, no loss would have been sustained by the Department, and I would have escaped a payment I shall ever regard as improper.

No. 68.

No. 68.

Anthony Leslie,
Perth.

ANTHONY LESLIE, Esq., Agent for the Commercial Bank of the Midland District.

Perth, 25th November, 1840.

I am not much acquainted with the matters required to be remarked upon; but this I will state, that when there was any application made from this section of the Province it was always readily attended to, or a sufficient reason given why it could not be complied with, by the Deputy Post Master General.

I think there ought to be a reduction in the rate of Postage; and if the Commissioners could devise a plan for the thorough repairing of the Post roads throughout the country, that alone would make the Commission a blessing to the Province. But the work will require to be done in a more efficient manner and at a cheaper rate than hitherto. I think the error has lain in employing unqualified persons in laying out and superintending the work.

No. 69.

No. 69.

Edw. Malloch,
Richmond.

EDW. MALLOCH, Esq., late Member for the County of Carleton in the House of Assembly of Upper Canada.

Richmond, Dalhousie Dt., 26th Nov., 1840.

I consider that the system of pre-paying all letters would work well, if the Postage on all letters say under one ounce was fixed at 3d. from every Post Office in the Province to its destination in any part of this and the adjoining Province. This would render the Post Office accounts very simple.

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I consider the different Post Masters are well paid; for the duties are generally performed by individuals having Merchant-shops to attend to, unless in the principal towns, where their time is wholly taken up.

All patent deeds and letters to and from the different Government Offices should for the benefit of emigrants and others go free, and also to and from Members of Parliament when in Session.

29th January, 1841.

[To Second Circular.]

Answer to Second Circular.

2.—I am confident there has always been and is still a very considerable correspondence sent otherwise than by Mail; and with respect to the routes, I may say to and from all parts of the country, but more particularly from the different principal towns to Toronto, where the Court of Queen's Bench is held.

I have no hesitation in saying that it is in consequence of the high rate of Postage at present charged.

6 & 7.—In my communication of the 26th November last I recommended that all newspapers should go free. On mature consideration, I consider there are very serious objections to this course; more especially if the Postage on letters is reduced. Something should be charged, and should be pre-paid; but whatever that sum is, it should be regularly accounted for. With respect to periodicals I am not aware of the regular charge now made.

I also consider that the privilege enjoyed by Post Masters of sending their letters free, is much abused. It is in many cases, as I am credibly informed, practiced not only by Post Masters but by their Deputies, and sometimes by under-Deputies.

Post Masters should be fairly remunerated, but should not enjoy a privilege that is liable to be abused.

No. 70.

No. 70.

JAS. STEVENSON, Esq., Crown Lands' Agent, and Agent for the Commercial Bank of the Midland District. Jas. Stevenson, Bytown.

Bytown, 26th November, 1840.

In the present mode of administering the affairs of the Office, there are several defects which will occur to the Commissioners in the course of their investigation; but it is proper to premise that these defects are not attributable to any misconduct on the part of the Officer at the Head of the Department. He has all along evinced the greatest desire to afford the settlers in every part of the Province all the benefits they could expect, from the establishment of Post Offices wherever the necessity for them could be clearly shewn, and where the extending of them was not of serious injury to the Revenue. Some of these defects have originated in the system on which the Post Office Department was originally established in this Colony, and have never been amended; others have unavoidably crept in from the great difficulty of meeting the wants of a population extending over so large a tract of country as in these Colonies. The existence and

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continuation of these defects are attributable to a cause which it is hoped the well-working of the Union Bill will do away with, namely, the Department being solely under the direction of the General Post Office in Great Britain, without any tribunal to which its Officers are responsible in this Colony.

It is supposed that when the Colonial Post Office was established in Canada, it was by the General Post Office in Britain, as was the case in other Colonies. In its first establishment in this way the General Post Office bore the expense, as it was not to be expected the Revenue in its first outset would be adequate for the purpose; and it was quite fair and equitable that when from its increase of Revenue a surplus was produced, it should be remitted to England until the General Post Office was re-imbursed for their outlay. But these times are long since passed; and it is but just and equitable now, that the surplus revenue which it produces should be expended in the Colony where it is raised, instead of being annually remitted to the General Post Office in England, where it is neither looked for nor wanted. This surplus revenue could with much more advantage be expended in the improvement of the Post roads in Canada, where it is much needed and where the means of making and keeping up these roads, as provided for by Provincial enactment, are totally inadequate for the purpose.

Another defect in the administration of the Department is the practice of levying a Postage upon the transmission of newspapers, the exaction of which is both unjust and impolitic. It cannot be deemed otherwise than unjust to compel the publisher to pay a Postage upon a paper for which he perhaps is never remunerated; for the number of bad debts among subscribers to newspapers are too well known to require any comment. It is a direct tax upon the diffusion of knowledge, and if it be borne in mind that the late unhappy insurrections with which this Colony has been afflicted are attributable in a great measure to the ignorance and illiterate state of the lower classes of its inhabitants, it is surely the height of impolicy to throw any impediment in the way of disseminating information among them.

It may be remarked that there appears to be a great defect in the Offices throughout the Province, with regard to security and convenience. As regards the former, each Office should be provided with an iron safe or stone vault, to deposit during the night the Mail as it arrives, or letters that may be put into the receiving box, many of which contain money and bills to a large amount; and the Post Master should be made responsible for any loss that may occur to the public, by theft or fire, in consequence of his negligence to place the Mail bag or letters he may receive in such depository.

The present rates of Postage, it is believed, give general satisfaction, and any reduction would be objectionable, as diminishing the surplus revenue, provided it is applied in the way above mentioned, which would prove highly beneficial to the poor settlers and the Colony in general.

The improvement of the Mail roads is much required through the whole Provinces of Upper and Lower Canada, as it would be desirable to have them in such a state as would admit of the transmission of the Mails by land in as far as possible, the plan of carrying them by water being liable to many objections.

16th Jan. 1840.

[To Second Circular.]

Answer to Second Circular.

1.—I am not enabled to answer this generally; I may however remark, that it would be very desirable

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in all cases where it is not attended with much inconvenience to the Post Master, that the delivery of letters to the public should be made as early after the arrival of the Mail as is consistent with due regard to the correct assortment of the letters. In many cases this is not done; for instance at this place the Lower Canada Mail in summer arrives at six or seven o'clock P. M., but is not delivered until next morning at nine o'clock, A. M. This becomes a serious inconvenience, for the Lower Canada Mail outwards is made up at ten o'clock the same evening as it arrives, and the Upper Canada Mail outwards is made up at eight o'clock the next morning, thus precluding the possibility of answering letters, however urgent, in course of Post to Lower Canada, or communicating with Upper Canada until the following Post day. This inconvenience would be remedied by a general order to all Post Masters, similarly situated, to deliver the letters to the public, in all cases when it possibly can be done, in sufficient time to allow them to reply previous to the outward Mails being made up.

2.—I am not aware of the amount of correspondence sent otherwise than by Post, but from what I have observed in my casual visits to places where there are frequent steam opportunities, I should say it is very considerable. Expedition being the life of trade, merchants, are induced to avail themselves of the opportunities so offered. Betwixt Montreal and Quebec and all other places where steamers ply regularly, this system is most prevalent. I would therefore propose that all Pursers of regular plying steamboats should have a letter bag, sanctioned by the Post Office Department, which should, however, be nowise responsible for this mode of transmission. This bag, immediately on the arrival of the steamboat, should be deposited with the Post Master, who is to be bound to take charge of it, and to ensure care and regularity, to pay the Purser 1½d. for every letter contained in the bag. The Post Master to deliver the same to the public within half an hour after receipt, stamping them as ship letters, and charging 4d. for each letter; the revenue thus obtained to be carried to account of the Department.

4.—I do not think in this country that reducing the rate of Postage on letters would materially increase the amount of correspondence; the mercantile community (being the chief source) are not deterred from corresponding by the present rates, and I doubt much if a small reduction would induce them to add to their labor. The lawyers are also a considerable source of revenue by their correspondence, but it is reasonable to suppose that they are not deterred by the rates of Postage. The other classes of the community are not an epistolary population, and it is not reasonable to think that they will be drawn into correspondence by any reduction.

5.—I do think it is a much preferable way to charge letters by weight, than by the present mode of rating them.

No. 71.

No. 71.

H. F. ORIEL, Esq., Deputy Assistant Commissary General, in charge at Bytown. H. F. Oriel, Bytown.

Bytown, 12th Jan, 1841.

[To Second Circular.]

3.—The present rates of Letter Postage are, I should think, reasonable. Answer to Second Circular.

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4.—I cannot see that a reduction in the present rates of Letter Postage would have any material effect, in increasing the amount of correspondence by Mail. The steamboats would still be chosen as the more expeditious channel, and being free of charge.

5.—I should think, as a general practice, the charging letters by weight would be the more satisfactory method. Official letters frequently occupy only half a sheet, the other half being used as an envelope; they are nevertheless charged as double letters.

6.—It would appear to me that no objection could reasonably be made with respect to the rates charged for newspapers and other periodicals sent by Post.

7.—In answer to this query, I would beg to offer it as my opinion, that the proprietors of newspapers and other periodicals in British North America, have no reasonable claim on the public service for the transmission of the same free of Postage; and I give as my reason, that the charges made to their subscribers having been made with the knowledge that a certain Postage would be exacted, and the amount of subscription affording a sufficient profit, charged accordingly; if this charge were withdrawn, the proprietors would reap all the advantage, whereas, in my opinion, if any advantage is to be obtained, the public ought to benefit by a corresponding deduction being made from the amount of their subscriptions.

No. 72.

No. 72.

Hon. A. Grant, and Donald M'Donald, Esq., L'Original.

Hon. A. GRANT, late a Member of the Legislative Council of Upper Canada, and DONALD M'DONALD, Esq.

L'ORIGINAL, DT. OF OTTAWA, 23rd Nov., 1840.

If the undersigned might be allowed to give an opinion as to the remuneration of Post Masters, they would say that a system of granting salaries to those in the country parts, might, under proper regulations, be preferable to that now in existence, of allowing percentages, by which latter the greater number of these Officers realize only a very small remuneration, inadequate to the trouble and responsibility of the office.

As to the rates of Postage at present exacted by the Department for the transmission of letters, the undersigned have nothing to suggest; but as connected with the same subject, they have much pleasure in making the observation, that the late very liberal reduction in the rate of Transatlantic Postage has yielded the most unqualified public satisfaction, and that the exertions of His Excellency the Governor General in accomplishing that measure, are gratefully appreciated by us all.

No. 73.

No. 73.

Hon. A. Grant, L'Original.

Hon. A. GRANT.

L'Original, 11th Jan., 1841.

Answer to Second Circular.

[To Second Circular.]

1.—I would suggest that the Post intercourse between this country and the United States should be placed on a footing of reciprocity, as respects the pay-

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ment of Canada Postage, by the Department of Canada allowing the transmission of letters hence to the United States without such pre-payment.

2.—There can be no doubt that a large amount of country correspondence at present is sent otherwise than by Mail; the inducements to this practice, however, may be found in the perhaps unavoidable paucity of country Post Offices, and the scattered state of the population.

3.—A reduction in the rates of Letter Postage for short distances, would, in my opinion, increase the amount of correspondence by Mail, by reason of the cheapening of the charge for transmission, and an improved scale accordingly, based on practical data, would therefore be desirable. The shortest distance adopted in such should not be less than sixteen miles.

5.—I am decidedly of opinion that the system of rating letters by weight, as now practised in the United Kingdom, is preferable to the present mode in this country, of charging by single and double letters, &c., and that the alteration would attract an increase of correspondence by Mail.

6 & 7.—I am aware only by hearsay of the amount of charge made for the transmission of newspapers and other periodicals by the Post, but understand the same are levied from the proprietors, and that they make a corresponding addition to the price of their publications. I do not see why the proprietors of newspapers or other periodicals in this country, should have a claim on the public service for freedom from Postage on their publications. But at the same time, I would recommend that the rate of Postage on such publications should be on the lowest possible scale; and the same might also with some justice be graduated, as the Letter Postage is, though of course on a very liberal scale.

No. 74.

No. 74.

C. P. TREADWELL, Esq., Sheriff of the Ottawa District.

C. P. Treadwell, L'Original.

L'Original, 24th Dec., 1840.

I am of opinion that the Post Office should remain connected with the General Post Office of the Realm, and not be subject to the different local Legislatures, as the regulations of this Department, to be uniform, must be subject to Imperial Legislation. The Deputy Post Master General should render a copy in detail of all his accounts to the Governor General of British America, as well as to the Post Master General in London, and any information which the Colonial Legislatures may require should always be attained by respectful application to that source.

The Deputy Post Master General should have a fixed salary, say £1000 per annum, and no perquisites whatever. His office should be a public building, and the requisite number of clerks should be allowed him for the due performance of the duties of the office, to prevent business accumulating to the detriment of the public service.

I think that the great reduction that has been made in Great Britain is not applicable to a new country like this, to anything like the same extent. I am nevertheless of opinion that all Postages should be reduced one-half, both on letters and papers; and

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think that the contemplated increase of emigration and the augmentation of correspondence growing out of the reduction, will make up the deficiency in one or two years. The Postage of letters should be 3d., 6d., 9d., 1s., 1s. 3d., and 1s. 6d., none over 1s. 6d., and no fractions. I think that the above rates would keep intelligence in its proper channel. * * * The Postage on all double letters should be determined by weight.

The Deputy Post Masters are not sufficiently remunerated for their trouble, and this circumstance sometimes puts the office into hands by whom the public are not well served.

All Deputies should furnish good and sufficient bonds; and if the Department fail to exact them, any person who suffers loss thereby should have recourse on the Department for such loss. The taking of such bonds should always be entrusted to that most necessary officer, the Surveyor of the Post Office, whose duties are of the most arduous, responsible and confidential nature, and should be well remunerated.

On the subject of Post roads, I am decidedly of opinion that all the principal roads, that is all the roads leading from one District Town to another, should without delay be made passable for carriages at all seasons of the year; and that a more perfect system of road-making should be introduced. As the General Post Office Department will have considerable means at its disposal in the Colonies, it would confer a boon of no ordinary magnitude upon the country, if the excess of the annual revenue of the Colonial Post Office should be pledged to pay the interest on a sum to be borrowed to complete the principal Post roads.

No. 75.

No. 75.

Jno. Kearnes, Plantagenet.

JNO. KEARNES, Esq., late M. P. P. for the County of Prescott, in the House of Assembly of Upper Canada.

Plantagenet, 26th Jan., 1841.

Answer to Second Circular.

[To Second Circular.]

1.—It appears to me it would be advantageous to the Colony, if the management of the Department and the control of the revenues derived from it were confided to the local Legislatures. By pledging these resources, I think that sufficient funds might be raised from capitalists in Britain and elsewhere to materially improve any Post roads.

2.—The amount of correspondence sent otherwise than by Mail is very considerable, fully equal to that by Mail. It would of course be less if there was a reduction in the rate of Postage, which at present is generally believed to be much too high.

3.—The present rate is in my opinion too high, and could still bear a reduction of one-third or perhaps a half.

4.—The reduction of a third might, I think, be made without injury to the Department.

5.—I think it would be more satisfactory to the public to have letters charged by weight; mistakes frequently occur in the present mode of charging, which would be less apt to prevail if the practice in England were substituted.

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6.—I do not consider the charge upon newspapers and periodicals objectionable; but on the contrary, I look upon it as just and reasonable, though I think the compulsory pre-payment of Newspaper Postage is improper. It operates very hardly upon the proprietors of papers; and although it would be attended with additional trouble to the Post Office Clerks, it should in my opinion be charged to the people who receive them.

No. 76.

No. 76.

C. J. FORBES, Esq., Warden of the District of Two Mountains.

C. J. Forbes, Carrillon.

CARRILLON, COUNTY OF TWO MOUNTAINS, 4th December, 1840.

Disagreeing in toto from the principle of making Colonial Postage subservient to revenue purposes at home, I should advocate all surplus revenue being applied to opening Post communications with the remotest places and settlements, by granting sums in aid to make roads; which would serve as an encouragement to poor settlers and would assist emigration at the same time.

The Post Office should be conducted by Commission, and not as heretofore by the arbitrament of one person, who is now the sole referee in all cases of complaint.

I do not consider that the Post Masters in the country are sufficiently recompensed. The situation should be made of sufficient importance to make it worth the Post Master's while to retain it.

18th Dec., 1840.

[To Second Circular.]

Answer to Second Circular.

1.—It would not be easy to suggest any improvement in the internal Post communications through the country bordering on the Ottawa river, with which I am more particularly acquainted, until the roads through the same become so improved as to render the arrival of the Mail a matter of certainty at all times of the year. At present their state in the spring and fall renders them almost impassable; nor do I conceive that any efforts of the Post Office authorities can remove the impediments now interposed to the certain transmission of the Mails, however desirable this may be.

* * * * *

The Postage on letters sent to New York for ultramarine transmission, was certainly very burthensome; sufficiently so to induce the merchants in Montreal and Quebec to transmit their correspondence through private hands, to an enormous and ruinous extent; so much so, that it became a custom for any merchant visiting Britain to notify to his friends his willingness to take charge of their letters to New York and to England. On more occasions than one I have been the bearer of letters to a large amount, as well from persons I knew but little of, as from those I was desirous to oblige. The Post Office possesses ample means of testing this fact by comparing the number of letters sent by each packet, with those received. Passengers arriving from Britain can afford comparatively speaking but small facilities in the transmission

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of letters from thence. A remedy to a great extent will be found in the new packet arrangement when it comes into full operation.

2.—A good deal of correspondence, official as well as private, has hitherto been carried on between Quebec and Montreal by steamer and private hand, but it is to be presumed this will in a great degree, if not altogether, be checked, when a Post Office steamer starts from each of those cities at a regular hour each day. * * * The Steamboat and Stage Offices on other routes receive and forward letters in considerable numbers. The want of a daily Post communication is greatly the cause of this.

There is a circumstance I would here advert to, which perhaps may belong more properly to the duties of the Deputy Post Master General to take cognizance of; any letter left at a country Post Office for persons residing in the village or neighbourhood is charged the same as though transmitted by Post from Montreal. If the Post Office revenue is credited for such sums, it may be well. But I should consider this doubtful, as country Post-Masters, it is to be presumed, have only to account for charges made against them, and for no other items.

3.—I believe it is the received opinion generally, and the enlightened system recently adopted in Britain under the auspices of Her Majesty's Government, goes in confirmation thereof, that a low rate of Postage is equivalent to a high one. It superinduces correspondence even upon trivial matters, and in a moral point of view cannot fail to be beneficial. Twice two do not always make four in political economy. In this poor country especially, a low rate of Postage would be a boon to the middling and lower classes in particular. We cannot err very greatly, if we copy at a respectful distance the high authority of the Mother Country, by drawing largely upon the superior intelligence which is there brought to bear on Post Office matters in particular.

* * * * *

5.—Nothing can be more objectionable than the system of charging an increased Postage for every distinct enclosure; consequently nothing can be fairer than to charge by weight. The system may be advantageously applied to parcels, on routes where the Mails are conveyed by steam. The Steamers at present derive considerable benefit by the conveyance of parcels. The Mail would be always preferred as affording greater security for the delivery thereof, and the charges could be greatly diminished.

6.—I am not aware what charges are at present made on the transmission of newspapers and periodicals by the Post. I am aware, however, that it has been a constant, and I think a well-founded subject of complaint on the part of the proprietors, who are equally taxed upon their losses and their gains. Losses they must necessarily sustain, by their country subscribers especially, who are prone to demur as much to the payment of a newspaper, account as of a Doctor's bill after recovery. I would certainly not infer that papers and periodicals should be franked altogether; a small stamp duty might be substituted by which to indemnify the Government for the expense of their transmission by Mail. It certainly is not an eligible mode of paying the Deputy Post Master General or his *employés* any portion of their salary or perquisites. These should at all times be clearly defined, so that a Post Office account may be as fairly balanced as another account. The sum now paid for transmission of newspapers and periodicals is unascertained. The amount has been constantly increasing, and must conti-

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nue to increase in proportion as the wealth and population of the country augments; and it is but right that this advantage should be applicable to public and not to private uses; not that I would insinuate, even remotely, that the gentlemen of the Department should be remunerated otherwise than most liberally, and in proportion to their increasing duties and responsibility.

23rd Dec., 1840.

Since replying to the last queries, it has occurred to me that a Penny Post might be established in the cities of Quebec and Montreal with great advantage to their respective communities and profit to the public. No convenience can be greater, and no outlay less felt, than a transmission of letters a certain number of times a day from one part of a large town to another. The principle of a Penny Post is indeed capable of great extension.

No. 77.

CHAS. BENEDICT, Esq., J. P.

St. Andrews, 8th Dec., 1840.

As respects the first subject enumerated, namely, the administration of the Post Office, it is generally admitted that the Deputy Post Master General has been assiduous and attentive in the discharge of the duties connected with his Office; but the income derived from it and enjoyed by that gentleman has long been a subject of animadversion. Connected with this is the high rate of Postage, especially on newspapers, &c. This large item of income exclusively enjoyed by an individual, in a country like this, where every practicable facility to education and the diffusion of knowledge ought to be afforded by the cheap transmission of periodicals and newspapers, is a subject which I trust will not be overlooked by the Post Office Commission.

Permit me also to mention the absurdity of paying double Postage on the fourth part of a sheet of paper if in two pieces, while an entire sheet of four times the quantity and weight of paper is charged with single Postage, or the one-half. This regulation also frequently leads to mistakes by charging and receiving double Postage on Letters, which, when opened, are found to be single letters. These two difficulties would be obviated by a uniform charge on all letters below a specific weight.

Should a reduction of Postage something similar to what has been adopted in Great Britain recently, take place in British North America, it is obvious that such reduction would not produce a corresponding diminution of income to the Post Office Department, as it would have the effect of immediately augmenting the quantity of paper transmitted by Mail.

I would further add, while upon the present rates of Postage, that the 20 per cent allowed to Post Masters on letters, with the right of franking, &c., is a sufficient remuneration for the services performed by them. This is obvious from the anxiety manifested to obtain the Office when a vacancy occurs.

No. 77.

Chs. Benedict,
St. Andrews.

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F. E. Globenski, St. Eustache.

No. 78.

F. E. GLOBENSKI, Esquire, J. P.

St. Eustache, 1st Jan., 1841.

I am sorry that my very slight connection with the Offices prevents me from answering several of your questions.

2.—I will say that to my knowledge a great number of papers, letters, &c., are sent from here to Montreal and *vice versa*, by carriers, so as to avoid the Postage which is more expensive.

3 and 4.—I will also say that if the rates were lower, a much greater number of papers would be sent by Mail.

5.—I am not prepared to say what would be the most advantageous plan, but I think the most equitable would be to charge according to the weight of the papers.

6.—I will answer that proprietors of newspapers have charged me a dollar per annum on two sheets a week, which I think is very high.

7.—I think that the sending of newspapers by Post free of charge, would facilitate the circulation of many small papers which ought to be suppressed.

No. 79.

Jas. Keith,
Lachine.

JAS. KEITH, Esq., Agent of the Hudson's Bay Company.

HUDSON'S BAY HOUSE,
Lachine, 18th Dec., 1840.

I beg to solicit attention to the present mode of forwarding the Mails to and from Chateauguay, Beauharnois, Huntingdon, &c., &c., and to the circumstance of there being no letters mailed for or received from these places at Lachine, excepting through the Montreal Post Office, thereby causing a delay of at least one day, and in some instances of three, to residents in this village and vicinity.

For instance, the Mail days up are Mondays, Wednesdays and Fridays, and down they are Tuesdays, Thursdays and Saturdays. I write on Monday for Beauharnois before the Mail passes and send my letter to the Lachine Post Office; instead of its being conveyed upwards forthwith, it is sent to Montreal, and must there wait the Mail of Wednesday. Also letters to my address come down by the Mail of Saturday, but instead of being delivered and forthcoming the same day at this Post Office, they are sent to Montreal and do not come out till the Monday following.

No. 80.

Sir R. I. ROUTH,
Montreal.

SIR R. I. ROUTH, Commissary General.

Montreal, 23rd Dec., 1840.

Answer to Second Circular.

[To Second Circular.]

In making a general reply to the queries transmitted in your letter of the 15th instant, I beg to remark that the first great object is the reduction of the rate of Postage.

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The only way by which this can be accomplished is to set off the expense of the Post Office Department against the revenue, and to apply the balance as far as it can be done prudently to the reduction of the rate.

The whole balance would not of course be applicable, as a fund must be reserved to open new routes, which are at first an expense rather than a revenue.

I also think it would be advisable to adopt the practice now in force in the United Kingdom, of charging letters by weight.

With regard to the custom of corresponding otherwise than by Mail, I think this result in most instances proceeds from greater facilities through other channels; I think everybody, certainly every man of business, would prefer the regular Post if the opportunities and facilities were the same. This remark applies chiefly to the custom of sending letters by Steamboat when the Post is carried by land.

I think it is evident that a reduction in the rate of Postage will increase the frequency of correspondence, but in a new country this will be more gradual than in Europe.

It is under this view that I should recommend the reduction of the rate of Postage to be gradual, so as to be certain of securing a sufficient revenue for the expenses.

I should be very much disposed to avail myself of the Mail to forward my accounts from the out-stations to Head Quarters, but the immense price of the Postage makes it impossible; whereas, if the rate was moderate, I should certainly prefer the regular Post, both for security and despatch.

I do not see any just grounds for exempting newspapers from a moderate Postage. In England they pay a stamp duty, which is not levied here, and in lieu of it, I think they should be subject to a reasonable charge for conveyance.

No. 81.

Lt. Col. OLDFIELD, Commanding Royal Engineers in
Canada.

Montreal, 17th Dec., 1840.

[To Second Circular.]

1.—As I understand that arrangements are making for the acceleration of the Post Office communication in the Canadas, I have no observation to offer. With respect to the Post Office intercourse between the Canadas and other countries, pre-payment should be optional. A single letter from Newfoundland is charged 3s. 4d.; to Newfoundland a pre-payment of 2s. 1d. is demanded here, but no pre-payment is asked at Newfoundland on letters coming here.

2.—I think it most probable very many letters are sent by stage and steamboat to avoid the high rate of Postage. I frequently resort to it on that account with public documents, and thence delay and inconvenience arise.

3.—I think the rate of Postage generally unreasonable. In this country the cost of conveyance forming a larger proportion of the total expense of the Post Office Department than in England, the argument there employed for an equal and universal rate of

No. 81.

Lt. Col. Oldfield,
Montreal.

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Postage is not applicable here. Unable, however, to state what amount of Postage would raise a revenue sufficient on the present average number of letters passing through the Post Office to defray its expenses, a proportionate rate for different weights and distances is all that I can offer for consideration. Letters should be charged by weight; two-fifths of an ounce avoirdupoise (being the weight of an ordinary sheet of letter paper with an envelope,) to be considered single weight, with an addition of single Postage (calculated for the distance sent) for every two-fifths of an ounce in addition. With regard to distance, single Postage should be charged for a distance of 20 miles and under; double Postage for 50 miles and under; treble Postage for 100 miles and under; and an additional single Postage for every 100 miles up to 1000, and the same for every 200 miles after 1000. Then supposing single Postage for a letter weighing two-fifths of an ounce to be fixed at 1d., the Postage for a distance above 300 but not exceeding 400 miles, would be 6d.; and for the same distance, if weighing above four-fifths of an ounce but not exceeding 1 1-5 ounce, the Postage would be 8d. Again, for a distance above 1200 but not exceeding 1400 miles, a letter weighing two-fifths of an ounce and under would cost 1s. 2d.; if weighing above 1 1-5 ounce but not exceeding 1 3-5 ounce, four times that sum, 4s. 8d. No single letter, however, from any part of Her Majesty's British North American Colonies to another, should be charged more than 2s.; an additional 2s., however, to be charged for every two-fifth ounce.

4.—I am of opinion that a reduction in the rates of Postage would materially increase the amount of correspondence by Mail in this country. At Newfoundland from 1830 to 1835, I am aware that few civilians corresponded by Packet in consequence of the expense and delay.

5.—I am of opinion a charge by weight might be beneficially introduced.

6.—My Officers at the out-stations have occasionally to call my attention to articles in the public papers; in sending these papers when pre-payment has been neglected, the charge has been so high that the Office Messenger has properly refused to take them. I would suggest, that English stamped newspapers be free, and that Colonial or other unstamped newspapers be charged 1d. for any distance, pre-payment optional. All foreign newspapers should be charged two-pence for any distance.

No. 82.

No. 82.

W. Stockley,
Montreal.

W. STOCKLEY, Esq., Veterinary Surgeon to the Royal Artillery.

Montreal, 31st January, 1841.

My Military duties and other causes have occasioned me to travel nearly eight thousand miles within the last twenty-one months, the greater part of which was performed over land by the Mail conveyances, the imperfection and irregularity of which admit of an easy and extensive correction and improvement. Without any desire or attempt at invidious reflections, I submit in proof one journey performed by me, commencing 10th March, 1840, from Montreal to London, (Upper Canada,) and when the duty on which I was ordered required despatch.

The Mail and passengers started by sleigh at ten, A. M., and did not arrive at Kingston until one, P. M.

on the 12th, being fifty-one consecutive hours in performing a journey of two hundred miles, the average pace on marking time was about 4½ miles an hour; thereby consuming 44 hours of the 51, leaving seven hours of stoppages, the greater part of which time was most unnecessarily and vexatiously exhausted, partly by Post Masters' delay from idleness or private occupations, in receiving, arranging and despatching the Mail. One instance was most flagrant; a number of customers were in the Post Master's shop, all of whom were supplied while the passengers and Mail remained at the door forty-three minutes. The drivers also have their favourite houses of call, and waste much time at them; and the passengers frequently claim a right to stop for refreshment, when and where their fancy or convenience prompts them. From Kingston I proceeded the following morning at 9 A. M., and arrived at Toronto at 2½ A. M. on the 16th; being 41½ hours performing a journey of 177 miles. The working pace was about 5 miles an hour, thereby consuming 35½ hours of the 41½; the remaining 6 hours were occupied by various stoppages, and though not so wastefully expended as on the former division of the journey, yet there was much unnecessary delay. The pace was somewhat better from better roads, but in both divisions it could have been accelerated with ease to 7 miles an hour average, by better material and more expert and zealous driving. From Toronto the Mail and passengers were conveyed by steamer to Hamilton, the navigation having just opened; leaving Toronto at 8 A. M., arriving at Hamilton at 2 P. M., and remaining until 7 the next morning, when all proceeded by stage, on a regulation of arriving at Martin's Stand (a solitary house) by day light, a distance of 62 miles only, and remaining there during the night for the assumed safety of the Mail. At this place however we did not arrive until half past nine P. M., thus occupying 14½ hours on the journey, at the rate of 4 miles per hour; when but for insufficient material, slow driving and unnecessary delays, 6 miles an hour could have been readily performed, including all necessary stoppages, which would have saved 4½ hours, and would have been more than sufficient to have conveyed the Mail on to London (U. C.) 26 miles further, the same day. On returning from London to Hamilton, much more time was wasted to the great annoyance of the passengers and delay of the Mail. One arrangement was remarkable and unprecedented. A branch bag has to be delivered for the town of Dundas, two miles off the main road. The driver takes one of the leaders from the coach, or if the Mail is light takes it on his own shoulders, and delivers it at the town; first fastening the coach and horses, by tying the latter to some rails on the road side, the passengers remaining in a state of apprehension of danger for an hour more or less. It may be readily conceived that this part of a Public Department of such importance to the country, requires, and is very capable of amendment. From long and extensive experience and observation in such a vocation, I am induced to offer the following practical suggestions; and although there may be some local peculiarities in this country, yet I will pledge myself that a general principle of management founded on such suggestions is fully practicable.

Contracts for the conveyance of the Mails should be advertised for, on a three-years' duration; by which means capitalists would be induced to work long lines of road; this would relieve the Post Office from much trouble and embarrassment, in forming numerous contracts with persons of insufficient means. Districts of branch and bye Mails should be formed, and such contracts offered as would induce responsible persons to engage in the conveyance of them. However solvent any Contractors may be reputed, collateral securities should in every instance be obtained.

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As the conveyance of passengers in the same vehicle with the Mails materially economises the formation of Post Office contracts, model carriages should be formed affording comfortable accommodation for passengers; of such size and construction as would be best applicable to the various degrees of intercourse on the several lines of road. From this would result, as far as I am capable of judging, three distinct classes of carriage; the first of four wheels comprising three compartments, one behind holding four passengers, another in the centre holding the guard and bye-bags, and the third the seat of the driver and one passenger (the guard being placed next the driver to communicate with him any necessary directions) and to be drawn by four horses; the 2nd class carriage of four wheels, to be similar to the first, with the difference of the hind compartment holding only two passengers, and to be drawn by two or three horses as the state of the road and the country might require; the third class carriage, of two wheels, should have a closed compartment for the guard and bye Mail bags, with a seat holding one driver, and should be drawn by one or two horses as the roads or country might render necessary. The passengers compartment should have a door on each side; the guards a door on one side only. The lamps should be attached to the guards' compartment, and so constructed and hung as to afford him light to arrange and select his bye bags and mark his Time-bill. The bodies of the several vehicles should be so formed and attached to the carriages as to be changed with facility and affixed to sleighs.

The Contractors should furnish horses, harness and carriages of every description; also drivers whose conduct as such is to be satisfactory to the Post Office authorities, and who are to be subject to their dismissal; the vehicles to be constructed and painted strictly in accordance with the Post Office model.

The lamps should be uniform and supplied to the guards at first cost by the Post Office; the guards to furnish oil and wick, at a charge to be regulated by distance and degree of night work.

The object of placing the guard in a close and protected carriage is to enable him in this severe climate to proceed on long distances between main and important towns and Post Offices; thereby avoiding the embarrassment of divided responsibility and confusion in arrangements of branch and bye bags. The situation of the guards in regard to pay and clothing should be ample, and such as to place them beyond the necessity of corruption by Contractors, Post Masters or perquisites from passengers; which latter should be strongly interdicted. They should report especially on any insufficiency of horses, harness and carriages, and all causes of irregularity and delays; they should be furnished with the best possible 48 hour time pieces, carried in thick leather cases lined with thick woollen.

Passengers' luggage should be strictly limited to 40lbs. each, and parcels never to exceed 7lbs. each. The four horse vehicles to carry 15 cwt. net weight of Mails; the two or three horse vehicles 6 cwt. net, and the one or two horse ditto, 2 cwt. net; to which weights they should in justice to the Contractors be strictly limited.

It may be objected that the addition of guards might enhance the expenditure beyond the means of a circumscribed revenue; but it is apprehended that a modified scale of salaries and charges could nearly if not entirely be made to meet the exigency. However, on the admitted axiom that "if a thing is worth doing at all it is worth doing well," guards are a *sine qua non* to a perfect Post Office establishment. The Head of the Department has no such sufficient check

on irregularities, or so great security for regularity in the transmission of the Mails, as by an intelligent, honest and well conducted guard; provided he is placed under proper regulations and firmly supported in the performance of his duties.

No. 83.

G. W. WICKSTEED, Esq., Law Clerk to the House of Assembly.

Montreal, 12th Jan., 1841.

[To Second Circular.]

1.—In the Post intercourse with the United States, I think it would be a great advantage that an arrangement should be made by which a person here would be at liberty to pay or not to pay the Postage from any place in the Province to any place in the States. The Post Office here collects the United States' Postage, and I suppose the Post Office in the United States would be willing to collect ours on the same terms. They allow a per centage which I believe pays our Post Office amply for the extra labor and expense it entails, and they would probably accept the same terms. Neither country would then lose directly and both would gain indirectly by the increased correspondence which would accompany increased facilities.

* * * * *

2.—Except to New York, in consequence of the necessity of paying here on letters sent by the Post Office, (and lately in consequence of the freight money regulation,) and between Quebec and Montreal by Steamers, for the obvious reason that the Steamers charged nothing and went in half the time the Mail took, I do not think that the number of Letters sent by private hand is great. The best check on the practice will be to cut off the temptation to it. Penal laws on the subject will always be odious, and men will never think they are justly punished for sending a letter by a friend who is willing to take it.

3.—I am not of opinion that the present rates of Postage are exorbitant; but I think they might be reduced a little with advantage. It would be an improvement to have but few rates and to make each rate an aliquot part of a dollar, or of a pound or other denomination of money, according to the currency which is to prevail among us. This would facilitate calculation. The Americans seem to have adopted this principle; 37½ cents for instance is 3-8ths of the dollar—and 18¾ cents is 3-16ths. I should not advise a lower rate than 7½d. (if dollars are to be our standard, at four to the £ cy.) from Quebec to Montreal. Twice the sum might do for the longest distance within the British Provinces, and one half (3¾) for any distance under 50 miles. 7½d. × 3¾d. might do for distances between 200 and 400 miles. If British sterling were the currency, 6d. might be substituted for 7½d. currency.

4.—Not to any compensating extent in the shorter distances; but it probably would in the longer. And it would check the sending of Letters by private hand, by making the saving not worth the risk and delay.

5.—I think the system of charging by weight would be a very great improvement, and would be to the advantage of all parties. If the Postage were reduced in any thing like the proportion adopted in England, I believe the weight system to be the only plan likely to bring anything approaching to a compensating

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No. 83.

G. W. Wicksteed, Montreal.

Answer to Second Circular.

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increase of business to the Post Office. Doubling and trebling the Postage when the letter is really no heavier than a single letter, is a very great tax, and a most serious check to the amount of business which might otherwise be done through the Post Office,—and to the advantages the public might derive from it. * * *

6.—I do not think either the rate or mode of payment has been objectionable. But I have not that kind of experience which would enable me to judge very accurately. I think that beyond all question the Postage on printed paper of any kind should be such as will fully pay to the Government the expense which the transmission of the papers occasions in every way, but not more. I believe that under the present system the Department has been put to heavy expenses for such transmission, while it has been credited with no part of the Postage received.

7.—No. They pay nothing to the Government in the shape of stamp duty or duty of any kind. I think, as I said before, that papers ought to be conveyed by the Post for the least rate that would fully pay the expenses entailed by their transmission. Perhaps if the Post Office Department were very profitable it might be desirable to carry printed papers for something less than this rate. But this is very unlikely to be the case as long as every year offers, as I trust it long will, new Post routes to be opened which cannot at first be expected to pay. And at no time and under no circumstances would I advise the transmission of printed papers free of charge, unless they contributed in some shape to the revenue of the country. The expense of conveying them over land must always be very considerable; for instance, how much more must it cost the Government every year to convey the Mail between Quebec and Halifax; or even between Quebec and Montreal, than it would if no printed papers were carried? I believe it frequently happens on the former route that the papers are left behind when the letters come, because one courier cannot bring both. It seems to me that even on English newspapers sent *via* Halifax in winter some charge might be made; as light as possible, but sufficient to check the useless loading of the Mail. The papers seldom arrive so soon as to contain any fresh news.

I believe that even among those most interested the complaint has not been that there was a charge for the transmission of papers, but that while the Government bore all the expense of the transmission, it received none of the profits; and that had not these profits been sent to England the net revenue of the Post Office establishment here would have been increased 20 to 50 per cent., and the establishment encouraged, extended and facilitated accordingly. I understand the question thus. Parliament made no provision touching the transmission of Colonial Newspapers by Post; the Department was therefore bound to charge full Postage on any sent. This of course could not be borne, and the Post-Master General allowed the Post Masters by a fiction of law to consider them as sent from themselves to the parties they were addressed to, and to take a bonus for sending them free; the Post-Master General having no power to reduce the Postage. This was quite right as a *pro tempore* means remedying a serious defect in the law; but Parliament should have been applied to immediately to establish a charge which the Department could legally receive. This does not seem to have been done, or not with sufficient urgency. The Deputy Post-Master General here does not seem the party in fault. He of course must have returned an account of the sums received by him for the transmission of Newspapers, to the Head of the Department in England, who would compare the amount of these sums with the amount of net proceeds remitted.

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The Deputy Post-Master General could not be expected to do more, or to be very urgent for the removal of the abuse by which he profited; his superiors led him into temptation and would not remove it; and the gentleman who now holds the Office found the abuse established when he entered the Department.

His Excellency the Governor General appears to have commenced the two great improvements by which increased facility of communication can be attained, the establishment of Turnpike Roads, and the use of the Steam Boat. I should wish and I hope soon to see suitable buildings erected for Post Offices in each of the more important Towns in the Provinces; and such arrangements made as will ensure every facility and all possible despatch to the public, without absolute slavery among the subordinate Officers of the Department; together with such a remuneration to the latter as may remove from them the temptations to which they must otherwise be exposed.

No. 84.

CHAS. MONDELET, Esq., Advocate.

Montreal, 30th Dec., 1840.

There are two considerations which I beg to call the attention of the Commissioners to, namely:—

First,—The monies arising in this Colony from the operation of this system, instead of being expended in the country, have been applied in England; a manifest violation of the Declaratory Act of 1778. It is therefore in my opinion, not only a duty incumbent upon the Government, in order to come within the letter and spirit of the law, to put a stop to such an unwarrantable course, but its honor is so far engaged that it cannot with propriety persist in such a flagrant injustice.

Second,—It has been invariably the pretension of the Post Office Department, to tie down the ferry-men in Canada to carry the Royal Mail over the rivers without fee or reward. This assumption of power has, I believe, been grounded on a Statute of Queen Anne. It is very doubtful whether that Statute is in force here; but without discussing the merits of the question in a legal point of view, I do not hesitate in saying that the character of the Post Office Department has inevitably suffered from the rigor and tenacity with which the Imperial Act has been enforced, and that the Department would better consult its own dignity, were the carrying into effect of such an enactment, supposing it to be binding on the Canadas, altogether dispensed with. Besides, the hardship is extreme on the mail carriers; the inclemency of the season, and the danger attending at times the crossing over the rivers, are such that it cannot be expected that any one at all cognizant of such a state of things, will be disposed to consider the conduct of the Post Office Department as at all marked with anything but injustice.

No. 85.

J. S. M'CORD, Esq., Advocate.

Montreal, 8th Dec., 1840.

I would beg respectfully to call the attention of the Post Office Commission to the propriety of making some alteration in the admission of, and charges on,

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periodical works transmitted by the British Packets *via* Halifax. Previous to the establishment of the British Mail Steamers, the various periodicals, such as the Quarterly and Monthly Scientific Journals, Reviews and Magazines, were received here *via* the United States at a charge of, I believe, 2½ cents per 8vo. sheet, and one penny from the lines to this city. This charge I never heard objected to, although somewhat high; amounting in some instances to one-half, and always to one-third of the subscription to the work. Since the establishment of the Cunard line, these periodicals reached me free from expense until the arrival of the last Mail, when I found a monthly periodical whose charge *via* the United States used to amount to about 7½d. set down at 33s. 4d.

Although we have no right to expect that periodical works are to be transported free of all charges, yet in justice that charge ought not to operate as a prohibition. I therefore respectfully suggest the propriety of an enquiry into this matter, and the establishment of a reasonable rate of Postage on Scientific Journals, Reviews, &c.; say in the proportion of 1d. sterling per sheet, or 16 8vo. pages. The introduction and circulation of British Journals is much wanted in these Colonies, and would be greatly facilitated by the establishment of a low rate of Postage. The Journals and Reviews now republished in the United States would cease to be sent here, and English copies alone received, to the evident advantage of the British Publishers.

No. 86.

No. 86.

Rev. Benj. Davies, Montreal. Rev. BENJ. DAVIES, Editor of the Montreal Baptist Magazine.

Montreal, 24th Dec., 1840.

If practicable a considerable reduction of the Provincial Postage on letters ought to be made. Might they not be reduced to one half, without causing loss to the revenue? Were such reduction made, it is evident there would be little inducement to follow the plan now so universal of sending letters by other conveyances. Being Secretary to two Benevolent Societies in the Provinces, I am sensible how burdensome the Postage is at present; especially when we think of the boon lately conferred on our fellow subjects at home. The Postage here soon becomes very heavy, owing to the great distances from which the correspondents live from each other. Hence six correspondents generally cost more Postage in this country than twelve would in England under the old system. From the extent of our territory, friends easily and almost inevitably become scattered many hundred miles apart. A remedy is certainly wanted in this particular; but I cannot suggest any definite plan for effecting it. I am, however, firmly persuaded that cheap Postage is a national boon, and ought to be granted so long as the revenue of the Department is sufficient to support it.

No. 87.

No. 87.

J. T. BRONDGEEST, Montreal.

J. T. BRONDGEEST, Esq., a Director of the Montreal Branch of the Bank of British North America; writing in behalf of the Montreal Board of Trade.

Montreal, 21st Dec., 1840.

Answer to Second Circular.

[To Second Circular.]

I had the honor to receive your Circular regarding the Post Office Commission. Holding *pro tempore* in the absence of Mr. James Holmes, the office of

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Secretary to the Board of Trade of this City, and finding that many Members of the Board had also received Circulars, I took the liberty of bringing the matter before that body.

I enclose their replies, begging to add that I personally coincide with them in every particular in opinion.

Replies made by the Board of Trade to the questions put by the Commissioners for enquiring into matters connected with the Post Office.

1.—In the opinion of the Board of Trade, as far as practicable the Mails should be forwarded by Steamboats while running, and Rail-road while in operation, should any be in the route. The Mails should never be left lying over at any place a minute longer than can be avoided. Especial reference is made to the Mail from the United States, which lies over four hours at St. Johns. If a fair remuneration were allowed for transport, there could be no difficulty in the way of rapid Mail communication.

2.—The Board does consider decidedly that nothing like one-half of the correspondence which takes place in Canada is carried on by Mail, more especially between the cities of Montreal and Quebec. The reason why private conveyance is preferred, in particular on the latter route, is the speed with which Letters are conveyed; and generally over Canada private conveyance is preferred, chiefly owing to the very high rates of Postage.

3.—The present rates of Postage are far too high. A uniform rate of three pence for every half ounce would in the Board's opinion, be the best method of charge.

4.—The Board have no doubt that a uniform low rate of Postage, combined (by means of Steamboats and Railroads) with speedy conveyance, would very much increase the correspondence sent by Mail. The Board estimate this increase as double the present amount, making the total amount of Letters three times what it is at present; firstly from the lowness of the charge inducing persons to write on the slightest occasion,—secondly, from the certainty of arrival causing the Mail to be preferred.

5.—The Board consider decidedly by weight. See their reply to the third Question.

6.—The charge for Postage on newspapers to individuals is one penny each; but the daily papers in Montreal contract for a much smaller sum, about one half-penny per paper.

7.—The Board does not consider that the Proprietors of newspapers or other periodicals have any claim on the public for the conveyance of their publications free of Postage; but are of opinion that the sums received for the said conveyance should be applied to some public purpose.

The Board of Trade begs to point to the success attending the uniform Penny Postage in Great Britain; and although aware that the cases are not precisely similar; from this country being thinly settled, and the number of Letters small compared to the distance to be passed over; still, considering that a great increase in correspondence would take place owing to the lowness of price, they would advise a uniform rate of Postage all over the British Provinces,—such rate to be three pence per half ounce weight.

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Hon. ADAM FERRIE, a Member of the Legislative
Council.

(M.) No. 88.

Montreal, 16th Dec., 1840.

Hon. Adam
Ferrie, Mont-
real.Answer to Se-
cond Circular.

[To Second Circular.]

1.—The Mails between the different places in the Lower and Upper Provinces of this country, should be as far as possible conveyed by steamers. And the various delays from this city through the Upper Province, when sent by land, should be done away with. The Mail from the United States should be forwarded here immediately on its arrival at St. Johns, during the time that the navigation of Lake Champlain is open; by which means a full day would be gained, as then a reply could be given to letters received, by the return of that day's Post.

2, 3 & 4.—My opinion is that the extent of correspondence by Mail would be more than doubled on many of the principal routes in this country, but more particularly between this place and Quebec, and this place and the Upper Province, were the rates of Postage at present exacted reduced at least a half. The present exceedingly high rates tempt people to send their letters and money parcels by private opportunities.

5.—I think that the system of charging letters by weight is the fair and reasonable way. Only, I think that in doing so there should be a modified rate or graduated scale when the weight goes above one ounce; lessening the rate gradually as the weight increases. My reasons for thinking so are many, and more than I can here go into. But I will state one.—In the country stores in this country most of the collections are in bank notes of one and two dollars. Hence when the merchant and shopkeeper wants to remit sums even of a moderate or small amount to his furnisher at a distance, he finds that to send these notes by Post at the present rates would cost him a per centage which his trade in the late very depressed state will not afford, and he is thereby tempted to send it by a private opportunity, which he would not do were the rates of Postage moderate.

6.—I do not think that the present rate on newspapers and other periodicals is exorbitant. But as I am an advocate for the universal spread of knowledge and education, I would recommend that these charges be made and kept as light as possible.

7.—I do not think that the proprietors of newspapers, &c. are entitled or can reasonably expect to have their productions sent free of charge.

No. 89.

No. 89.

J. W. Duns-
comb, Mont-
real.J. W. DUNSCOMB, Esq., M. P. P. for the County of
Beauharnois.

Montreal, 17th Dec., 1840.

Answer to Se-
cond Circular.

[To Second Circular.]

1.—I suggest that the taking advantage of steam in lieu of the cart now used to transport the Mail from here to Quebec, would ensure economy in time and money, and a great increase to the business of the Post Office.

The most important Mail coming into this town is that from the United States. By this Mail the bulk of the foreign correspondence of Lower Canada is

carried on in the summer months, and almost the whole during winter. This important Mail is delivered by the United States, at St. Johns, Lower Canada, generally by daylight in summer; and it can be transferred to Montreal with the aid of the Rail-road within two hours from its receipt at St. Johns. It has, however, much to the inconvenience of the public, been the practice to detain the Mail at St. Johns some hours. Detention, in any case, is much to be deprecated; but in the present instance it is productive of the greatest inconvenience, and is severely felt; in as much as, by a little management, and with ordinary dispatch, the public would be able to reply to the letters received in the morning by the Mail going out the same day, an inestimable advantage to a commercial community. The American steamer which brings in the Mail would in that case take the answers on her return up the Lake.

2.—The amount of correspondence carried otherwise than by Mail varies materially at different seasons of the year, and on different lines of communication. In the summer season, on the line between this and Quebec, the amount must be larger than on any other line; possibly one would not be in error in taking it to be as 19 to 20, and on other lines perhaps as 1 to 2. In the winter season the proportion of letters carried otherwise than by Mail must be greatly short of the above; perhaps as 1 to 8, taking one line with another.

The reasons for sending letters otherwise than by Mail will be found in the saving of time and money.

3.—The present rate of Postage is extravagantly high, and I think otherwise than reasonable. As an improved scale I suggest the adoption of four pence currency as the uniform rate of Postage.

4.—I am of opinion that a reduction in the rate of Letter Postage would materially increase the amount of correspondence by Mail.

5.—I think that the system of charging letters by weight might be most advantageously substituted for the present mode of rating by single and double letters, &c.

6.—I consider the charge on newspapers objectionable, being a direct charge, in the most ignorant portion of the globe having pretensions to civilisation, on the extension of knowledge and its attendant advantages; for although newspapers and periodicals are published cheaply, it is not enough to procure for them a fair share of circulation, which the total abandonment of the charge would greatly assist.

7.—Not aware of any claim.

GENERALLY.—The transmission of the Mail is very slow, and the Offices in general, but more particularly in Montreal, quite inadequate to the wants of the community.

The system is so very imperfect, that with the exception of the lower ports, with which we have an inland communication, a letter or paper cannot be sent direct by Post to the other colonies, though there is more or less a trade with all, and we are in close proximity to some, for instance, Newfoundland. Yet the inefficient Post Office Department of this Province affords no opportunity of sending a letter or a newspaper to Bermuda, Newfoundland, the Windward or Leeward West India Islands, Demarara or Berbice.

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(M.) No. 90.

Jno. Frothingham, Montreal.
Answer to Second Circular.

No. 90.

Jno. FROTHINGHAM, Esq., President of the City
Bank of Montreal.

Montreal, 23rd Dec., 1840.

[To Second Circular.]

1 & 2.—I think if letters for the States were forwarded without requiring the Postage to the lines, a great increase of letters would be the consequence. Many of the letters now passing in that direction are letters where each party should pay his own Postage; frequently they are letters where the party in the States is the only one interested, and he would gladly pay his own Postage, but cannot; yet we have to pay his Postage and the Postage on the answer too. Under these circumstances, no one will write by Mail if he can find a private conveyance. Could an arrangement be made, whereby the Postage might be paid in the one case and not required in the other, an increase of letters must be the consequence.

3 & 4.—Considering that a hundred times as many letters are now sent by Mail as were sent when the present rates were established, I should think the rates might be reduced.—I see a reduction of 25 per cent. is proposed in the States, and having reduced the rates to almost nothing in England, it would seem as if something of the kind might be done here.

5.—I do not know that it is not fair enough to charge letters by weight; though I should be sorry to see such letters charged in that way, as we should then use paper so thin (as is done in other countries) that the letters could scarcely be filed away.

I am of opinion that the Post Office should be kept open till 7 or 8 o'clock for receiving and delivering letters, all the year round; which I believe is the case elsewhere. It seems unreasonable that letters must be put into the Office at 5 in the afternoon when the Mail does not leave till 8 or 9 the next day; and particularly is this an inconvenience when the Postage has to be paid in advance. It also seems unreasonable that a Mail arriving about 5 in the afternoon should remain untouched till after 8 the next morning, when the letters might be delivered and answered within the same time.

No. 91.

C. H. Castle,
Montreal.

No. 91.

C. H. CASTLE, Esq., Cashier of the City Bank of
Montreal.

Montreal, 24th Dec., 1840.

[To Second Circular.]

Answer to Second Circular.

I think it is desirable that arrangements should be made to abolish levying the Postage outwards to the lines. This charge (not exacted in the United States) is I think onerous in many, and inconvenient in most, instances.

2.—In the summer season an immense amount of Postage on every route is saved to the community by means of private conveyance; more particularly between the cities of Quebec, Montreal and New York; but I have no data whereon to offer an opinion as to the proportion. The reasons for using private conveyance, I fancy, are economy as well of time as of money, and the greater facility afforded by cor-

respondents being enabled to avail themselves of the last moment previous to the departure of the steamers and stages.

3.—I do not think the present rates of Postage on letters much out of the way; provided improvements and facilities be afforded commensurate with the increasing correspondence and wants of the country; but as I presume it was not originally intended the Mother Country should derive a revenue from the Post Office Department in Canada, and as a new system of diminished rates is being introduced in the United States and is in operation at home, I have no doubt the expenses of the Department would admit of a very handsome reduction of the present rates here.

4.—I do not think that a diminished rate of Postage would at present very materially increase the amount of correspondence generally. It would, however, add to the Post Office revenue in summer time, if the Mail were conveyed to and from Quebec by steamers, as one of the causes influencing parties sending letters by boat or private hand would be thus removed; I mean the saving of time.

5.—I think charging letters by weight (though of course not single letters, unless exceeding the regulation) would be more popular than the present system.

6.—I am not aware of the charges at present made for the transmission of newspapers by Post, nor of the mode of payment, but I conceive ½d. per paper would be a reasonable charge; and that the Department should look to the printer for payment.

I think the charge of 1s. 3d. on periodicals (magazines) from New York, exorbitant; but know not where the onus lies.

7.—I do not think the proprietors of newspapers have any claim for the transmission of their papers free. If there were grounds for a free transmission, the claim would be from the public who have at present to bear the charge, and not from the printer, who would (or does) add the Postage to the subscription.

I cannot close these remarks without suggesting the propriety of having the Offices (I allude more particularly from personal experience to the Office in this city) placed on a more efficient and respectable footing. The Office might advantageously be open earlier and later to the public, and its respectability and security to the public greatly enhanced by the adequate remuneration of the clerks and employes.

No. 92.

Thos. WILSON, Esq., Agent of the Commercial Bank
of the Midland District.

Montreal, 22nd Dec., 1840.

The wishes on the part of the public as to the conveyance of letters may be brought under three heads, safety, expedition and a moderate rate of Postage. Any alteration that can be made tending to any one of these ends must be an improvement; the reverse, the contrary.

The safety of the correspondence passing through the Post Office depends altogether upon the precautions taken and protection given in the transmission of the Mail; points which I feel satisfied from my knowledge of the character of the present Deputy Post Master General, have had every attention

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No. 92.

Thos. Wilson,
Montreal.

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To accelerate the travelling of the Mail you must increase the expense; but this I believe would be cheerfully borne by parties interested, as expedition is almost a first consideration.

The rate of Postage charged ought in my opinion to depend on the expense incurred in forwarding the Mail and keeping up an efficient Department.

The salaries of Officers I should be glad to see fixed, and that at a rate to ensure character and ability, but not lucrative or excessive. All perquisites or contingent advantages I think objectionable. If permitted as a remuneration they are uncertain, and may either exceed that which would be reasonable or fall short of it. They often form ground for dissatisfaction between the public and its officers, and are a great temptation to a departure from what is right. These and other reasons induce me to hope none will be permitted to exist.

There is an inconsistency existing in the present charges made upon letters, &c., from England and those mailed in these Colonies. Upon the former the charge is fixed at a very low rate, having no reference to the inland conveyance of the letters, whilst in these Colonies it varies, and I think reasonably so, according to the distance the letter is conveyed. Thus a letter posted at Quebec for Toronto would be charged more than one from any part of England or Scotland to the same place. This has been produced by the liberality of the Home Government and therefore ought not to be ground of complaint.

The conveyance of newspapers in England is free from charge, and though from each copy sold Government receives a duty which may be viewed as compensation for this service, yet I should be favorable to a similar indulgence being extended to these parts where no such tax is imposed. For these publications are a great channel for information of a very useful character, alike valuable to the interests of commerce and agriculture. By their inculcation they create a unity of feeling on questions of national interest, and are capable, if well conducted, of leading to advancement in much that is useful and good.

No. 93.

Jno. Dougall,
Montreal.

No. 93.

Jno. DOUGALL, Esq., Merchant.

Montreal, 28th December, 1840.

Answer to Second Circular.

[To Second Circular.]

1.—The mode in which our internal Post communications have been regulated latterly leaves little to complain of. Formerly there were many causes of complaint.

2.—Between Montreal and Quebec a very large proportion, probably more than one half, of all the correspondence is carried on without the aid of the Post Office. And between Montreal and Upper Canada as far up as Kingston, probably one fourth of the correspondence is carried on by private hand. To other places farther away or back from the great stage route, the proportion of letters sent otherwise than by Mail is not nearly so great. The reasons for resorting to this mode of carrying on correspondence are first, the constant recurrence of opportunities by Steamboat or private hand, and secondly, the saving of Postage.

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3.—Although I think the rates of Postage now charged reasonable when the service rendered is taken into view, I would nevertheless recommend a reduction on those rates and the establishment of a different mode of charging. I would suggest that all letters should be charged by weight as in Britain, a half ounce or under being considered a single Postage, and that the rate for all distances under 200 miles, which would include the Quebec and Kingston correspondence with Montreal, should be 3d.; for all between 200 and 400 miles, 7½d.; and for all over 400, 1s. per single rate of a half ounce or under. Double rates and all other to be charged as in Great Britain.

4.—The proposed reduction would have the effect, in my opinion, of causing the Post Office to be universally used as the means of transporting letters, money, deeds, and small valuable parcels; and would have a certain but gradual tendency to increase the whole amount of correspondence carried on.

6 & 7.—I do not think that the proprietors of any newspapers or periodicals in British North America have a reasonable claim for the transmission of the same free of Postage; with the exception perhaps of papers (should such exist) purely devoted to agriculture, education, temperance or some other benevolent object, and published without any view to pecuniary profit. Nevertheless it would be found so difficult in practice to decide which papers should be transmitted free, and which charged, that I think the exception above alluded to should not be made. The proprietors of papers however have a good right to complain of the present system of requiring pre-payment of all papers transmitted by Post, as they have by this means to pay Postage for many papers for which they never receive anything in return. They have also a good right to complain, and so have the public, if the money paid for Newspaper Postage is made a perquisite or source of revenue to any individual whatever. Indeed, the belief that this is the case has induced, I believe, almost every proprietor of a newspaper in Canada to return a smaller number of papers as transmitted by Mail than the number actually so sent. I think that the rate for a single sheet should be reduced to one half-penny, in order to encourage literature and the diffusion of knowledge, and that said half penny should be payable by the receiver of the paper and not by the sender. I also think that the said rate of Postage should be a part of the revenue of the Post Office, and not belong to any individual.

I think the Post Office an institution of very great importance, with respect not only to the pecuniary interests of mankind but its bearing upon their improvement in science, morals and intelligence. And therefore it ought to be managed by trustworthy, able and obliging men, who in return for the responsibility that rests upon them and the duties they have to perform, should be well remunerated by adequate salaries; but I think all perquisites of whatever kind or description should be abolished, and the revenue arising from them either relinquished or turned into the general revenue of the Post Office.

This general remark applies not only to newspapers but to private boxes at the Post Office, and perhaps to other things.

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No. 94.

HARRISON STEPHENS, Esq., Merchant.

Montreal, 18th January, 1841.

Harrison Ste-
phens, Mon-
treal.
Answer to Se-
cond Circular.

[To Second Circular.]

1.—To your first question I would beg to say that great advantage would in my humble opinion be derived, both by the Department and the public generally, by transporting the Mails as far as practicable by Steamboats and Railroads; particularly between Quebec and Montreal. This change, with a reduction of Postage, would greatly add to the revenue of the Department. I have for years past been fully of opinion that greater facility was requisite in transporting the Mail between this and the United States during the winter season, and I believe this desirable improvement could easily take place by allowing more compensation to Mail Contractors, and placing them at the same time under obligation to deliver the Mail within a stated period and to transport it in covered carriages. During the summer season this Mail should avoid detention at St. Johns, by being despatched on its arrival at that place, *via* Railroad, and not detained as heretofore.

2.—Between this City and Quebec I believe that three-fourths of the letters are sent otherwise than by Mail; which would in a great measure be obviated by sending a daily Mail by Steamboats and reducing the Postage. Of the letters for Upper Canada one-fourth I should suppose go by private hand, owing in a great measure to the early closing of the Post Office the previous evening.

3.—I think the present rate of Postage too high, and believe that by reducing it one-half an equal amount would be received by the Department, in consequence of the increased correspondence.

5.—I believe the system of charging letters by weight, as practised in the United Kingdom, would work to advantage in this Province.

6.—My impression is that the charge is one penny for each paper. The only objection is to the application of the funds arising from this source, and not to the amount of the charge.

No. 95.

Jno. Young,
Montreal.

No. 95.

Jno. Young, Esq., Merchant.

Montreal, 18th January, 1841.

Answer to Se-
cond Circular.

[To Second Circular.]

1.—A decided improvement upon the present mode of Mail conveyance, would be, in as far as it is practicable, the transport of the Mail by Railroad and Steamboats. An improvement would be effected by the despatch of the United States' Mail immediately after its arrival at St. Johns by Steamboat, instead of detaining it at the latter place till 10 o'clock. There is room also for improvement in its transport in winter.

2.—The route between Quebec and Montreal is that on which the greatest number of letters are sent otherwise than by Mail, (but only in summer, not to any extent in winter,) say three-fourths of the whole number. The cause of this appears to me to be the slow progress of the Mail by land, a remedy for which I think will be found in the proposed arrangement for its transport by Steamboat.

3 & 4.—Though I am not of opinion that the mercantile correspondence would be much increased by a reduction in the rates of Postage, (for that must go on at any rate,) yet I think that a great increase in letter writing generally would follow any considerable reduction; but I am not prepared to say what that reduction should be.

5.—The system of charging letters by weight (as is now the practice in Great Britain) might be here advantageously substituted for the present mode of rating by single and double letters.

6.—I cannot see that the proprietors of newspapers or other periodicals in British North America have any good claim on the public service for the transmission of the same free of postage.

No. 96.

Jno. Glass, Esq., Merchant, Agent for Lloyd's.

Montreal, 14th Dec., 1840.

No. 96.

Jno. Glass,
Montreal.

I would recommend that the principles recently applied to the management of the Post Office in England, be adopted by the Department here, as far as the circumstances of the country will admit of so doing. I allude particularly to the system of charging letters by weight, and of making one uniform charge for all distances. As regards this latter point, I am aware that the low rate fixed in England would be inadequate and inadmissible in so young and peculiarly situated a country as Canada is; but I can see no objection to the adoption of the first principle, that of charging by weight, while, on the other hand, I can see many important advantages likely, if not sure, to result from it to society at large, and to the mercantile community in particular; the interests of the Post Office Department at the same time not being likely to suffer injury from the change.

Additional facilities should be given to the public for corresponding by the Halifax Mail Steamers. For this purpose the option should be afforded of ordering letters either to or from England, to be forwarded *via* Boston and New York, or by any other short route through the United States, in preference to their being sent by the comparatively dilatory route of the River St. Lawrence; for experience has already shewn that letters forwarded by this latter route are one day longer in reaching Montreal in summer, and a week longer in winter, than when forwarded from Boston *via* New York; and the same advantages are annexed to forwarding letters to Boston for the steamers, in preference to forwarding them to Halifax, by the St. Lawrence. An option of the kind suggested would undoubtedly increase the cost of transmitting letters, but such persons as wished to avail themselves of it would gladly, I am sure, pay something extra for the accommodation; and without professing to know much about the cost of transmitting letters in this country or the United States, I would say that an additional charge of 4d. or 6d. per half-ounce letter, would be found quite sufficient to cover the extra expense; this additional charge to be, of course, in lieu of any Postage now levied or that may be hereafter imposed in the United States upon letters passing over the route that may be selected for the purpose in question. That the American Government would oppose insuperable obstacles to an arrangement of this nature, I cannot permit myself to anticipate. I may add, that I seriously apprehend, that unless a facility of this kind be granted by the Post Office Department, the Mail Steamers will disappoint the expectations of the public at large, as well as of the Government; while, on the contrary,

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by offering such a facility, they will not only realize the hopes of all parties, but will prove a source of well-grounded triumph to the projectors of the scheme.

Means should be found for obviating the delay to which the Montreal Mail to New York is subjected in summer, by its remaining a whole night at Albany or Troy, while a very trifling effort, coupled probably with a small additional expense, would ensure its reaching Troy in time for the evening boat, whereby a whole day would be virtually gained in the time taken to transmit letters to New York. This point cannot be too strongly urged upon the notice of the Commissioners, not only as it relates to correspondence intended for persons in New York, but also to correspondence intended for persons in England, but passing through New York for transmission either by sailing packets or otherwise.

When the Mails between Quebec and Montreal are despatched by steamers, (which I understand is to be the case next summer,) the charge should be made as low as possible, for unless a wise regard be paid to this point, it is all but certain that the bulk of the correspondence of merchants will be forced into illegitimate channels, to the great injury of the revenue of the Department, and of the morals and habits of the mercantile community.

No. 97.

Robert Armour, Montreal.

ROBERT ARMOUR, Esq., Master of the Montreal Trinity House, late Proprietor of the Montreal Gazette.

No. 97.

Montreal, 21st Dec., 1840.

With respect to the administration of the Post Office of these Provinces, I believe that there are few individuals who do not concur in the opinion, that ever since the establishment of that Department in this country, it has been administered in a manner but little creditable to so excellent and beneficial an institution in a commercial empire like ours, while reduced to such practical perfection in the Mother Country. To render this administration as efficient and as generally satisfactory here as it is elsewhere, it is necessary that the Executive Head of the Department should be made directly amenable to some local Provincial authority; and not merely, as at present, to the Post Master General in England, who, while that high Officer continues to repose confidence in his Deputy abroad, will necessarily coincide with him in opinion, and adopt his views on every question that may arise between the Department and the public. When such questions occur, and there have been unfortunately too many instances of them of late, the people of this country can but little afford the labor and expense of carrying on a correspondence with the Head of the Department in England, who will always be pre-disposed to place more confidence in the statements of his subordinate officers here, than in those of any aggrieved party complaining of their conduct, however respectable and persevering. It is therefore absolutely necessary that some intermediate appellate authority should be established in the Colonies, with power to decide any case of difficulty or dispute upon the spot, without any reference in the first instance to England, and subject only to the final decision of the Lords of the Treasury. Either such a Board must be established, say the Governor and the Executive Council, to take cognizance of every such case of difficulty or dispute, or the Deputy Post Master General must derive his appointment and power from the Executive Government of the Province, instead of the Post Master General in England; thus like every other Officer in the Government, be-

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coming responsible for his conduct on the spot, and liable to be summarily dealt with as circumstances might require. Either of these plans would, in my opinion, secure an efficient as well as satisfactory administration of the Post Office in this country; and, as ought ever to be the case, bring justice and redress home to every man's door, without being obliged, as heretofore, to travel three thousand miles across the Atlantic in pursuit of them, and that for the most part in vain.

As to the remuneration of the Officers of the Post Office in this country, it is evident from the information within my reach, and which I believe to be as correct as it is extensive, that while the subordinate Officers of the Department, such particularly as the Post Masters, are but indifferently and illiberally compensated for their arduous and responsible duties, duties for the performance of which they are bound to furnish securities to a large amount, the Head of the Department in the Canadas is over-paid to a most unreasonable and exorbitant amount. It is asserted, and I conceive on good authority, nay partly admitted by that Officer himself, that including his salary and other emoluments, the yearly income of the Deputy Post Master General amounts to the enormous sum of at least £4000 currency. Now, it appears to me, if the necessary and proper immediate clerks and assistants of his Office be paid as they ought to be paid, out of the general Revenue of the Post Office, his emoluments of every description should not exceed £750 per annua. Nothing, in my opinion, can be more ungenerous and discreditable to the Department, than the practice that has hitherto prevailed, of permitting the Deputy Post Master General of these Provinces, in addition to his regular and stated salary, to levy a variety of taxes and imposts upon the inhabitants of these Colonies, as well as on those of foreign countries, without any authority whatever in law, and to appropriate the amount to his own private use, instead of publicly accounting for it, and adding the proceeds to the general Revenues of the Post Office, to be appropriated to the general purposes of the Department. The Commissioners and Her Majesty's Government may be assured that should such an improper, and I will add, such an illegal and unconstitutional system be longer continued, it will inevitably excite embarrassments and discontents in these Provinces of a very serious character, and create wilhal a dissatisfaction with the general management of the Department, which cannot fail to prove ruinous to its own interests and reputation, as well as destructive of the confidence and respect that would otherwise be due to it from the public. In one word, let all the extra emoluments accruing to the Deputy Post Master General, including his commission or percentage of upwards of £1000 a year, for collecting American Postages in the Canadas, be added to the general Revenues of the Post Office, from which source alone ought the officers and expenses of the Department to be in future paid. With respect to the remuneration of the Post Masters, it would be difficult to fix a standard; but I should think, that besides a salary adequate to the duties performed, a free and secure office, an allowance for fire, candles and stationery, and a certain amount in name of salary of a clerk or clerks, ought to be provided in every case where it can be proved that the Post Master alone was incapable of discharging in an efficient manner the various duties of his office. For this and other purposes, Post Office Inspectors should be appointed, who should make monthly or quarterly reports of the condition of the Post Office in their respective districts; and thus at once bring before the notice of the Government and the public, who will always take a deep interest in its respectability and efficiency, whatever should be found prosperous or deficient, right or wrong, in the general management of the Department.

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In regard to the rates of Postage exacted in the Canadas, I have no hesitation whatever in saying that they are, and have always appeared to me to be, too high, considering the condition of these Colonies, and the facilities that ought to be given to correspondence from one place, and between one individual and another. These rates are much higher here than they are in the United States; and in comparison with those now exacted in the Mother Country, though a far richer country, better able to afford a tax of this description, they are ten-fold higher and more oppressive. I do not indeed think that the time has yet arrived when the penny postage system of the Mother Country could be advantageously adopted in these Provinces; but I am clearly of opinion that the present extravagant rates ought immediately to cease, and give place to a lower and uniform Postage, say from 4d. to 6d. for every single letter from one place to another, whatever the distance may be.

And here I think it proper to allude to a subject of the greatest importance to the commercial interests of these Provinces. On occasion of the loss and robbery of the Mails, and the consequent plunder of money and bank notes transmitted by those Mails, after having been duly deposited in some Post Office, it has been asserted by the Head of the Department here, and, I believe, confirmed by his Superior at home, that the Post Office is not responsible for any loss that a private party, confiding in the integrity and security of the Establishment, may sustain in this way. Now this is an anomaly exceedingly at variance with the general principles upon which the Post Office has been constituted. It appears to me that if the public be bound by law to transmit letters by Mail, whether containing money or otherwise, the Post Office ought by the same law not only to receive, transmit and deliver such letters, but to guarantee the public against any loss that may be sustained by any failure in the performance of such duty, let it proceed from what cause it may. I believe that by the existing laws of the Post Office, persons are liable to incur a heavy penalty if they transmit their letters from one place to another otherwise than by Post. It is evident that such a law entirely prevents correspondents from selecting their mode of conveyance, and compels them to place implicit confidence in the Post Office, to the exclusion of every other mode of conveyance. Is it fair, just, or equitable, then, that the Department should not be responsible for all losses sustained by the public, seeing that that public is bound by law to entrust its property to its custody and care? If, therefore, the statement of the Post Master General and his Deputy in this country, in regard to this subject, be correct in point of law, I trust the Commissioners will have no hesitation in recommending a revival of it, and the adoption of such measures as will secure the public against all losses sustained through the Post Office, in every case where it is not optional with the correspondent to adopt his own medium of conveyance. Unless this be done, I beg to assure the Commissioners that the commercial community of these Provinces will have but little confidence in a Department which ought no less to reflect credit on the country, than afford the most ample security to all its interests.

With respect to the improvement of the Mail roads, it is only necessary for me to observe that it is sincerely to be hoped the several Executive Governments and Legislatures of the British North American Provinces will spare neither cost nor pains in rendering our communications both by land and water such as to prove worthy of an industrious and enterprising people, whose best interests cannot be better promoted than by affording them an easy and expeditious intercourse with each other, no matter whether in person or by correspondence.

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The Commissioners cannot be ignorant of the numerous and well founded complaints which have been made from time to time against the Deputy Post Master General for the heavy and illegal tax, under the name of Postage, levied by him upon the proprietors of Provincial newspapers, and appropriating the proceeds to his own private use, while the Revenues of the Department are annually made to contribute a large sum for the conveyance of those newspapers along with the regular Mail, and at the same time, compelling the proprietors in question to pre-pay the tax, in place of drawing it, as the charge for every thing going through the Post Office ought to be drawn, from the receivers of the newspapers. This is too monstrous and infamous a system to be longer continued; my own opinion is, that newspapers ought to be transmitted free of Postage through all parts of the Colonies, as well as to and from the Parent Country, as the case is at present in respect to the latter. But should it be deemed advisable to impose any rate of Postage on Colonial newspapers, let it by all means be levied by authority of law; let it be paid by the recipient of the newspaper; let it go to form a part of the general Revenues of the Post Office, and be accounted for and appropriated accordingly. On this important subject it were desirable that the two Commissioners unconnected with the direction and management of the Post Office Department should express a firm and decided opinion; should that be the case, I have no doubt whatever that they will in honour and justice submit to Government the absolute necessity there is that the present Deputy Post Master General and the heirs and executors of his predecessors should, without delay, be compelled to repay to the proprietors of newspapers and other periodical publications, every farthing, with interest, that may have been illegally and extorsively extracted from them by undue and oppressive authority.

I deem it to be not less my duty than my right on the present occasion to bear my testimony to an opinion very generally (and, I believe, almost unanimously) entertained throughout these Provinces, that whatever may be the surplus Revenue of the Post Office of these Provinces, after deducting the necessary expenses of the Department, it ought by law and the principles of the Constitution to be placed at the disposal of the Provincial Legislatures, and laid out as they may direct, for the sole purpose of improving the Mail roads, establishing new Post Offices where necessary, and generally securing a more permanent and efficient system in the management of the Department.

Much dissatisfaction has lately arisen in the community, in consequence of a public notice issued by the Deputy Post Master General, stating that for the future, the Post Office would not collect as heretofore the freight money charges by steam and sailing vessels from New York to England. This sudden revocation of a system that has hitherto worked so well and afforded general satisfaction throughout the Canadas, I cannot pronounce to be otherwise than unwise and impolitic. I am aware that it is founded on the facility afforded to correspondence with the Mother Country by means of the Halifax line of Royal Mail Steam Packets. But the advisers of the new measure must have forgotten that the Canadas are locked up from the ocean during six months in the year; that during the winter months the Halifax Steam Packets perform only a monthly trip, and that so rare a communication with England would afford opportunities of correspondence very inadequate to the commercial credit and interests of these Provinces. The order, proceed from what quarter or authority it may, must be revised and rescinded. In no point of view could it add to the Revenue of the Department either at home or abroad; and the mercantile community of Canada will, under

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the peculiar circumstances of the case, be at a loss to conceive why the freight in question could not be collected by the Post Office, as well as the United States Postage from the lines to New York. Surely the Steam and Sailing Packets leaving that port for England, and in a great proportion owned and navigated by British subjects, have as good and great a claim upon the services of the Post Office as the Government of the United States, whose Postage there appears to be no objection whatever to collect and account for; seeing that the Department, or some one of its Officers, is well paid for doing so.

I shall only add, that during the winter months at least, some arrangement ought to be entered into with the Government of the United States for permitting the English Mails by the Halifax Steamers to be landed at Boston, and conveyed unopened to Canada, under the charge of some one connected with the Post Office, and in the same way, forwarded from these Provinces to Boston. This would very much facilitate our direct communication with the Parent State; and should the late order of the Deputy Post Master General in respect to the freight of Letters from New York to England also be revoked, would afford to this community every accommodation that could reasonably be desired in carrying on their correspondence with the Mother Country and other parts of Europe.

No. 98.

No. 98.

Thomas Kay,
Montreal.

THOS. KAY, Esq., a Director of the Montreal Branch of the Bank of British North America.

Montreal, 8th Dec., 1840.

There is a great deal of time lost between here and St. Johns both in the Mails coming in and going out; which I think might be obviated by some arrangement with the Railroad Company.

I think the recent order from the Post Master General not to receive freight money, will compel the merchants to send a private bag to the Champlain or some other Post Office in the United States, as we can never submit to have correspondence with England only once a month, and that too by a tedious and long land route, during the winter months.

I see by an advertisement, that it is intended that the Mail in Upper Canada during summer shall hereafter be carried by Steamboats. This arrangement will be of great benefit.

The salaries of Officers in the Post Offices ought to be sufficient to enable them to live in respectable society, so as to raise them above the feeling of a necessity to purloin.

I am an advocate for as low a rate of Postage as the expense of the Establishment will allow. I think the present rates might be considerably reduced without a falling off in the Revenue, as a reduction in the rates would make an increased correspondence; but I certainly think the rates ought to be such as to pay its own expenses.

No. 99.

F. A. WILSON, Esq., Superintendent of the Montreal Exchange.

Montreal, 13th Dec., 1840.

The principle of punctuality in the morning deliveries at the Post Office should be as rigidly acted on here as under the more immediate authority of Her Majesty's Post Master General. A reasonable hour being named, arrangements should be made to have all the Mails ready for delivery at the moment, those arriving in the previous half-hour or hour, as the case may be, excepted. Such an arrangement, in connection with an external notification of the

Mails.	Arrived.	Due.	Too Late.
Upper Canada,.....	...	1	...
Ottawa,.....	1	...	...
Quebec,.....	1	...	1
&c. &c. &c. ....	...	...	...

would, I am convinced, give much public satisfaction, and save the Post Office authorities from the odium which results to them from individuals being unable, at 9 A. M., or even later, to get their letters which were received by Mail the previous night,—the Office nominally opening at 8 A. M.

I may perhaps, without impropriety, further remark that, as obviously the commonest principles which guide the business of the Inland or Sorting Offices in the United Kingdom are unknown here, it is possible the duty which there would be carried on by the Accountant General's Bye, Dead and Missent Letter Offices, may in this Office be susceptible of improvement, towards the all but perfect system of the Home Establishment. Referring to this contingency, it is my opinion that in re-constructing the Post Office of the Colony, whether under a modification of the new law, or a retention of the old principle of Post Office taxation, the organization of the entire business should be committed to a Surveyor from Home.

17th January, 1841.

[To Second Circular.]

Answer to Second Circular.

1.—The recent contract for the conveyance of the Mails between Montreal and Quebec by steamers in summer, realizes an important improvement in the internal Post communications of the Provinces.

As regards the conveyance of the Mails between Quebec and Halifax, it appears to me that no considerations of their bulkiness should be admitted as a reason for their delay. A Mail which one sleigh cannot carry, may be transported by two or more; and the obligation of the Department to forward the entire Mail with all possible dispatch ought never to be forgotten. I beg to add, that a similar opinion is very generally entertained.

In summer, a considerable acceleration might be attained in the transmission of the Mails between Montreal and New York, by inducing the Champlain boats to leave each extremity of the Lake at 6 P. M., and causing a light Mail to run between Whitehall and Troy. An arrangement of this kind, in connection with the summer contract for the Quebec and Montreal

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F. A. Wilson,
Montreal.

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Mails, would enable parties in the former City to receive answers from their New York correspondents in six days, and parties here to have their replies in four days. The time between Montreal and New York would be reduced to thirty-nine hours. I do not go into the details of the measure, as I conceive the necessary co-operation on the part of the United States' authorities to be unattainable; nevertheless, should the Commissioners wish for the minutiae of the plan, I shall be happy to supply them.

2.—A large amount of correspondence has hitherto passed between Montreal and Quebec in summer by Steamboat; mainly, as it appears to me, to save Postage, but also, no doubt, with the view to the generally greater expedition thus attained than by Mail. Considering the number and the bulkiness of the letters carried this way, with reference to the rates of Postage between Montreal and Quebec, it is my opinion that the average daily loss to the revenue exceeds £25.

If the contents of the ships' letter bags be also considered as available to the Post Office Revenue, I should say a further loss of £10 each is sustained. Last summer, 97 square rigged vessels arrived at Montreal. On the routes to New York and Upper Canada, the correspondence privately forwarded is comparatively trifling, and that, only with the view of saving charges.

3.—I think the present rates of Letter Postage reasonable.

4.—I do not think a reduction of the rates of Postage would materially increase the correspondence by Mail; because, as far as I can judge, what passes is of a mercantile and necessary character. The Canadian population do not generally write; and the great majority of the British having emigrated in families, the members of which usually remain together, the elements of a large familiar correspondence by Mail do not exist.

5.—I think it would be desirable to substitute the system of charging letters by weight, because—

1st. The business of the Post Office could thereby be done more rapidly, supposing it to be done well, than by the operation of "fishing."

2nd. It would do away with the uncertainty, which, when the enclosures in a letter are so small as the current money of the Province, must always be felt, when taxing double or treble letters, thereby preventing the revenue sustaining loss by errors in taxation.

3rd. It would supersede the necessity of permitting Post-Masters to make rebates, and would abolish the business connected therewith.

4th. When it shall become expedient to assimilate the Home and Provincial Departments, the change will be one of detail merely, not of system.

6.—I am aware of the charges, and do not think the rate objectionable; but I do think it highly unjust and in opposition to the governing principles of the British Post Office, to make the pre-payment of a paper a condition of its being forwarded at its assigned rate.

7.—I do not think the newspapers and periodicals of British North America have any reasonable claim for transmission free of Postage, because—

1st. They contribute nothing to the revenue either in the simple form of paper, or the improved one of a journal.

2nd. From their low rate of publication as compared with wages in the Province, they are sufficiently acceptable to all who desire them.

3rd. The Department might apply the revenue derived from their taxation with an effect more conducive to the welfare of the Province than could attend their free transmission by Post.

4th May, 1841.

In reply to your favor requesting further information on the subject of the acceleration of the Mail between Montreal and New York, I beg to say that the result of the enquiries I have made subsequently to my letter of the 17th January, has not only confirmed my belief of the practicability of the object in view, but has removed much of the apprehension I entertained of the extent of opposition to be encountered in carrying it into effect.

This opposition I expected to be given by the owners of the steam vessels on Lake Champlain, and the inhabitants generally, at Burlington, who in the event of postponing the departure of the boat until 6 P. M. at each extremity of the Lake, would when travelling have to accommodate themselves to the late hour of the night at which it would then arrive, and would generally have to forego witnessing, what has been an evening source of curiosity and amusement, the arrival and departure of the boats. But, I find, that in case the hour of departure from the *termini* was fixed at 3 P. M., the boat might still arrive at Burlington before 9 P. M., an hour which, considering the season, might not be thought so late as to subject persons travelling to much inconvenience, or to deprive the inhabitants of an evening object of interest. I dwell on this subject because public opinion would of course materially influence the boat proprietors.

Having so far explained, it were perhaps the simplest way to set forth the practicability of my suggestion, to draft a sort of Way Bill from Montreal to New York and back again; premising, that in every estimate of passage by Steamboat I have much underrated the speed easily to be attained, excepting in those rare cases of unfavorable weather which never can be avoided, and which even now occasionally make the time between New York and Montreal four days instead of three. The speed of the Champlain boats exceeds fifteen miles an hour.

Suppose the Mail for New York to be made up at Montreal at noon of the 1st June,—

	H. M.
It leaves the Post Office,.....	0 15 P.M.,
Arrives at Laprairie,.....	1 15 "
Leaves do.	1 30 "
Arrives at St. Johns,.....	2 10 "
Leaves per boat do.	3 00 "
Arrives at Plattsburgh, (12	
miles per hour) 43 miles,....	6 30 "
Leaves Plattsburgh,.....	7 00 "
Arrives at Burlington, (22	
miles at 12 miles per hour,) 8	50 "
Leaves Burlington,.....	9 30 "
Arrives at Whitehall, calling at	
2 or 3 places, 65 miles, at or	
about 8 miles per hour,.....	5 30 A.M., 2nd June.
Leaves Whitehall in light Mail	
cart,.....	6 00 "
Arrives at Troy, 65 miles, at 7	
miles per hour,.....	3 10 P.M.,
Leaves Troy by boat,.....	4 00 "
Arrives at Albany,.....	4 45 "
Leaves do. per boat,.....	5 00 "
Arrives at New York,.....	5 00 A.M., 3rd June.

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Suppose the reply to a letter dated Montreal, 1st June, to be posted at New York, at 3½ o'clock, P. M. 3rd June,—

	H.	M.	
It leaves New York, by boat,...	5	00	P.M., 3rd June.
Arrives at Albany, do. ...	5	00	A.M., 4th June.
Leaves do.	5	15	"
Arrives at Troy,.....	6	00	"
Leaves do.	6	30	"
Arrives at Whitehall, 65 miles, at 8 miles per hour,.....	2	40	P.M.,
Leaves Whitehall, per boat,....	3	00	"
Arrives at Burlington, 65 miles, at 12 miles per hour, (day light,).....	8	30	"
Leaves Burlington,.....	9	30	"
Arrives at Plattsburgh, 22 miles, at 9 miles per hour,.....			Midnight.
Leaves Plattsburgh,.....	0	30	A.M., 5th June.
Arrives at St. Johns, 43 miles, at 8 miles an hour,.....	6	00	"
Leaves St. Johns,.....	6	30	"
Arrives at Laprairie, per Rail- road,.....	7	10	"
Leaves Laprairie,.....	7	30	"
Arrives at Montreal,.....	8	00	A.M., 6th June.

Thus completing the route from Montreal to New York and back again in less than four days, giving 3½ hours for business in the former City, and 10½ hours in the latter; and this apparently without requiring any extraordinary degree of exertion or expense.

No. 100.

No. 100.

Hon. John
Stewart, Mon-
real.

Hon. JNO. STEWART, late President of the Executive Council of Lower Canada.

Montreal, 3rd December, 1840.

For the convenience of the Post Office Department and for the general advantage of the public, it appears to be expedient that one uniform rate of Postage should obtain for whatever distance throughout the British Provinces; and that this rate should not exceed the present minimum rate charged for the shortest distance, which I shall assume to be four pence currency for a single letter.

To encourage the diffusion of intelligence the rate of Postage on each newspaper should not exceed one halfpenny, to be paid by the publishers half yearly in advance; single papers that may have been read, to be charged at the same rate.

Ship Letters outwards or inwards should pay three pence each; newspapers by ships, free.

Each Public Department should pay its own Postage; no franking to be allowed. The Deputy Post Master General and all subordinate officers to be allowed fixed salaries, and not permitted to receive fees or perquisites of any kind.

The before mentioned rates of Postage should continue for three years; when the Post Master General might reduce them in proportion to such surplus on the receipts and expenditures, as may then appear.

In the mean time, and until otherwise provided for, it is proposed, as the case may be, that the different Provinces shall, according to their population, receive their share of the surplus, or contribute their portion of the deficiency, in the revenue.

In conclusion, I consider that the management of the Provincial Post Office must continue with the Post Master General at home; and that some Legislative provisions may be necessary to be made in the different Provinces, to meet any deficiency in the revenue from the proposed reduction in the rates of Postage. I consider also that the Packet Postage will form no part of the revenue of the Provincial Post Office, but that the amount thereof will be remitted to the General Post Office in England.

No. 101.

No. 101.

Lt.-Col. PLOMER YOUNG, late Deputy Adjutant General of Militia for Lower Canada.

Lt. Col. Plomer
Young, Mon-
real.

Montreal, 4th January, 1841.

[To Second Circular.]

Answer to Se-
cond Circular.

4.—It appears to me that by reducing the Postage, the inducement that exists from the present rate to entrust letters to the care of individuals, would be removed; and that it would therefore tend to increase the correspondence by Mail very materially.

No. 102.

No. 102.

REV. EDWARD BLACK, D.D., A. MATHIESON, D.D.,
and H. ESSON.

Rev. Edward
Black,
A. Mathieson,
and H. Esson,
Montreal.

Montreal, 27th March, 1841.

We the undersigned Ministers in the City of Montreal, in connection with the Church of Scotland, would most respectfully represent that in the mode of management adopted in the Post Office of Montreal there appears to be manifested too little of that sacred regard to the Lord's Day, which ought to be most conspicuously evinced in every Department under the control of a Government in which Christianity is incorporated as part of its constitution.

That in the Post Office here attendance is given in the former and latter part of the Lord's Day, for receipts and deliveries, thus rendering it next to impossible that all the persons officially connected with that Department should attend regularly on the public worship of God. Add to this, that an inducement is thus held out to others to transact business on that day which might be well postponed to another time, and the necessity for which would be found to cease as soon as the opportunity of accomplishing it was removed.

We would beg to put in your view, that at home there is a marked attention had to the holiness of the Sabbath by the authorities; and that the respected Nobleman at the head of the Post Office Department is ever most willing to do what he can to prevent any breach of its sanctity, and most ready to listen to any suggestion for its better observance. That at this moment in the United States, amidst the jarring materials of a Country where Christianity is not recognized by law, a strong effort is making to secure to the Post Office Department the benefits of the rest due to the Lord's Day.

We trust that the Commissioners will not deem us presumptuous, in hoping that they may arrive at the same conclusion which we have done, viz:—that

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neither the exigencies of trade nor the interests of individuals require that the Post Office here should be kept open twice on the Sabbath, and that all its purposes may be well enough effected by being open during two hours previous to Divine Service in the morning.

Master General exonerated the Contractors from the responsibility to which they had made themselves liable in consequence of the loss of said Mail, and for the sum of £250 as an indemnification for the loss and expenses incurred by the Post Office Department, as also to cover the losses in Bank Notes or other monies sustained by private individuals, discharged the Contractors.

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I should here observe that the first proposition of the Contractors was to pay the Post Office Department whatever expenses it had been at, and to satisfy every private individual for the amount of his claim; but the Deputy Post Master General rejected this proposal and insisted on a round sum as indemnity, and that he would settle with the private individuals.

I am humbly of opinion, therefore, that if the Post Office Department, in consequence of its agreement with the Contractors, be bound to pay a part of my just claim, it is bound to pay the whole; more especially as it would have been paid in full and with interest to me, by the Contractors, if the Deputy Post Master General had permitted them.

My claim for Mr. Cassidy's charges I consider good, as I should not have been subject to one penny of them had the lost letter come safely to hand; and his commission for collecting I could not avoid, as the assistance of an Attorney was indispensable to recover payment of the lost notes. You will perceive this commission forms part of my loss, as I had previously paid H. Hart & Co. £3 15s. for collecting the same debt. And notwithstanding the decision of the Post Master General, conveyed through his Secretary per letter dated 19th December, 1837, to the Deputy Post Master General, that any notion of interest on the amount was entirely out of the question, I must still persist in the justice of my claim for interest on the amount of my loss; and certainly think that his Lordship cannot have been in possession of all the circumstances of the case when he came to such a decision; for how could he decide that I should not receive interest on my loss from the date of said loss till date of payment, when the parties amenable for the loss offered to pay the interest, and had a long time previous placed funds in his Deputy's hands to do it.

If the Deputy Post Master General did not exact enough from the Contractors to pay in full, the fault is not mine, and the Department should make it good; but I am of opinion that he held funds more than sufficient to satisfy every demand in full, and £178 to meet its own expenditure in the case. I have not and do not intend to prefer a claim for the fees of my Attorney here, the late J. G. Scott, Esq., for the advice and assistance he rendered me in the case, as I thought it might be objected to as uncalled for; nevertheless, I was subjected to such a charge in consequence of the loss. And the Contractors were discharged without being compelled to secure me from my liability on the bond of indemnity I had to enter into for the amount of the lost notes. These I have submitted to, but cannot submit without complaining of injustice in withholding from me the balance which the Contractors would have willingly paid to me; and had Mr. Stayner allowed the Contractors to settle with me, they had offered to relieve me from the liability for the bond.

You will perceive also, by copy of Mr. Cassidy's letter of the 4th July, 1837, which Mr. Griffin, Post Office Surveyor, kindly carried from Kingston to Montreal, and which I shewed to Mr. Griffin here, that he, unsolicited, gave his opinion of my right to interest on the money lost.

No. 103.

No. 103.

Benj. Brewster, Montreal.

BENJAMIN BREWSTER, Esq., Merchant.

Montreal, 17th December, 1840.

I duly received your Circular dated 10th instant, with which I presume I have been favored in consequence of two editorial articles in recent numbers of the Montreal Gazette, on the subject of a balance of a sum of money which I conceive the Post Office Department unjustly withholds from me.

I should suppose my case comes under the head of "Its administration;" and for the information of the Commissioners, I shall annex copies of all the correspondence in my possession, that has taken place on the subject; at the same time I would request permission to add briefly a statement of the case, in order that they may see more readily the justice of my claim.

In November, 1834, I sent a demand against * * * of Kingston, (U. C.,) to Henry Hart & Co. of that place, for collection. H. H. & Co. found it necessary to employ an Attorney, H. Cassidy, Esq., to enforce the demand, which he did, and obtained from * * * two promissory notes for £53 17s. 9d., each endorsed by * * * in my favor, and £48 15s., in cash for the balance; all of which Mr. Cassidy mailed in a letter to my address on 16th February, 1835; and for collecting this, H. Hart & Co. charged me £3 15s., which I paid them, and hold their receipt for the same, dated 17th June, 1835.

On hearing of the loss of the above enclosure, I applied to my Attorney, the late J. G. Scott, Esq., who addressed the Deputy Post Master General on the subject, and was informed in reply (see Enclosure No. 1) that the Post Office is not legally responsible for monies stolen from the Mail. I had then to call the attention of Mr. Cassidy to the two promissory notes amounting to £107 15s. 6d., and direct him to take such steps as would secure the endorser, which he did; but before he could procure payment, I had to get a merchant here to enter with me into a bond of indemnity that these notes should never come against them for payment. On the 8th October, 1835, I received from Mr. Cassidy the proceeds of one of the notes, less £9 5s. 7d. deducted by him for costs in proving my loss at Cornwall and the per centage for collecting the note; and on the 28th of same month I received the proceeds of the other note, less £1 18s. for collecting it,—making in all with 5s. 3d. postage £11 8s. 10d., exclusive of interest.

In the meantime, as you will perceive by the copies of the correspondence, I was urging my claim for the £48 15s. in cash, and on the 25th January, 1836, communicated to the Deputy Post Master General the willingness of the Mail Contractors to pay whatever loss could be proved, provided he would discharge them from all law proceedings in the matter. (See Enclosure No. 8.) After the receipt of the Deputy Post Master General's reply to this letter, (see Enclosure No. 9,) the Contractors determined on sending down their Agent to settle the affair, and you will perceive that on the 23rd May, 1837, the Deputy Post

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Having submitted to you for the consideration of the Commissioners, what has chiefly called for this communication, I would now respectfully offer some remarks on public grounds. First, as to the recommendation of the Deputy Post Master General to cut Bank Notes or other negotiable paper into two parts, and send portions by different Mails, always retaining the second half until the receipt of the first is acknowledged. In the winter season it takes about six days for a remittance from Toronto to Montreal, and as many more again for the acknowledgment of it, and then six more for the transmission of the second half, making in all eighteen days for the remittance of a sum from Toronto to Montreal, and at the same time costing the parties double Postage, which, by the bye, at the present rates, is no small item in a merchant's expenses. Here we have a loss of twelve days of the use of the money and half the Postage, and I strongly suspect some would question the legality of cutting Bills of Exchange or Promissory Notes in two for any purpose whatever. Again, if one half of such Bills should be lost, could the Bank be compelled to pay the full amount for the other half?

Public robbery* of the Mail is a very unfrequent occurrence in Canada, and for any other kind of loss the Post Office Department should be responsible to private individuals for the safe delivery of letters; and should any be lost, the party must prove by good and satisfactory evidence the contents of such letter and delivery of it to the Post Office, as has been done in my case. Then let the Post Office Department take security from its Contractors and servants for the due performance of their duties, and be responsible for their acts towards the public. Individuals might be limited as to the amount they would be safe in remitting by any one Mail. For Exchange or Promissory Notes, they may run to any amount, as the Department would only have to prove the loss and recover the payment from the proper party, (as was done in my case with * * *) the Department to settle such expenses with the culpable Contractor or servant as it pleased; but the Department should be responsible to private individuals for the safe delivery of all monies in letters entrusted to it to a certain extent. If the present income of the Post Office in Canada be not large enough to secure a Reserve Fund to indemnify any private individual for the loss of money that might take place in the transmission of it through the Post Office, and which the Department might not be able to trace to the culpable party, let the rates be increased to do so. But many others, as well as myself, are of opinion that if the emoluments and exactions of the Post Office in Canada be properly applied, there would soon be a surplus of funds in the possession of the Department to meet every loss of the kind referred to.

In the Second Report of a Special Committee of the House of Assembly of the Province of Lower Canada, in the Session of 1835-6, on the subject of the Post Office Department, I perceive by a Return of T. A. Stayner, Esq., Deputy Post Master General, that that Officer received for the year 1834, in addition to his salary and allowances of £730† sterling, the large sum of £3759 9s. 9d. currency, as emoluments of office; and remitted to the General Post in England £10,833. 6s. 8d. sterling, out of the Post Office Revenues of Upper and Lower Canada, and from the great increase of trade and commerce in these Provinces since that time, I should suppose his emoluments of office and remittances to England must far exceed these sums for this year. It also appeared before this Committee that the amount of money lost

* Many are of the opinion, and I fully agree with them, that the Post Office Department should be responsible for either public or secret robbery of the Mail.

† These sums are incorrectly stated. £680 sterling, and £2366 6s. 7d. currency are the amounts in the Return.—*Commissioners.*

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in transit through the Post Offices of Upper and Lower Canada and not recovered, during the year 1834, was £343, and for the year preceding only £194 15s. 6d. Now, since the Post Office holds the exclusive right of carrying letters, is it fair towards the public to allow the Deputy Post Master General to pocket such large sums, and to remit to England so much of its Revenue, while the unfortunate individuals who contribute to this Revenue are told in reply to their applications for money letters, (which they or their friends are compelled by law to forward through the Post Office, but which were never delivered by that Office,) that the Post Office is not legally responsible for monies stolen from the Mail? If it be not legally responsible, justice cries aloud that the unfortunate individuals should be indemnified out of the surplus revenue in preference to Mr. Stayner being permitted to appropriate so much of it to himself and remit the balance to England. At least, as Mr. Stayner is unwilling to admit that the Newspaper and Pamphlet Postage is a part of the Post Office Revenue, an appropriation out of it to meet such contingencies might not be illegal, more especially as the Public Revenue pays for the carriage of these documents.

Again, should private individuals be subjected to such vexatious delays as I have been? When money is placed in the hands of the Department to pay me, should it be kept by the Deputy Post Master General from 23rd May, 1837, to 25th May, 1838, because his Superior, the Post Master General, resides in England? And at the expiration of that time, my attention is particularly called to his Lordship's instruction, which state that I have no ground of claim whatever upon the Post Office Revenue, and that I owe the return of my loss entirely to the chance which has placed monies other than Postage at the disposal of his Lordship, and to his humane consideration for my case. This certainly is most satisfactory to a private individual who is fully under the impression that the Department over which his Lordship presides, unjustly retains £14 7s. of his money, because it is not responsible to any authority in Canada.

The Post Office in Montreal requires some alterations and improvements. It is much too small for the increased business of this city, and has too few clerks for the due performance of its duties. If a Mail arrives from Upper Canada or the United States, no letters can be delivered till it is distributed; and should a merchant see a letter in his box, or wish to Mail and pre-pay a letter there, he must wait sometimes half, and sometimes three-quarters of an hour, till the Mail just arrived be distributed, as all the clerks in the Office are employed arranging the letters and papers; and if an English Mail arrives, the usual business of receiving and giving out letters is entirely stopped, sometimes for two hours. There should be more clerks in the Office and more places of delivery, as the inconveniences the merchants at present have to undergo are very generally talked of. In making these remarks, I would by no means convey any reflection against the Post Master, Mr. Porteous, than whom a more obliging, attentive and industrious man never held the situation, but he requires better accommodations and more clerks.

The Post Office hours are too short also for this town, although quite long enough for one individual to be confined as closely as Mr. Porteous is, from 7 o'clock A. M. till about 6 o'clock P. M., but, nevertheless, from 8 A. M. till 5 P. M., is too short for public convenience in the winter season.

On the annexed half sheet I beg to submit a copy of my account with the Post Office Department, shewing the balance still due to me, and which I shall continue to claim till I be either paid or have the decision of a higher and more disinterested authority than either the Post Master or Deputy Post Master General.

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MONTREAL, 17th December, 1840.

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26th March.		Dr.	The Post Office Department in account with B. Brewster.			Cr.			26th March.			
(M.)	1835.		£	s.	d.	1837.		£	s.	d.	(M.)	
His account with Department.	Feb'y 17,	For cash lost out of the Mail on 17th February, 1835, referred to in the preceding correspondence,.....	48	15	0	July 10,	By Cash from H. Cassidy,.....	7	17	9		
	Oct'b'r 3,	" Cash paid H. Cassidy in consequence of above loss,.....	9	2	3	1838.						
	" 24,	" Ditto ditto ditto,.....	1	18	0	May 28.	" Ditto from the Deputy Post Master General,.....	48	15	0		
		" Paid Postage of these Money Letters,...	0	5	3		" Interest on £7 17s. 9d. from 10th July, 1837, till 28th May, 1838,.....	0	8	4		
		" Interest on £48 15s. from 17th February, 1835, till 28th May, 1838,.....	9	11	10		Balance carried down,.....	14	7	0		
		" Interest on £11 5s. 6d. from 9th October, 1835, till 28th May, 1838,.....	1	15	9							
			£	71	8	1						
		To balance brought down due 28th May, 1838,.....	14	17	0							
		" Interest on ditto from 27th May, 1838, till paid,.....										

Enclosures.

Enclosures in No. 103.

GENERAL POST OFFICE,
Quebec, 28th February, 1835.

[No. 1.]

1.—D.P.M.G. to J. G. Scott.

SIR,—In reply to your letter of the 26th instant, I beg to acquaint you that the Post Office is not legally responsible for monies stolen from the Mail. No one can regret more than I do the loss which has befallen Mr. Brewster; but it is entirely out of my power to grant him restitution. It is very much to be regretted that people will so unnecessarily expose themselves to losses by the Mails; I say "unnecessarily," because they may easily defend themselves from all risk, by using the precaution of cutting their bank notes or other negotiable paper into two parts, and sending the portions by different Mails, always retaining the second half until the receipt of the first is acknowledged. I recently recommended to the public the adoption of this plan, by an advertisement published in the Montreal and Upper Canada papers; and were the practice to be generally adopted we should never hear of a Mail robbery.

I remain respectfully, Sir,
Your very obedient servant,

T. A. STAYNER,
D. P. M. G.

J. Guthrie Scott, Esq.,
Montreal.

GENERAL POST OFFICE,
Quebec, 16th March, 1835.

2.—D.P.M.G. to B. Brewster.

[No. 2.]

SIR,—In answer to your letter of the 13th instant, I beg to say that you are correct in your information that some parts of the contents of the Kingston Mail bag lost on the 17th instant have been found. These comprise, as I am informed, the first of eight bills of exchange, for £500 each, and 107 dollars in bank notes; but whether those notes belong to you or not is impossible for me to say. Two persons are in custody who are supposed to have found the bag in question, and to have rifled its contents; they allege that they found altogether 240 or 250 dollars in notes, part of which money they had expended when they were apprehended. It would appear that they burnt every

thing in the bag except the bills of exchange and the bank notes. The property found upon the persons alluded to is in the hands of the Magistrates at Cornwall, who committed them to prison; and no part of it can be surrendered until the prisoners are tried. The trial will take place in July next.

I am instituting an action against the Mail Contractors for the loss of the bag, and if I recover damages from them, (as I think I shall,) I will use my best endeavours to obtain an authority from the proper quarter to indemnify those who have suffered by the robbery of the Mail in question. You are, however, perfectly at liberty to institute an action against me, as I understand by your letter you propose doing, if you think it advisable to do so.

I am, Sir, your obedient servant,

T. A. STAYNER.

Mr. Benj. Brewster,
Montreal.

ON BOARD THE KINGSTON,
(Between Prescott and Brockville,)
11th Sept., 1835.

[No. 3.]

3.—H. Cassidy to B. Brewster.

DEAR SIR,—I am thus far on my return to Kingston from the Cornwall Assizes, at which I yesterday attended the trial of the widow of the late A. Cook, for stealing from the Mail on the 17th February last the letters contained in it. No other, however, than that from me to you (mailed on the previous day) was proved; although it appeared by her own confession that she had opened several, and it also appeared that she took money from some others mailed at Kingston, but to whom they were addressed, or from whom did not appear. It also appeared, as well by her confession as by that of her husband prior to his death, that the package made up at Kingston was the only one opened by her, that she burnt the letters after taking the money from them, and that she burnt the other packages contained in the Mail bag, without having opened them. So that there can be no doubt as to your claim to the money now in the hands of the agents of the Deputy Post Master General. Mr. Griffin was also present at the trial; and to him the money was handed over by the woman and her husband. The amount which he has is \$112 or £28; the residue was expended before their detection.

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Mr. Griffin informed me that proceedings had been instituted by the Deputy Post Master General against the Contractors for carrying the Mail, and that the amount of your loss would undoubtedly be paid, as well as the expenses attending the prosecution; the evidence attending which leaves no doubt as to the amount of your claim,—a statement of which, with the expenses, I am requested to hand Mr. Macaulay, Post Master at Kingston, which shall be done on my arrival. And the result you shall be duly advised of. I was favored with your letter enclosing a bond of indemnity to Messrs * * * just as I left home, and had not time to see them; but will on my arrival, and hope that they will accede to your wishes.

I am truly yours,

H. CASSIDY.

To Mr. Benj. Brewster, }
Montreal.

Montreal, 6th Oct., 1835.

[No. 4.]

SIR,—My attorney at Kingston, H. Cassidy, Esq., informed me, per letter, dated 11th September, that the trial of the woman for opening the lost Mail bag had just taken place, and that my loss was satisfactorily proved. I have since been anxiously looking for a communication from you, as I understand by your favor, dated 16th March, that restitution should be made to those who had lost money in that bag, after the trial; and hope you will be so kind as to inform me what is to be done for those who at present suffer the inconvenience of the loss.

I am, Sir, your obedient servant,

BENJ. BREWSTER.

T. A. Stayner, Esq., D. P. M. G.

GENERAL POST OFFICE,
10th Oct., 1835.

5.—D.P.M.G.
to B. Brewster.

[No. 5.]

SIR,—In answer to your letter of the 6th instant, I beg to inform you that 112 dollars in bank notes have been deposited with me by the Court, as found in possession of Cook and his wife, and decided to be part of the money contained in the Mail bag rifled by them. There are claims, however, lodged for indemnification by sufferers through the robbery in question to the amount of between four and five hundred dollars; and I have applied to the Attorney General of Upper Canada for advice as to the course it will be proper for me to pursue with regard to the disposal of the amount in my hands, that is, as to whether it will be proper for me to make a dividend of it, or not, amongst the different sufferers. By his instructions I shall be governed.

An action is in progress against the Mail Contractors; and should the result of it enable me to supply your loss, it will afford me satisfaction.

I am, Sir, your obedient servant,

T. A. STAYNER.

Benj. Brewster, Esq. }
Montreal.

Kingston, 3rd Oct., 1835.

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[No. 6.]

DEAR SIR,—I was yesterday favored with your letter of the 28th, and avail myself of the earliest moment at my disposal to reply, and to remit to you the proceeds of Messrs. * * * 's promissory note at six months, for £53 17s. 9d. from 11th February last, with interest since, £1 17s. 10d. Total £55 15s. 7d.

Mr. * * * was under a mistake in saying he had paid this note at the time he saw you; as I find it was paid at three different periods, the last on the 28th ultimo. Immediately after my return from Cornwall I had to proceed to the District of New Castle to attend the Assizes there, from whence I had returned on the 23rd to resume the business of our Adjourned Assizes at this place. Since which my attention has been so constantly engrossed that I have been reluctantly obliged to let the amount remain deposited at the Court, and the matters with some others stands over for want of time to attend to them. I trust, however, the delay has been attended with no inconvenience to you. It would not have occurred but for my unavoidable absence.

In order to establish the loss of my letters to you of February last, containing the £48 15s. and the notes also of Messrs. * * * and to connect the chain of evidence against the parties accused of the abstraction from the Mail bag, I was obliged to procure the attendance of a gentleman who resides near Peterborough, who was at this place in February, and who put the letter into the Post Office, having first seen the money and notes enclosed in it. The necessary expense of his attendance at Cornwall amounted to £7 17s. 9d.; which, as well as the expenses of myself and the gentleman from the Post Office in this place, Mr. Griffin, the Inspector of Post Offices, assured me should be refunded. I advanced the above £7 17s. 9d. to Mr. Rogers, the witness alluded to; and not doubting under the circumstances but that it will meet your approbation, deduct so much from the amount received, with £1 7s. 10d. commission on collection, leaving a balance of forty-six pounds ten shillings, which you will be pleased to receive enclosed. Mr. Macaulay, the Post Master at this place, has or will transmit to the Deputy Post Master General a statement with which I have furnished him of the amount of your loss, and also the expenses, to be recovered from the Contractors. Hoping the enclosed will reach you in safety,

I remain very truly yours,

H. CASSIDY.

To Mr. Benj. Brewster, }
Montreal.

Kingston, 24th Oct., 1835.

[No. 7.]

DEAR SIR,—I have the satisfaction to acknowledge the receipt of your favor, acknowledging remittance of amount of Messrs. * * * 's note at six months; and am now happy to be enabled to enclose the amount of that at three months just received, say for principal £53 17s. 3d., interest 4s. 9d., £56 3s. Less commission £1 8s., and for engrossing bond of indemnity from you to them against any future liability in consequence of the notes having been lost, 10s.; balance enclosed, £54 5s., and I hope it will reach you in

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safety. Mr. Macaulay will advise me of the result of the proceedings of the Deputy Post Master General against the Contractors, or of any arrangement that might take place. And I do not entertain the least doubt, from what Mr. Griffin the Inspector of the Post Offices informed me, but that it is the intention of Mr. Stayner to oblige the Contractors to reimburse every loss that may be substantiated.

Hoping soon to have it in my power to address you more satisfactorily on this subject,

I remain very truly yours,

H. CASSIDY.

To Mr. Benj. Brewster,
Montreal.

Montreal, 26th Jan., 1836.

[No. 8.]

SIR,—Since the receipt of your last favor dated 16th October, 1835, I have been in daily expectation of a communication from you, but supposed latterly that my loss had escaped your memory, in consequence of the demands of the House of Assembly requiring so much of your attention. It is now better than eleven months since the Mail bag was lost; the trial of the persons who found the bag has taken place, and my loss at this trial was proved to the satisfaction of Mr. Griffin, who after the trial was over, and after hearing the confession of the prisoners and the evidence of my witnesses, told my Attorney, Mr. Cassidy, "that proceedings had been instituted by the Deputy Post Master General against the Contractors for carrying the Mail, and that the amount of your [my] loss would immediately be paid." He (Mr. C.) also mentioned, in this letter dated 11th September, 1835, that mine was the only loss proved on the trial; and that no doubt was entertained that the £28 handed to Mr. Griffin was part of the money taken out of my letter.

It is very difficult to get money collected, and when once collected it certainly is a hardship to lose it through the mismanagement of those to whom we are under the necessity of intrusting it for transmission. I assure you I stand in need of the amount in question, and sincerely hope that when once you know it is in your power without any loss to you or the Post Office Department to have me indemnified, you will not hesitate to do that which is requisite. I have been informed by good authority that if you would discharge the Mail Contractors from any law proceedings in the matter, they are ready and willing to pay whatever loss can be proved. Now if they are willing to indemnify those who suffered by the loss of the Mail bag, what more is to be required of them; or if more, is it right, permit me to ask, to keep the real sufferers out of their just dues till the precarious result of a tedious law suit be known? Surely you will acknowledge that the settlement of my claim has been long enough delayed, and if an action is to take place between the contracting parties, I hope you will not keep me any longer out of my dues, as it is now in your power to have me reimbursed, and the Department is better able to bear the want of such a sum for a length of time than I, and justice requires that it should.

I remain, Sir, your obedient servant,

BENJAMIN BREWSTER.

T. A. Stayner, Esq., D. P. M. G.

GENERAL POST OFFICE,
Quebec, 5th February, 1836.Appendix
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[No. 9.]

SIR,—Circumstances have prevented my attending sooner to your letter of the 26th of last month; in which you renew your application to me to make good the loss sustained by you eleven months since through the theft of the Mail bag on its way from Kingston to Montreal.

In this communication you allude to the sum of £28 deposited in my keeping by order of the Court, and appear to think that this must be a part of the money lost by you, and that I should pay it over to you.

I sincerely regret that I cannot meet your wishes in this matter. The suit instituted by me against the Contractors for the recovery of the penalty of their bond, out of which I hoped to have it in my power to satisfy all the sufferers by the robbery in question, is still pending; the Solicitor General has however informed me that it will come on this Term, and I hope the result of it may be such as will enable me to make good your loss. As to the £28 to which you refer, it is under seal, and must remain so till the suit is decided or some arrangement come to with the Contractors; for under existing circumstances, I do not feel myself justified in doing anything with it. I should involve myself in serious difficulty by undertaking to pay this money to you as a part of your loss.

You say you are informed by good authority, that if I will discharge the Mail Contractors from any law proceedings in this matter, they are ready and willing to pay whatever losses can be proved. The Contractors have never made a proposal of this kind. I wish they would do so. It would be their wisest course, for if my legal advisers should say that I am justified in coming to any such compromise, I should be rejoiced to settle the business in this way; but you must see I cannot take the first step in the measure.

I am, Sir, your obedient servant,

T. A. STAYNER.

To Mr. Benj. Brewster.

Montreal, 17th June, 1837.

[No. 10.]

SIR,—Some weeks ago I was informed that Mr. Whipple, Agent to the Mail Contractors, had settled with you for the money lost in the Mail bag on the 17th February, 1835, and all costs incurred in consequence. Since that time I have been looking very anxiously for a communication from you. If my information be incorrect, I hope you will excuse me for unnecessarily troubling you with this communication; but if it be correct, I beg your attention to my loss, and trust you will at your earliest convenience oblige me with the amount.

Your obedient servant,

BENJ. BREWSTER.

T. A. Stayner, Esq.

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[No. 11.]

SIR,—In answer to your letter of the 17th instant, I beg to say that as soon as I had come to an arrangement with the Mail Contractors, I addressed Mr. Cassidy on the subject of the money sent by him to your address, (supposing he was the proper individual to be applied to,) requesting him to furnish me with an affidavit of the facts connected with the case, and informing him at the same time that it was necessary I should report the matter to the Post Master General in England, and obtain his authority before I could venture to act upon my wish to repay the sufferers by the robbery of the Mail the amount of their losses. Mr. Cassidy has furnished me with the necessary declarations, and I have the other sufferers, with the exception of one whose testimony I expect to receive daily. I have little doubt that I shall have it in my power to restore the amount of your original and actual loss by the robbery of the Mail, viz: £48 15s. More than this you ought not to expect, and under all the circumstances I think you may consider yourself fortunate in recovering this much, which it will afford me much pleasure to be the instrument of paying over either to you or Mr. Cassidy as may be agreed upon between you.

I am, Sir, your obedient servant,

T. A. STAYNER.

To Mr. B. Brewster, }
Montreal.GENERAL POST OFFICE,
May 23, 1837.

[No. 12.]

SIR,—I am in receipt of your letter of the 22nd instant, conveying a proposition in behalf of Messrs. A. Bigelow & Co., Mail Contractors, with a view to an amicable settlement of an action brought by me against them for the loss of the Mail in the month of February, 1835. Having duly considered your offer to pay me £250 as an indemnification for the losses and expenses incurred by the Post Office Department, as also to cover the loss in Bank Notes or other monies sustained by private individuals through the loss and subsequent robbery of the said Mail, which are understood to have amounted to the sum of £105 or thereabouts, I have now to state that I have determined to accept your terms. Upon the immediate payment, therefore, to me, of the £250, I will exonerate the Contractors from the responsibility to which they have made themselves liable in consequence of the loss of the above Mail through the neglect of their servant or servants, and will stop the prosecution now pending.

I am, Sir, your very obedient servant,

T. A. STAYNER.

To A. Whipple, Esq.

Quebec, 23rd May, 1837. I acknowledge the receipt of the within mentioned sum of Two Hundred and Fifty Pounds. Witness my hand.

(Signed,)

T. A. STAYNER.

-Witness, }
W. H. Griffin. }

Montreal, 22nd June, 1837.

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[No. 13.]

SIR,—I have to acknowledge yours of the 19th instant, informing me that you have little doubt you will have it in your power to restore the amount of my original loss by the robbery of the Mail, say, £48 15s.; and that more than this I ought not to expect. With reference to this communication I would beg to observe, I have every reason to expect that under the circumstances, and in common justice, not only the original amount but the whole of the disbursements made by me for the purpose of assisting the officers of the General Post Office in bringing to conviction the offenders, should be paid to me.

On the 23rd ult. you were paid by the Mail Contractors £250, as an indemnification for the losses and expenses incurred by the Post Office Department, as also to cover the losses in Bank Notes or other monies sustained by private individuals through the loss and subsequent robbery of the said Mail, which are understood to amount to £105 or thereabouts; for which sum you exonerated them from all responsibility in preference to accepting their previous offer of reimbursing you for all expenses incurred by the Department, and satisfying and paying the actual and real sufferers by the loss of the Mail. And in a letter to me, dated 10th October, 1835, you stated that £28 recovered from Cook and his wife, as money contained in the Mail bag rifled by them, had been deposited with you by the Court. Now these two sums in your hands amount to £278, which is evidently more than sufficient to cover the whole of the losses. I hope, therefore, that on reconsidering the matter, you will see the propriety of indemnifying private individuals first; as in that case I think you will admit there ought to be sufficient left in your hands to reimburse the Post Office Department for all expenses it can have incurred.

I conceive I am reasonably entitled to what I now claim; from the circumstances that the disbursements in question were made not only for the purpose mentioned in the first part of this, but also that the letter to my address contained in addition to the cash, two Promissory Notes endorsed in my favor for £53 17s. 9d. each, which was necessary [*sic in orig.*] in order to secure the liability of the promiser and endorser for the lost notes. And you prevented our being paid the whole amount with interest, which Mr. Whipple was ready with your permission to do. I further claim to be paid under the assurance of Mr. Griffin to Mr. Cassidy, that the amount of my loss would undoubtedly be paid, as well as the expenses attending the prosecution, the evidence attending which left no doubt as to the amount of my claim. Mr. G. at the same time requested Mr. Cassidy to hand Mr. Macaulay, Post Master at Kingston, a statement of it, which he did. Upon the whole I trust that you will, following up the same course by which you have made a compromise with the Contractors, refund to me the loss I have suffered by their neglect without exposing me to the delay of instructions from England on the subject. I beg a reply as early as your convenience will permit, in order that should you decline adjusting my claim I may have time to be advised of the propriety of making a regularly authenticated representation of the circumstances to the Head of the Department in England.

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

BENJ. BREWSTER.

T. A. Stayner, Esq.

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[No. 14.]

Kingston, 14th July, 1837.

SIR,—I this morning received your letter of the 1st instant, just after having seen Mr. Griffin, Agent of the Post Office Department, who called to see me on the subject of your claim, for the loss sustained by you in the winter of 1835 by the loss and subsequent abstraction of the Mail Bag near Cornwall.

I was a short time since written to by Mr. Stayner, the Deputy Post Master General, for affidavits of the contents of my letter to you, and was informed that the Contractors had agreed to pay whatever amount should be made appear to have been lost, but that he would be obliged to wait the approval of the Home Department before he could accede to the proposition.

I sent him the affidavit of myself and of the Deputy Post Master at this place, and was much pleased to learn that you were likely to be soon reimbursed, and intended advising you thereof, but amidst the various and pressing engagements to which my attention has since been directed, I have not done so. I intended at the same time to enclose to you, the £7 17s. 9d. advanced by me for you to Mr. Rogers, and afterwards retained from monies received for you from Messrs. " " , and which has since been paid to me by Mr. Stayner, with other £10 expenses incurred on that occasion in going to Cornwall, but for the same reason it has not been done, I regret to say.

I am now informed by Mr. Griffin, that Mr. Stayner intends paying the claims that have been preferred, at once, and avail myself of the opportunity, and Mr. Griffin's kindness to take charge of it, to enclose to you the said sum of £7 17s. 9d., which, with the sum of £48 15s., taken from the Mail Bag, and my charge for drafting bond of indemnity, 10s. with interest on the £48 15s. (which I should imagine would not be objected to,) will constitute your claim; and, as I have stated to Mr. Stayner, I think the Contractors should be required to indemnify you against loss in case the two notes should ever appear and be demanded of and paid by Messrs. " " , who, in such case, would have recourse upon you under your bond to them. I do not, however, think this probable, as by the evidence adduced at the trial it appeared pretty evident that with the exception of the money, &c., found on the prisoners and traced to them, the contents of the Mail Bag were destroyed. Still, however, they may possibly appear, and there will be no harm in your being indemnified.

I am, Sir, your obt. servant,

H. CASSIDY.

To Mr. Benj. Brewster, }
Montreal.

Montreal, 6th Dec., 1837.

[No. 15.]

SIR,—Since the receipt of your favor dated 19th June, in which you stated that the cases of the several sufferers by the Mail robbery would be laid before the Post Master General in England, to obtain his authority for indemnifying the sufferers, I have been without further information from you. As six months have already elapsed since that time, I hope you have by this time received the requisite authority, and that I may soon have the pleasure of returning you thanks for my share.

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

BENJ. BREWSTER.

T. A. Stayner, Esq.

GENERAL POST OFFICE,
Friday, 6th December, 1837.Appendix
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[No. 16.]

SIR,—I have received your letter dated 6th instant, and beg to inform you that I have not yet received any communication from the General Post Office relating to the matter of your letter.

I am, Sir, your obt. servant,

T. A. STAYNER.

To Benj. Brewster, Esq., }
Montreal.

Montreal, 21st Feb., 1838.

[No. 17.]

SIR,—I regret very much being under the necessity of troubling you so often relative to my claim, but every individual in business at these times feels anxious to receive any sum he is justly entitled to, and in the present instance I feel I confess very anxious to receive mine, as it is now better than three years since, through culpable negligence, the cash was lost on its way to me, and it is within two days of nine months since the Mail Contractors placed ample funds in your hands to indemnify me and all parties concerned for losses and costs incurred through the loss of the Mail Bag on the 17th of February, 1835. If there be not a prospect of an immediate decision and settlement of this matter, I beg you will inform me at your earliest convenience, that I may prepare copies of all correspondence that has taken place between you and me in this matter, and also of those letters which passed between you and A. Whipple, Esq., on the 22nd and 22rd May, 1837, all of which I shall first send to you for examination preparatory to forwarding them to a friend in England to make application to the proper quarter on my behalf.

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

BENJ. BREWSTER.

T. A. Stayner, Esq.

GENERAL POST OFFICE,
Quebec, 23rd February, 1838.

[No. 18.]

SIR,—I am in receipt of your letter of the 21st instant, on the subject of your claim, to be reimbursed the amount of the loss sustained by you through the destruction of the Kingston Mail Bag on its way to Montreal in February, 1835. You say that if there be not a prospect of an immediate decision and settlement of this matter, you will prepare copies of correspondence, &c., which you will send to me for examination preparatory to transmitting the same to a friend in England to make application in the proper quarter in your behalf.

It seems not a little extraordinary, that after the pains I have been at at different times to explain to you that I had done everything in my power to bring the matter in question to a final settlement, you should still persist in writing and speaking on the subject as if I had been guilty of some great violation of duty, rendering me amenable to penal consequences, for such I am sorry to observe has been the tone of your recent

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Hon. Adam
Ferreé, Mon-
tréal.
Answer to Se-
cond Circular.

observations; you have even so far lost sight of the obligations of common courtesy* as to insinuate in pretty plain terms to the Post Office Surveyor, (Mr. Griffin,) after my distinct assurance of the fact, that I had (as I was bound to do,) submitted the subject to the Post Master General, that you did not believe I had done so. After being so grossly insulted in a matter which I had used my best exertions to secure your interests and those of the other parties similarly situated with you, you need not be surprised that I should say you are perfectly at liberty to take what further steps you please in the business. Only this I beg to observe, that I shall not examine any documents you may send me previous to transmitting them to your Agent in England. I find by reference to my letter book, that it was on the 7th of July last, I referred the question of the final settlement of this affair to my Superior in England, and I can only account for my not having yet received the necessary order for my government, by supposing that hurry of business has prevented attention to it. I shall to-day write again on the subject.

As to my having any sinister motive in deferring the settlement of your claim, for such would appear to be your suspicion, the thing is perfectly absurd. I do not, nor cannot, derive any benefit from the delay which has unfortunately arisen, and I am quite certain that to no one has it caused more annoyance than to me.

I am, Sir, your obt. servant,

T. A. STAYNER.

To Mr. Benj. Brewster, }
Montreal.

GENERAL POST OFFICE,
Quebec, 19th May, 1838.

[No. 19.]

SIR,—I beg to send you herewith two letters from the Secretary of the General Post Office London, by which you will perceive that I am at length permitted to reimburse you and the other individuals who suffered loss by the rifling of the Post Office Mail on its way from Kingston to Montreal in the month of February 1835. It is my duty to call your attention particularly to the letter of the Secretary, dated 19th December, as shewing the true grounds upon which you are to receive compensation for your loss, in order that no misconception may go abroad upon the subject. Upon your transmitting to me receipts in duplicate in the within form, for the amount of your loss, the money will be paid to you or your order.

I am, Sir, your obt. servant,

T. A. STAYNER.

Benj. Brewster, Esq. }
Montreal.

P. S.—The letter dated 19th December, was lost in the Falmouth January Packet, which will in some measure account for the delay which has arisen in bringing this matter to a settlement.

* [Note by Mr. Brewster.]—No. 16 appears very courteous indeed.

GENERAL POST OFFICE,
Quebec, 1838.

[No. 20.]—Enclosed form of Receipt.

Received from T. A. Stayner, Esq., Deputy Post Master General, forty-eight pounds fifteen shillings currency, being compensation awarded by Her Majesty's Post Master General, for a loss sustained by me in Bank Notes, by the rifling of the Mail on its way from Kingston to Montreal, in February, 1835; the grounds for awarding such compensation being set forth in the letter from the Secretary of the General Post Office to the Deputy Post Master General, dated 19th December, 1837.

GENERAL POST OFFICE,
19th December, 1837.

[No. 21.]

SIR,—I am directed by the Post Master General to inform you that the proposition contained in your report of the 7th July last, as to the appropriation of the sum recovered from the Contractors for the conveyance of the Mail between Kingston and Cornwall in Upper Canada, having been submitted to the Lords of the Treasury, their Lordships have been pleased to authorize the payment of the claims of the different parties for losses sustained by the robbery of the Mail in question, amounting together to £110, from the penalty recovered from the Contractors; but his Lordship directs that you will be very particular in your communications with the parties in explaining to them that they have no ground of claim whatever upon the Post Office Revenue, and that they owe the return of their losses entirely to the chance which has placed monies other than Postage at the disposal of His Lordship, and to his humane consideration for their case; any notion of interests on the amounts being entirely out of the question.

I am, Sir, &c. &c.

THOS. LAWRENCE.

T. A. Stayner, Esq.

GENERAL POST OFFICE,
London, 7th April, 1838.

[No. 22.]

SIR,—I have received your letter of the 23rd February, and I beg to inform you that the reply to your report of 7th July last was transmitted from hence on the 19th December following, and I enclose for your information and guidance a copy of that reply, and I will forward a second copy by the next packet.

I am, Sir, your obedient humble servant,

THOS. LAWRENCE.

T. A. Stayner, Esq., &c. &c., }
Quebec.

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GENERAL POST OFFICE,
25th May, 1838.

[No. 23.]

SIR,—I beg to acknowledge the receipt of your letter of the 23rd instant, accompanying receipts for the sum of £48 15s., and I now hand you a cheque on the City Bank, Montreal, for that amount.

I am, Sir, your obedient servant,

T. A. STAYNER.

Benj. Brewster, Esq., }
Montreal. }

No. 104.

Thos. Colman,
Montreal.

THOS. COLMAN, Esq., Paymaster of Police Force.

Montreal, 6th December, 1840.

Whilst stationed at St. Hyacinthe, I heard a great deal of dissatisfaction expressed by the French Canadians respecting the high rates of Postage; and, in my opinion, letters ought to be sent to that part of the country four times a week instead of twice, by means of the Stanstead Post, which is met at St. Pie by a bye Post from St. Hyacinthe on Wednesdays and Fridays; though with the exception of the Courier Newspaper, I am not aware of anything having been ever sent by that line from Montreal. The principal Post road from St. Charles is one of the worst in the country, and almost impassable in spring and autumn.

At Vaudreuil also the people complain of having a Post only once a week; although it passes by the Cascades (within six miles of them) every day; and when travelling between Nicolet and Lotbinière I heard similar complaints of there being only one Post a week.

No. 105.

A. C. Webster,
Terrebonne.

ARTHUR C. WEBSTER, Esq., late a Commissioner of the British American Land Company.

Terrebonne, 4th January, 1841.

Answer to Second Circular.

[To Second Circular.]

1.—The Internal Post communications of the Province might be, without doubt, somewhat accelerated. The rate of speed at which the Mails are conveyed, even when they are independent of a public stage, is extremely moderate; and it is sufficient to have observed the loss of time that is uselessly submitted to at the stopping places on every route, and to reflect that having a certain length of road to travel, horses not overloaded may be made to perform this service as advantageously at the rate of 8 or 9 as at that of 5 or 6 miles an hour, to be satisfied that with little additional expense to the Department, a considerable improvement in this respect might be obtained. In the state, however, in which the country is placed, with regard to its roads and bridges, and when the latter are wanting—its ferries, there are many contingencies capable of affecting the progress of the Mails; and the room which is allowed to the Contractors in their generally slow rate of travelling, is per-

haps required, to enable them to make up delays to which at certain seasons and at certain points they are inevitably subject. The slowness of the Post conveyance is complained of; but its regularity is generally acknowledged.

2.—The correspondence sent otherwise than by Mail is chiefly that between Quebec and Montreal. The regularity and comparative speed of the steamers, and the facilities afforded by them, and the exchanges of the two Cities, with the forbearance of the Post Office authorities, have promoted the adoption by the mercantile community of this channel of intercourse in preference to the Mail.

3.—I believe that the rates of Postage are generally considered reasonable; although particular interests have expressed dissatisfaction at the scale that is followed. In this there is evidence of a disposition to relieve the distant correspondent; the charges on the longer routes being less in proportion than those on the shorter. Many grounds might be found for the support of this policy, and indeed the principle might be pressed to the establishment of a uniform rate of Postage for all distances exceeding a very reduced minimum. Those persons who sojourn farther from the Metropolitan Towns, the centre of trade and the Sea Ports communicating with the United Kingdom, (whose correspondence is valuable and to be encouraged as inducing emigration and settlement,) are the least able to bear expense; and it seems only just that suffering naturally the disadvantages which distance entails, they should be relieved, if possible, from a directly proportionate pecuniary charge. The Government of the United States has adopted this policy, and there is an analogy in the cases which might permit the acceptance of the example in Her Majesty's Dominions.

4.—Were the expenses of the emigrant settlers' correspondence with the Mother Country somewhat further reduced, there would be no object promoted by the reduction of the standard for the rates of Postage; nor do I conceive that a material extension of the correspondence of the Provinces would follow such a reduction.

5.—I am not aware of the practical effect of the system of charging letters by weight, as now in force in the United Kingdom, but I am under the impression that it affords relief from the unfairness of the double charge which was levied under the old regulations;—frequently on a correspondence confined to a single subject, as the remittance of a Bill of Exchange, the return of a formal receipt or certificate, &c.

6.—The charge on the transmission through the Post of a copy of a newspaper or other periodical is one penny per sheet. If the Department is to look for remuneration for the service performed, this is not an overcharge; but if there is a claim on it for the free transport of these publications, the charge amounts to a considerable tax; and being payable in advance, it bears with additional weight to their disadvantage.

7.—But I am not aware of the existence of a proper foundation for the claim that is so loudly put forth on the public service, nor do I conceive that publishers any more than other tradesmen, are entitled to so large a premium from the public resources, as would be the gratuitous conveyance of the articles which they produce. On the ground that they diffuse knowledge, the claim of many of them must be rejected; but were this ground even admitted in full, it would be an anomalous system that would give so great a preference to the knowledge of newspapers over that of books.

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The Postage of newspapers is not, I think, complained of by the public who eventually bear the charge; and the publishers, as a class of the community, do not make out a claim to indulgence in its reduction. But the remission until delivery, of the Postage on the periodical, as on the letter, would I conceive be productive of general advantage; for if the direct outlay now required to be made on the posting of a publication did not tend to prevent its transmission, there would be many cases when the risk of non-payment for his time and labour, would not deter the publisher from furnishing it. If sent, the postage would be paid by the subscriber in many cases when the subscription might remain due, and then although the publisher might suffer loss to a greater extent than at present, his print would be probably more widely circulated, and the revenue of the Post Office plainly benefited.

No. 106.

No. 106.

R. H. Bourne, Rev. R. H. BOURNE, Protestant Episcopal Missionary stationed at Rawdon.

RAWDON, DISTRICT OF LEINSTER,
5th February, 1841.

I think the rates of Letter Postage in the Province are high, and that a reduction of them would increase the amount of correspondence.

It appears to me that the system of making a moderate charge on all printed papers is reasonable. It must, however, be acknowledged that the free and wide diffusion of useful information must ever be regarded as a matter of the utmost importance to the prosperity of the community, and if the reduction of the charge on newspapers and other periodicals, or even the free transmission of them by Post, would have a tendency materially to increase the blessings of religion, science, and civilization, or contribute to the formation of a moral and intelligent population, I think that it would be worthy of consideration by the Government.

In this connexion, perhaps, I may be permitted to suggest whether or not printed circulars might not justly be permitted to be sent by Post at the same rate as newspapers or other printed sheets.

(Translation.)

No. 107.

No. 107.

B. Joliette, Village d'Industrie. B. JOLIETTE, Esq., Warden of the District of Berthier.

VILLAGE D'INDUSTRIE,
District of Berthier, 8th Dec., 1840.

I think that the present state of the Post Office might be improved, by establishing other Post Offices in several very populous parts of this Province; and I take this opportunity of suggesting to the Commissioners, that one of those Post Offices should be established at Lavaltrie, at a distance of five leagues from the Post Offices of Berthier and Repentigny. By this means delay would be avoided in the delivery of letters for Lavaltrie, the greater part of which are now sent to the Office at Industrie, thereby raising the Postage to 7d; whereas, if the letters were sent from Montreal to Lavaltrie, the Postage would be only 4d, besides which delay would be avoided with respect to the letters in question.

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The Post Office has generally been well governed by the Officer at the Head of the Department, who has always shown great zeal and intelligence, and a desire to make any alteration which might be necessary for the advantage of the public, so far as lay in his power.

The remuneration of 20 per cent, granted to Post Masters in the country, is totally insufficient, and doubtless occasions frequent changes among them; I think it would be better to allow them a fixed salary, sufficient to procure steady, well-informed and respectable persons, to fill the office of Post Masters in the country parts of this Province.

The Postage on letters and newspapers is too high in this Province, and if it were possible to reduce it, so as nevertheless to leave a revenue sufficient to defray the expenses of the Department, such a reduction would be desirable, as it would have the effect of increasing the circulation of letters and newspapers through the Post, which would be of great advantage to the public.

I think it would be proper to make an arrangement with the American Government, so that letters from this Province might be sent to any part of the American Union without the necessity of paying Postage thereon as far as the Province line; but that Postage due on letters coming from this Province, ought to be received by the Post Masters in the United States, in the same manner as is practised with respect to letters coming from the United States.

The Post roads between Quebec and Montreal ought to be improved, and a visit for that purpose made at a proper period, so as to ascertain what portions of those roads are most in want of improvement; as a proof of the bad state of the Post roads, I will observe that it has often happened in the spring and autumn, that the Mail has taken six hours to come over the six leagues between Montreal and Lavaltrie, without having been delayed at the cross of Bou-d'e-l'Isle at Repentigny, and this alone would be evidence of the abominable state of the roads, which are almost impracticable in several parts of the Parish of Long Point, Pointe-aux-Trembles, Repentigny, St. Sulpice and Lavaltrie; this is probably the case also in several other Parishes between Montreal and Quebec.

I will conclude by submitting to the Commissioners, the propriety of giving a sufficient guard to the Courier, for the safe-keeping and preservation of the Mail between Montreal and Quebec, on account of the great importance of the present communication between those two cities.

(Translation.)

No. 108.

No. 108.

ETIENNE MAYRAND, Esq., late a Member of the Special Council for the Affairs of Lower Canada.

Etienne Mayrand, Rivière du Loup.

RIVIERE DU LOUP,
District of Three Rivers, 7th Dec., 1840.

In obedience to your wish, I take the liberty of representing that the Post Masters in the different Parishes are not sufficiently remunerated, and their Offices are very badly organized, and entirely without control. They ought to have a fixed salary, and receive newspapers free, but not the right of franking any of their own letters.

The Postage on letters and newspapers is most exorbitant. The Postage on a letter from Quebec

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to Montreal ought to be 6d., and half that for half the distance, and 1d. on each letter to any intermediate place. On semi-weekly papers, 1s., and on tri-weekly papers, 1s. 3d. *per annum*.

The Mails are exposed to danger for want of protection. A guard becomes absolutely necessary, otherwise some fatal evil may occur before long. The roads might be greatly improved and altered, so as to avoid the spring floods, and shorten the distance, by the appointment of a Surveyor in each Parish, with a salary, and subject to a fine in case of negligence.

The Post Office Department should remain under the control of the Government of the Province, and the surplus revenue be employed in facilitating communications, so as to spread education throughout by means of newspapers and periodicals, and by the increased circulation of letters and other correspondence.

No. 109.

No. 109.

Hon. Mr. Justice Vallières de St. Réal, R. J. Kimber, and J. E. Turcotte, Three Rivers.

Honorable Mr. JUSTICE VALLIERES DE ST. RÉAL, R. J. KIMBER, Esq., M. P. P. for the County of Champlain, J. E. TURCOTTE, Esq., M. P. P. for the County of St. Maurice, and others.

Three Rivers, 11th Dec., 1841.

We, the undersigned merchants and traders of the town of Three Rivers, having taken communication of a Circular addressed by the Post Office Commissioners to certain persons, requesting information upon the subjects within the scope of the said Commission, beg leave to acquaint you with our views in relation to these matters and to solicit the attention of the gentlemen constituting the said Commission, to the investigation thereof.

First.—We consider that the excessive rates of Postage claimed for the transmission of letters to and from the town of Three Rivers ought to be diminished, and placed on a footing of equality with, and made proportionate to, the rates claimed in the other parts of the Province.

Secondly.—That the inhabitants of the town of Three Rivers are subjected to the payment of seven pence, currency, for the transmission of a single letter to and from the cities of Quebec and Montreal and the town of Three Rivers, a distance of ninety miles; when a rate of Postage of nine pence only is exacted for the transmission of a single letter from the city of Quebec to the City of Montreal, and *vice versa*, a distance of one hundred and eighty miles; that in proportion to the rate of Postage claimed for the transmission of a single letter from Quebec to Montreal, the rate to and from the town of Three Rivers and either of those cities, ought to be reduced to four pence half-penny.

Thirdly.—That in order to facilitate the transmission of letters to and from the town of Three Rivers to the parishes in the District of Three Rivers, a uniform rate of Postage ought to be demanded; and that that rate ought not to exceed one penny for the transmission of a letter to or from any distance not more than fifty miles.

Fourthly.—That the inhabitants of the town of Three Rivers are subjected to great inconvenience in consequence of the closing of the Mails at a fixed hour, say 10 A. M. to Montreal, and 11 A. M. to

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Quebec. Whereas should the Mail arrive after these hours (which very frequently happens) they are obliged to await the departure of the Mails until the following day, to reply to the letters received on the preceding day; an evil which could very easily be obviated by obliging the Post Masters to keep the Mails open for an hour after their arrival, in order to afford to the inhabitants of Three Rivers the facility of replying to any letters by the return of the Mail which brought them.

Fifthly.—That they are likewise subjected to great inconvenience when the Mails arrive after the hour fixed for the closing of the Post Office, say 3 P. M., by being obliged to wait until the opening of the Office on the following morning for the delivery of the letters received the preceding day; and that they respectfully beg leave to suggest that this very serious evil ought to be immediately remedied by obliging the Post Master to keep the Office open for one hour after the arrival of the Mails, for the delivery of the letters, &c., should they arrive at any hour before 9 P. M. They avail themselves of this occasion to mention, that the gentleman who formerly held the office of Post Master, consulted the convenience of the citizens by adopting this practice, which has been discontinued since the present incumbent has held that Office.

Sixthly.—That in order to afford facilities to the inhabitants of newly erected Parishes through which the Mail is not carried, they respectfully beg leave to recommend the adoption of a more efficient system of Mail accommodation than that which now exists.

The undersigned beg leave to suggest that the evils herein complained of might be in part immediately remedied by orders from the Deputy Post Master General to the Post Master of Three Rivers to that effect; but they believe that a part of the representations which they have considered it their duty to make can only come within the scope of the objects for the attainment of which the Commission has been appointed.

(Signed,)

Vallières de St. Réal,	J. B. Lajoie,
R. J. Kimber, M. D.,	A. M. Hart,
C. Defossés,	L. B. Gavreau,
D. S. LaBarre,	A. Laruc,
J. E. Turcotte,	Joseph Giroux,
T. B. Perthier,	Joseph Pothier,
Jacques Bureau,	Ant. Bureau,
Maurice Ryan,	P. Girard,
L. S. G. Duval,	Pierre Deceaux,
Edward Pratt,	J. C. Dumoulin,
Ezek'l. Hart and Son,	G. Badeaux,
D. S. LaBarre, fils.	L. U. Ritter,
L. Boudreau,	O. Boudreau,
Olivier Duval,	James Gamble,
A. T. Hart,	E. M. Hart,
J. B. Proul.	

No. 110.

No. 110.

Hon. M. BELL, late a Member of the Legislative Council of Lower Canada.

Hon. M. Bell, Three Rivers.

Three Rivers, 18th Dec., 1840.

It appears to me that Three Rivers has been considered too much in the light and footing with other intermediate Offices on the line between Quebec and Montreal, where a bag has merely to be thrown in and thrown out to the Carrier as he passes up or

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down the road; whereas it certainly deserves to be considered in a very different light and ought rather to approximate in a small degree to the Office at Montreal.

The circumstance of there being only one person in the Office subjects the Department and the public to the risk of great inconvenience and perhaps loss. In consequence of what I had occasionally observed on seeing the different Mails arrive, I was induced a short time ago to mention the subject to the Deputy Post Master General and point out to his notice the embarrassment that would arise in the event of sickness, or other occurrences that might prevent the attendance for the moment of the individual at present in charge of the Office; the Deputy Post Master General appeared to be aware of the circumstance, and expected soon to be able to place the Office in a more efficient state by giving some further assistance.

What I had considered possible on this score has actually taken place, for within these few weeks the Post Master, Mr. Robertson, was taken suddenly unwell, and had he not had the services of his son (a member of the Bar in Montreal) who had occasionally assisted him in the Office and who was acquainted with the duties of the Department, much and very serious inconvenience must have arisen, not only to the community here, but for some days throughout the Province.

I have every reason to think that the Commissioners will join with me in opinion, that the Post Master of Three Rivers is not adequately remunerated for the services he has to perform, and that he ought to be allowed a sum sufficient to engage the service of an efficient person to assist as Clerk in the Office. I would also recommend a small rent to be allowed for the Office, so that it should be considered as belonging to the Department.

Here we have also our grievance-mongers who complain of Office hours, arrival and departure of the Mails, &c. &c., every one endeavouring to have every thing to suit his own convenience; and generally those that make the most noise are people that have the least to do with the Post Office, and contribute the least to the funds of the Department.

(Translation.)

No. 111.

No. 111.

Rev. T. Cook, Three Rivers.

Rev. T. Cook, Vicar General.

Three Rivers, 27th Nov., 1840.

It gives me pleasure to be enabled to state to the Post Office Commissioners, that I am satisfied with the manner in which the business of that Department is transacted in this City. I should wish, however, with the public at large, that some alteration were made in the Postage on newspapers.

No. 112.

No. 112.

I. G. OGDEN, Three Rivers.

I. G. OGDEN, Esq., Sheriff of the District of Three Rivers.

Three Rivers, 27th Nov., 1840.

I conceive it would tend much to the convenience of the inhabitants of this town, if the Mails for Quebec and Montreal should not be dispatched from this till

twelve o'clock. Such a regulation would almost every day enable mercantile and other gentlemen to answer their letters by return of Post. This indulgence to the town of Three Rivers could not possibly be detrimental to either of the two large cities; for when the roads are sufficiently good to allow the Post to arrive here before noon (I may say before two in the afternoon) the Postmen by using the ordinary diligence of travellers will deliver their Mails in Quebec and Montreal long before daylight. This change of the hour of closing the Mails, besides being a great convenience to the inhabitants of this town, will, I have every reason to believe, contribute considerably to the increase of the Post Office revenue; for as it is now impossible to answer letters by return of Post, they are very frequently if not generally answered by the earliest conveyance after the departure of the Post, by Steamers in summer and by the Stage in winter.

A Query has arisen here relative to the rate of Postage charged on letters from Quebec and Montreal in comparison with the rate charged on letters going from one of those cities to the other. The only reason to which I can attribute the custom of charging seven pence for a single letter sent ninety miles, and only nine pence when sent double that distance, is that the Post Master General is here at the half-way house obliged to maintain an Office for our convenience; yet this I humbly consider an insufficient reason, inasmuch as the Post Master here has other duties to perform, which, independent of the services he executes in behalf of the residents of this town, would render his residence here absolutely necessary, such as forwarding Mails from every part of the Canadas to the Eastern Townships, &c. Consequently it may be doubted if it is quite fair to saddle the small town of Three Rivers with the sole maintenance of its Post Office, as it appears we are by the extra Postage on our letters.

I will now state that I have frequently congratulated myself when I have put money letters into the Post Office, that the Post Master was not only a gentleman of high character, but that he also possessed considerable property in this town; otherwise, I should have felt uneasy at trusting hundreds of pounds to the honor of a man serving for the pitiful salary of £90 per annum.

In a small town the Post Master must necessarily associate with the most respectable and opulent of its residents; and when it is considered the trust that is reposed in him, and the large sums that are daily going through his hands, I think it may be said to be unfair as it regards the individual, and unsafe as it regards the public security, not to allow him sufficient to maintain the appearance and integrity of a gentleman.

(Translation.)

No. 113.

No. 113.

P. VEZINA, Esq., Queen's Counsel.

P. Vezina, Three Rivers.

Three Rivers, 11th Dec., 1840.

The Post Office here is kept honestly, with assiduity and punctuality, to the honor of the person in charge of it. But I think I may suggest some improvements in the manner of holding the Post Office in this town, for the advantage of the public and more particularly of commerce; that is, to close the Mails one hour only after the opening of the last Mail of every day, which would enable individuals, mer-

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chants in particular, to answer and correspond by the same Mail, and thereby avoid losses and the great disadvantages arising therefrom.

It appears just to me that the Postage on letters between Quebec and Three Rivers and Montreal and Three Rivers, should be reduced to one half of that payable on letters between Quebec and Montreal and *vice versa*, as the town of Three Rivers is just half way between the two cities.

Another inconvenience which ought in justice to be remedied, is, that persons are obliged to wait for their letters and transact their Post Office business in the street, for want of a hall or apartment wherein to wait, exposed to the inclemency of the weather; while in the same building there is an apartment or small newsroom, to which the public is only admitted on subscribing and paying a certain sum in each year, so that there are very few persons who enjoy that advantage, while the public cannot.

(Translation.)

No. 114.

No. 114.

Valère Guillet,
Three Rivers.

VALÈRE GUILLET, J.P., Notary Public.

Three Rivers, 30th November, 1840.

I am little acquainted with the Post Office Department in this Province, and I have nothing to induce me to form any complaint.

I will only take the liberty of suggesting as a proper improvement, the addition of a hall or entry to the Post Office of this Town, to which free access may be had by persons who have letters to deposit in the office or to receive therefrom, without being obliged to remain in the street while receiving their letters and paying for them, or transacting other business with the Post Office, as it is very disagreeable, especially during rainy weather and snow storms, and when the wind is high and the weather very cold. In making this suggestion, I beg, Sir, that the Commission will believe that I have no other motives than to procure to the Citizens of this Town a desirable improvement.

(Translation.)

No. 115.

No. 115.

J. Desfossés,
Three Rivers.

J. DESFOSSÉS, Esq., Merchant.

Three Rivers, 7th December, 1840.

As regards the Post Office of Three Rivers, great inconvenience results from the fact that the Office hours are only suited to the Post Master's rest, and not to the public advantage. The time, which is limited to ten o'clock precisely, is too short. Persons ought to be allowed to enter their letters until the departure of the Mail, the office should be open from nine, A. M. to six, P. M., and the letters distributed as soon as unpacked. The Postage is also much too high, — 4d. for three leagues. I think they should be reduced to the same as they are in England. As to the manner of appropriating the revenues, the general opinion is, that they should return to the advantage of the Country instead of being sent to England.

No. 116.

Lt. Col. J. CAMPBELL, Commanding on Particular Service.

HUNTINGDON, DT. OF BEAUHARNOIS,
22nd December, 1840.

[To Second Circular.]

1.—Between Montreal and Huntingdon there are five Post Offices. At four of them, to my knowledge, it is customary on the arrival of the Mail to empty the bag and select such letters and parcels as belong to that particular Office, and replace the remainder which are to proceed forward. This is the cause of much delay, which I conceive might be remedied by each Office having their own bags marked with the name of the Office to which they belong.

3.—I think the present rates of Letter Postage in these Provinces reasonable.

4.—I am of opinion that a reduction in the rates of Postage would increase the amount of correspondence by Mail, but to what extent it is out of my power to say.

5.—I think the system of charging letters by weight might be advantageously substituted for the present mode of rating by single and double letters; it would at all events obviate the necessity for Post Masters peeping into the ends of letters under the pretence of ascertaining whether they were single or double.

6.—I am informed that one penny is charged for a newspaper transmitted by Post, and that the news-vender pays the tax which of course he charges to his subscribers. I do not consider the amount charged objectionable, but I do consider the appropriation of it highly so. I understand that the whole of it goes into the pockets of the Deputy Post Master-General.

7.—I do not see any reason why the proprietors of newspapers or other periodicals in British North America should be favored more than those in Great Britain, by the transmission of their works Postage free. I am aware that newspapers in Great Britain go Postage free; but the penny stamp is an equivalent for the Postage, and even more, as many newspapers are never mailed.

No. 117.

Lt. Col. SENIOR, Commanding 65th Regiment.

LAPRAIRIE, DT. OF ST. JOHNS,
1st December, 1840.

I may remark that the very high Postage now charged on periodicals per Mail from home, whether arising from the Transatlantic or Colonial Postage, is so heavy as to amount to a prohibition; the American reprints of the English Magazines and Reviews being purchased at a smaller cost than the Colonial Postage alone of the originals from Halifax to Montreal.

The Officers' Mess have in consequence discontinued their periodicals from home, taking instead American re-prints.

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Lt. Col. J.
Campbell,
Huntingdon.
Answer to Second Circular.

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Lt. Col. C. C. TAYLOR, Commanding on Particular
Service.

(M.) No. 118.

Lt. Col. Taylor,
St. Johns.Answer to Se-
cond Circular.

St. Johns, 22nd December, 1840.

[To Second Circular.]

Internal Post communications should be as frequent as possible, and all Post Masters should be enjoined to encourage and facilitate the posting of letters, and also to make arrangements for the immediate distribution of such as arrive by Mail. With the former view the Mail bags should be kept open to as late an hour as is compatible with their due transmission; and to ensure the latter object, letters, as in England, should be sent round instead of being kept at the Post Office till called for. I have known great irregularities in both these respects; but I attribute them to the fact that the Post Masters are generally under paid, and that consequently the Office is not sought after by individuals who can devote their time exclusively to its duties. Under an improved system and with an increased population, it may be hoped that sufficient revenue will be raised to admit of larger salaries being given to these Officers; and thus to ensure, especially in the rural Districts, the employment of a superior class of men.

As respects the Post-intercourse with the United States, I would strongly urge the advantage to be derived from increasing the number of distributing Offices. The place from which I write, for example, is one of augmented and augmenting importance, and seems, from its local position, to be peculiarly adapted for an office of distribution.

2.—There can be no doubt but that a large amount of correspondence is sent by private hand. Before the Rail Road Company became the Mail Carriers the transmission of letters by the cars was very extensively carried on. It was therefore politic to give the contract to the Company. In some instances people are induced to resort to these means of conveyance for the same reason that they are found to encourage smuggling, to save a small sum of money viewed in the light of a tax; but in many which have come within my own knowledge the practice has been induced by the impossibility of getting letters conveyed with the necessary speed by the Mail. At Hemmingford, for instance, the Post goes but once a week; at Odelltown and Napierville, three times; but at places even where there is a daily Mail difficulties are often made by Post Masters, who are sometimes in the habit of closing the bags over night, and of refusing to receive letters afterwards. Intelligence of vast importance to the Government or to commercial men may arrive in the interim, and the Public Officer or the Merchant whose duty or interest may be involved in the transmission of such information must find his own means of forwarding it.

3 & 4.—I think that the present rates of Postage might be modified with advantage, alike to the Government and to the people. In this, as in all other cases, the interests of both are in unison. Charges on letters should be as moderate as possible, and I am of opinion that the present rates may safely be reduced one third, as a matter of general policy and with a view to the increase of the Post Office revenue. We learn in the best of all schools,—that of experience,—that in public conveyances upon thoroughfares, low prices encourage the traffic and increase the gain. Besides, the benefit of all parties is the grand desideratum to be accomplished in any contemplated reform, and I firmly believe that by such a reduction in the price the revenue will benefit as much as the people.

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5.—I think the charge by weight the more equitable mode, but I would make the minimum weight to comprehend such a sheet of paper as is generally used by the poorer classes, and which is not the thinnest procurable.

6.—The present charges are, I believe, one penny for each paper, and the same for each sheet of periodical literature; which sums must be pre-paid. I deem the charge objectionable, but not the mode of payment. Every argument is in favour of fixing upon the most liberal footing the Postage of newspapers and periodicals; for though it may be objected that this advantage would be claimed by publications of a bad, as well as by those of a good tendency, yet it cannot be denied that the latter would thus be circulated without much effort and at a small cost, nor alas that the former do and will circulate, whether such facilities be given to them or not.

7.—I do not see upon what grounds the proprietors of newspapers and other periodicals, paying no Stamp Duty, can have a reasonable claim for entire exemption from Postage, but upon the principles I have attempted briefly and hastily to communicate, I think that the present charge might safely be reduced one half.

8.—In the East Indies all licensed newspapers are exempt from Postage, but periodicals pay a small sum according to weight. The proprietors of the latter usually contract with the Post Office, in which case by the payment of a certain annual price they are freed from all further demands.

No. 119.

No. 119.

A. LISTER, Esq., Assistant Commissary General in
charge at St. Johns. A. Lister, St.
Johns.

St. Johns, 6th Jan., 1841.

[To Second Circular.]

1.—As regards the internal Post communication between these Provinces and the United States, I think the Offices of distribution too limited to meet the wants of the people. The intercourse, however, between these two countries must have been considerably reduced in consequence of the facilities afforded by the steamers from Halifax to England; and if arrangements can be effected so as to accelerate the arrival of the Mails between Canada and Halifax, I should suppose the body of the community would rarely have occasion to forward letters *via* the United States as a more expeditious route than by Halifax.

The state of the roads in this Colony must ever be a subject of deep importance; and if the appropriation of a portion of the surplus Post Office revenue to their improvement is feasible, it might, I should imagine, be judiciously expended so as to realize eventually a fair interest;—partially by turnpike, and partially by increased receipts.

2.—I have not any means of obtaining authentic information as regards the extent to which letters are conveyed otherwise than by Mail; but it is, I am persuaded, considerable; and for the obvious reason of evading the payment of an onerous Postage.

7.—The diffusion of knowledge should, I think, be encouraged, whenever practicable, by exemption from all taxation.

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(M.) No. 120.

Rev. P. M.
Mignault,
Chambly.

Rev. P. M. MIGNAULT, *Curé* of Chambly.

CHAMBLY, DT. OF ST. JOHNS,
1st December, 1840.

I will take the liberty of remarking :

That in the opinion of the public, the rates are too high, as you may judge from the fact that the Postage on a letter from Montreal to Chambly is four-pence half-penny.

That letters, papers, &c., from the States to Chambly or any other place at which there is a Post Office, should not be sent to Montreal, but to the Post Office nearest to the place to which those letters or papers are addressed.

That for the same reason, letters ought to be immediately sent to their destination from the Office in which they are dropped, without being sent to Montreal, as they are at present, as it causes a considerable loss of time.

That, as regards Chambly, the Post Office is very badly situated; that the interests of the majority ought to be consulted; that the Office should be placed at that part of the Parish called the Chambly Basin, on account of the population, the College, the mouth of the Canal, and the trade which is carried on there on a larger scale than in the part called the "Canton."

That if the said Office cannot be removed at present, on account of the Garrison (which is only a temporary reason) a sub-Post Office should be established here, as in the neighbouring States, and such as was prayed for a few years ago, by a Memorial to the Post Master General.

That the undersigned is not aware of the reason why the country Post Masters, at Chambly at least, charge a Commission on each account which they transmit at the expiration of every quarter.

No. 121.

No. 121.

Lt. Col. the
Hon. G. Cath-
cart, Chambly.

Lt. Col. the Hon. G. CATHCART, C. B., Commanding
1st Dragoon Guards.

Chambly, 28th Nov., 1840.

I would suggest that as a primary and essential change, Montreal should be made the centre (the Lombard Street) of the whole organization.

The Mails from New York, from Boston, from Upper Canada, from Bytown, and from the Eastern Townships, naturally must centre in Montreal; whether it may be the intention to constitute that City the Seat of Government or not.

The English Mails *via* Halifax might be sent up by steam to that point, and distributed from thence with much less general delay and inconvenience than is occasioned by the present mode of making up the bags at Quebec; and any inconvenience to the commercial and other correspondence intended for Quebec would be obviated by having separate bags for Quebec made up in England and Halifax.

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The very high rate of internal Postage is a subject of general complaint, and a modified reduction on the liberal views which have of late years been entertained on that subject at home, would no doubt tend to an increase of correspondence and a less frequent recourse to the more tardy and uncertain expedient of private modes of sending letters, to the loss of the Post Office revenue.

It is very common to draw a comparison between the extremely low rate of Postage at which the correspondence in the United States is carried on and the high rate in this Colony, and I believe the punctuality and expedition of the service in the States is at least equal to that in this Colony. But it must not be supposed, in the present state of society, that the correspondence in the Canadas generally would be made to increase either by reduction of Postage or any other means, so as to compete with the rates of the United States; because of the large population of rural Districts (of Lower Canada especially) there is but a very small proportion that can read and write, whereas in the United States ordinary schooling is much better attended to, the people can almost all read and write, and newspapers are published in all the principal villages, and circulated widely by Post.

The attention which the Governor General has given (as we have reason to believe) to the important subject of useful education will no doubt alter these circumstances; and the Post Office, in common with every other institution, will feel the benefit; but this can only be a work of time.

The salaries of the Deputy Post Master General and all his subordinates, I understand, accrue from fees or per centage. Might not a more certain and a more proportionate expenditure be secured by the substitution of salaries exactly defined, and duly proportioned to the value of time and the degree of responsibility required from each functionary?

No. 122.

No. 122.

JAS. THOMPSON, Esq., Assistant Commissary General
in charge at Chambly.

James Thomp-
son, Chambly.

Chambly, 17th Jan., 1841.

[To Second Circular.]

Answer to Se-
cond Circular.

3.—The generally bad state of the Mail roads in these Provinces being considered, I think the present rates of letter Postage, as applicable to single letters, not unreasonable.

4.—It would seem a natural inference that a reduction of rates should induce an extended correspondence, particularly so with regard to persons of restricted means.

5.—As with all other transport the cost is usually determined by aggregate weight or measurement, and not by the number of internal packages, so also with Postage of letters I think the fairest rule would be to charge by weight; for it seems odd that whilst a whole sheet of paper is rated as a single letter only, the same being subdivided (yet still under one seal and address) is charged at the entire rate for each subdivision of the sheet of paper.

6.—The periodicals to which I subscribe are usually charged by the Publishers, with five shillings per

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annum for Postage; which, comparatively with a corresponding number of single letters, is extremely reasonable.

7.—In the absence of legal enactment, and pending the existence of a custom or rule which has long obtained, I consider that a claim to free Postage within British North America can scarcely be sustained.

(Translation.)

No. 123.

No. 123.

A. Pinet, Vn. A. PINET, Esq., Warden of the District of Richelieu:
conces.

Varenes, 7th Dec., 1840.

The Post Office at Varenes is kept in an orderly manner, which does honor to Mr. Stayner's vigilance.

The revenues of this Office for the two last years, are as follows: In 1839, £12 10s. 6½d., and in 1840, £14 4s. 2½d.

As regards the mode of communication, I think the improvements are provided for in the Ordinance 3rd Victoria, chap. 25, commonly called the Sleigh Ordinance.

I will take this opportunity in which I have the honor of corresponding with the Post Office Commission, to pray that we may be favored with two Mails per week if the revenues are sufficient; they would, in my opinion, undoubtedly increase, as all communications would be made by means of the Post, instead of by private opportunities, as the greater part are at present.

No. 124.

No. 124.

Hon. P. H. Moore, St. Armand.

Hon. P. H. MOORE, a Member of the Legislative Council.

ST. ARMAND, DT. OF MISSISQUIOI,
4th January, 1841.

[To Second Circular.]

Answer to Second Circular.

1.—I cannot suggest any improvement of the internal Post communications of this Province, except as to the communications of the Post intercourse between this country and the United States on this frontier, and suggest that if a distributing Office were established as near the frontier as practicable, it would greatly facilitate the delivery and receipt of letters and other communications addressed to persons residing on or near the frontier, and prevent that delay occasioned by letters and packages being sent forward to Montreal, and from thence returned to the Post Office in the vicinity to which the documents are addressed, to be distributed.

2.—In the interior of the country, so far as my information extends, I believe that one-fourth of the correspondence is carried on otherwise than by Mail; and on this frontier of Missisquoi at least three-fourths is by private conveyance, which is readily accounted for from the fact, that 4d. is charged for carrying by Post a single letter, 1d. for a newspaper, and other documents in proportion, from the nearest Post Office to the lines, the distance in many instances not exceeding from two to four miles; the same rates being charged for letters and newspapers sent in from the United States, consequently arrangements are made by

persons interested with the Post Masters near the frontiers in the United States, and their proximity to the lines affords them frequent opportunities of sending packages by private conveyance, by which means the British Postage is saved, and the delay obviated of their being sent to Montreal and from thence returned.

3.—The present rates of Letter Postage, in my opinion, ought to be reduced to such rates as merely to enable the Department to defray the necessary expenses of carrying the Mails, improving the several Post routes, extending them where it may be necessary and practicable through the Province, providing for the payment of a suitable salary for the Deputy Post Master General and all other Officers of the Department, that may be necessary to render it efficient in all its operations; or if the present rates of Postage are continued, the surplus revenue should be deposited with the Colonial Funds, and become a part of the revenue of the Province.

4.—It appears evident to me that if the present rates of Postage were reduced, it would increase the correspondence by Mail in the same proportion, as the object to send by private conveyance would be lessened by the cheapness of the rate of Postage.

5.—I am decidedly of opinion that the system of charging letters by weight, as is now the practice in the United Kingdom, might here be advantageously adopted, instead of the present mode of rating by single and double letters, as the scale by weight is more equitable and prevents frauds being practiced by mailing double letters for single, as is frequently the case.

6.—I do consider the rates charged on newspapers and other periodicals by Post too high, and the manner in which the profits are applied I deem highly objectionable; the profit derived from this source should be applied as Letter Postage, instead of being claimed as a perquisite by the Deputy Post Master General; inasmuch as he has a fixed salary he should not derive any perquisites from carrying in the Government Mails, newspapers and other printed documents.

7.—I do not consider that the proprietors of newspapers or of other periodicals in British North America have any better claims on the public service for the transmission "free of Postage" of their papers and periodicals, than the subscribers to them, as the former charge the latter for Postage on them; nevertheless I am deeply convinced that a free transmission of newspapers and other periodicals by Post would tend to give a far greater and more general circulation of them; and if properly conducted would diffuse that knowledge which is so necessary to be obtained by a great proportion of the people of this Province.

No. 125.

No. 125.

P. H. KNOULTON, Esq., late a Member of the Special Council for the affairs of Lower Canada.

P. H. Knoul-
ton, Montreal.

Montreal, 7th Dec., 1840.

So far as the management of the Department has fallen under my observation, I am satisfied that it has been most ably and efficiently conducted. When we compare the rapidity and despatch with which our Mails are carried, with those of other countries, I think we have little to complain of. I am not aware, when the state of our roads is considered, that the rate charged is too high; yet I believe it pays every body fairly for what they do.

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There is one subject of watchful improvement that should not be lost sight of by a Department so useful, which is peculiarly incident to a new and growing country, and that is the extension of Mail facilities to new places that are not now accommodated.

It would seem that the due application of Postage funds, after paying expenses, in a new country, should be in extending Mail routes to places not now accommodated, whether those routes pay at first or not; as Postage is a direct tax upon the pockets of those who use it. It is due to the present head of that Department to say that so far as my knowledge extends, he has in all cases extended routes when proper representations have been made to him for that purpose.

No. 126.

No. 126.

Rev. A. Balfour,
Waterloo.

Rev. A. BALFOUR.

Waterloo, Shefford, 18th Jan., 1841.

[To Second Circular.]

Answer to Second Circular.

1.—In a new country such as this, it is impossible for the widely and thinly scattered population to be benefited by the regular Mail, as the correspondence would not support the expense. The bye-roads are generally bad, and but few persons are to be found capable of conducting an Office. I think it would improve the internal Post communication, and extend its influence and advantages, if each village Post Office would become a sort of general Post Office for the surrounding district, and if in each adjoining settlement some trusty person would undertake to act as receiver and distributor in his own vicinity, and transmit the same to or from the "Post Master" once a week; at the same time accounting to him for all monies received. This would lead to the circulation of public news and private correspondence to the great advantage of such settlements and at very little expense; indeed I think in most cases the settlement would be willing to bear the half if not the whole of such expense. I would also beg to suggest the advantage of putting the Mail and all newspapers, &c. for each Post Office in a separate bag, as it often happens that newspapers get retarded or thrown out, of course by oversight. I think the intercourse between us and our Yankee friends would be greatly ameliorated if correspondence could be carried on without interruption; that is without paying Provincial Postage, &c.; but in lieu thereof the Post Masters on the line should keep a check book or column in their Mail book for the respective charges, and balance their accounts quarterly. I think there would be more correspondence if letters could be sent thus, as many live at a distance from the Post Office who could get an opportunity of sending a letter thither, but find it not convenient, or know not the rate to send the necessary Postage.

2.—I can hardly venture an opinion as to the amount of illicit correspondence, or the routes on which it is the most prevalent. I think two-thirds of the correspondence is so carried on; and it is most prevalent where the principal business lies, that is, to Montreal on the one hand, and into the States on the other, as in the former the mercantile business is much conducted, and in the latter the relatives, &c., of our inhabitants reside. The reason is I think attributable partly to the rates of Postage and partly to the two objects already referred to, i. e., inconvenient situations of the Post Office, and the necessity of paying Postage with a letter for the States.

3.—Individually I do not feel disposed to object to the present rates of Letter Postage; but what might be reasonable to one might be unreasonable to another. Those who have much correspondence and many opportunities of private and free conveyance might not be disposed to submit to a heavy tax. The great object of a Post is public accommodation; but if that be not answered the object fails. I think the rates of Postage ought to be such as that the facilities and security of a Mail would become a greater consideration than all that might be gained by a private communication.

4.—A reduction in the rates of Postage would undoubtedly increase the amount of correspondence. I think if it were reduced one-half the amount of correspondence would double; but if it were not at first to contribute to the amount of revenue, I think it would very soon exceed it, and it would have a most beneficial effect in a moral point of view; by reducing the temptation to illicit correspondence, it would lead to a more general respect for legal and indispensable duties on all other imports and exports.

5.—I think the system of charging letters by weight might not only be advantageously substituted for the present mode, but I think it the just principle upon which it ought to proceed:—for the system as it is, is greatly evaded, and the moral honesty of men thereby injured.

6.—I think the charges at present made on newspapers, &c., too great by at least one-half; and I think that it should be so arranged as to benefit the reader, and induce a desire for information.

7.—I do not think the proprietors of newspapers, &c., have a reasonable claim on the public service for the transmission of the same free of Postage, but only so far as the public may be better accommodated in the reduced prices of said newspapers. For the more free circulation of general news and information throughout the country I think it advisable that all newspapers, &c., should pass through the Post Office free of Postage to subscribers; but I see no reason why the Editors should not pay a small revenue for this advantage to their trade, as other merchants do for their wares. I think there should be a sort of stamp duty laid on all such periodicals, and all that bear the stamp should be free of Postage: this duty might be regulated by the extent of circulation.

No. 127.

No. 127.

Jno. BELLOWS, Esq.

Jno. Bellows,
Barnston.*Barnston, 3rd February, 1841.*

I would suggest the propriety of extending the Mail route from Stanstead which terminates at Barnston, to Compton, twice a week; the probability is the route would soon pay for itself. The Postage on newspapers should be taken off; and if possible a reduction be made on letters. A general improvement on the Mail routes is very much needed. The distance from Barnston to Compton is about ten miles, and would make very little additional expense, as there would not have to be any new Post Office or Post Master.

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Jno. Cutting,
Barnston.

No. 128.

JNO. CUTTING, Esq., J. P.

Barnston, 6th February, 1841.

I would suggest the propriety of extending the Mail route from this place to Compton, forming a line from Stanstead to Compton through Barnston, a distance of 22 miles; and having the Mail carried twice every week. The Barnston Post Office is only 23 miles from the town of Sherbrooke, where nearly all the public business of the District will be done, which, with other considerations, makes it of vast importance to the inhabitants of this town that the extension of the line be made; you probably are aware that we have but one Mail per week, and that from Stanstead; so that letters from Sherbrooke have to travel 48 miles to reach this Office—so that there would be a saving if the Mail came through Compton direct of 25 miles, (more than one half,) the above route would soon pay all expense. In my opinion it would need to be carried by two horses to accommodate passengers, which would lessen the expense. The inhabitants of this Township feel deeply the necessity of the above arrangements. The stage roads generally need improvement. I think the Postage on newspapers should be taken off, and that the Postage on letters should be reduced if practicable.

No. 129.

David Connell,
Hatley.

No. 129.

DAVID CONNELL, Esq., J. P.

Hatley, 8th January, 1841.

I think that the charges on newspapers to this part of the Province are too high, and that they should be reduced one half; and I think the charges on letters should be reduced at least one fourth. This reduction would have the effect of increasing the circulation of newspapers as well as letters to a great extent, and thus tend to the advantage of Government as well as to the public at large.

At present the stage carrying the Mail from Montreal to Stanstead Plain by Chambly, Granby, Shefford, and Ayre's Plain, and including the letters for Hatley and Compton, goes three times a week, leaving Montreal on the mornings of Monday, Wednesday and Friday, and arriving at Stanstead Plain on the evenings of the three following days respectively; the letters, &c. by this Mail for Hatley and Compton, which are two extensive Townships, instead of being delivered at Hatley Post Office, which is at least seven miles nearer Montreal by this route than Stanstead Plain, in course of Post, are carried past Hatley to Stanstead Plain, where they remain in the Post Office a night and a day before they are delivered out and sent to Hatley Post Office; so that these letters, &c. are on the road from Montreal to Hatley Post Office, a distance of little more than 100 miles, no less a time than 3½ days; this is felt by those inhabitants of Hatley and Compton who have important correspondence with Montreal, as a great inconvenience and grievance, and they humbly trust the Post Office Commissioners will take special notice of it in their Report. This grievance could be very easily redressed by sending the Mail directly from Ayre's Plain to Hatley Post Office, where the Hatley and Compton letters could be left and then afterwards the Mail proceed to Stanstead Plain—the difference of distance being only about four miles. The inhabitants of Hatley and Compton would thus receive their Montreal letters, &c. in a day and a half, instead of three days and a half.

By this proposed alteration the Mail by the above mentioned route would meet at Hatley Post Office the Mail from Montreal to Stanstead Plain by Three Rivers, Drummondville and Sherbrooke—thus carrying all letters, &c. at Hatley direct to Stanstead Plain.

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No. 130.

Col. R. NICKLE, K. H., Commanding on Particular
Service.CHARLESTON VILLAGE, HATLEY,
30th December, 1840.

[To Second Circular.]

No. 130.

Col. R. Nickle,
K. H., Hatley.Answer to Se-
cond Circular.

It has come to my knowledge that the persons who enter into the contracts with the Government for the conveyance of the Mails, are in the habit of sub-letting their contracts to persons of no respectability, and at times even to persons who are not resident in the country, and I have good reason to assert that the present sub-contractors for the conveyance of Her Majesty's Mails through this particular part of the country are citizens of the United States. This practice may not be general—but I think it necessary to mention what is the effect of this. It leads to idle and careless persons being appointed drivers to the Mail carriages, and unnecessary delays on the road by these men are frequent; and as there are unfortunately very indifferent roads in many parts of the country, these always furnish a ready excuse for delay in the non-arrival of the Mail. I will state only one circumstance which is the result of such proceedings. Having occasion to go to Shefford on duty I observed the stage was driven by one of the Volunteer Cavalry; upon my enquiring of him the reason of this, he informed me that the man who had charge of the Mail had thrown the bags down and crossed over to the States. Had it not been for the delay the Mails probably would have never reached their destination.

I would beg leave to recommend to the Commissioners that measures be taken for preventing mistakes and omissions in forwarding the Mail bags from one Post Office to another, which I am informed sometimes occurs. I know, however, of only the following instance:—The bag containing the Mail from Montreal to Stanstead, which was due in Stanstead on Saturday the 26th instant, did not arrive at all on that day, owing to some neglect or omission, and did not reach its destination until Monday the 28th instant, with the Mail for which day it was forwarded.

2.—I have been informed that an immense number of letters, &c. are forwarded by private hands to all parts; but I cannot give an opinion as to the extent of this practice. It prevails on all routes; and the reason is obvious, the high and apparently ill-proportioned rates of Postage.

3.—I think the rates are too high and not fairly proportioned; for instance, Compton is distant from Hatley between six and seven miles—certainly not more—for this distance the Postage of a letter is 4d., and for even a less distance the Postage would be the same, and it would not be increased for any distance under sixty miles. I would beg leave to recommend that for short distances a reduced rate be established, which I am convinced would increase materially the revenue of the Post Office Department. I have known many instances where persons have detained letters a day or two to forward them by private hand, which they would have sent by Mail had the rate of Postage been not so high.

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5.—I should think that the practice of charging letters by weight would be preferable, and would give more general satisfaction.

6.—I have made enquiries and I find that in many instances people have given up taking their newspapers upon their being obliged to pay one penny for their transmission. If the charge were reduced one-half I think it would be better.

No. 131.

Lt. W. F. Parker, R. N.,
Compton.

No. 131.

Lt. W. F. PARKER, R. N.

Compton, 29th Jan., 1841.

With respect to the administration of the Post Office Department, I fear in this section of the country there is great want of order and discipline. The office of Post Master is a most important and sacred trust, and in my opinion should as far as is practicable be conferred on men who as well as honesty shall possess a high sense of honor. During the period of five years that I have resided in this country I have repeatedly received letters the seals of which have been broken and re-sealed; the same observation has been made to me by persons on whose veracity I can depend, and I can safely say I never received a double letter that the fingers of curiosity had not endeavoured to find out its contents. The business of store-keeper in this country is so intimately connected with every inhabitant, that I conceive them to be highly improper persons to hold the office of Post Master.

I must beg leave also to invite the attention of the honorable Commissioners to the very great inattention or wilful neglect in Post Masters, with respect to forwarding newspapers arriving from the Mother Country. I can safely say that by every packet which arrives from England my papers are always retarded; receiving those by the same packet at two or three different periods.

It has been suggested to me by many persons that the Postage on papers and periodicals from the United States was a hardship; my opinion on this head is, that if the tax were removed from papers coming from the States, this country would be inundated with publications of the very worst description, which would tend to demoralize the inhabitants.

I must also observe, and it is the general opinion, that the rate of Postage under thirty miles is considerably too high, and defeats almost entirely its object.

No. 132.

Wm. Morris,
Lennoxville.

No. 132.

WM. MORRIS, Esq.

Lennoxville, 27th Jan., 1841.

I have been present at some of the Post Offices in this District when the Mails have arrived. I have seen the Post Master unlock the bags and empty the contents upon the floor of the office, when I perceived that the newspapers for which no charge of Postage was to be made had been thrown indiscriminately into the bags, and those that Postage was to be charged for had been put up carefully in the packages that contained the letters. Now some of these papers from

friction (being torn in the bags) have lost their covers, and consequently were lost to those for whom intended (I have lost several papers which I can only account for as above) but those charged with Postage have invariably come to hand. With respect to newspapers coming from England through the United States, I cannot see what right the Deputy Post Master General has to charge the Province Postage of 1d. on each paper. When put into the Post Office in England to be forwarded by that route, a Postage of one penny has to be paid; the United States' Postage of 1½ cent has also to be paid. Thus far so good; but as these papers have paid a stamp duty in England they are exonerated throughout the Mother Country from a charge of Postage, and in the same manner they ought to be delivered in this country free of the Province Postage, as the papers forwarded by the Halifax Mail are.

As to the remuneration of the Officers of the Post Office I think they should have a fixed salary.

No. 133.

EDWARD HALE, Esq., M. P. P. for the Town, and
Warden for the District of Sherbrooke.

Montreal, 13th Jan., 1841.

[To Second Circular.]

1.—In the Eastern Townships of this Province (the place of my residence) the arrangements of the Post Office are certainly susceptible of some improvement in the rate in which the Mail is conveyed, the time suffered to elapse at the several Post Offices on its route, and in the frequency of its transmission. The distance for instance, between Montreal and Sherbrooke, is under 100 miles; yet two days are occupied on the road; and the delay in waiting for the Mail at Waterloo, Labaie, and some few other places, is often greater than is necessary. In these particulars there is undoubtedly room for some improvement; but it may be questioned whether in so new a country, and considering the extremely bad roads at some seasons of the year, the present arrangements may not be considered adequate, and whether the returns would warrant a greater outlay. Much improvement has been made of late years in these several particulars, and I feel confident that the inhabitants in general are disposed to acknowledge the attention to their interest and accommodation on the part of the Officer at the Head of the Department; more especially in connecting with the contract for the Mail, stipulations for the establishment of an efficient line of stages for the conveyance of passengers—a provision of the most vital importance in inland sections of the Province, by which those two branches are made to contribute to each other's support, and with which I should trust no considerations would be allowed to interfere.

2.—I am not aware that correspondence to any material extent is sent by other channels than the regular Mail, except between Quebec and Montreal during the steam navigation. The amount of that however is very great, in consequence of the time occupied between those two and other intermediate places, being often less than half that required for its transmission by land;—a consideration of the greatest moment in mercantile transactions. The system has been hitherto winked at by the Department, and wisely so; but it may be expected that under prospective provisions it will cease for the future.

3 & 4.—I am inclined to think that the present rates of Letter Postage might reasonably admit of some

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Edward Hale,
Montreal.Answer to Second
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slight reduction and of a more equal proportion in some instances with reference to distance; and that a reduction would lead to a more than proportionate increase in the correspondence, with consequently a direct increase in the revenues. This view is borne out by the result of recent experiments in Great Britain, but the question may arise whether the extreme reduction of the rate of Postage there has not been beyond what may be termed reasonable.

5.—The system of charging letters by weight would unquestionably be of advantage to the public; and might entail a corresponding injury to the revenue of the Department. It would be but a fair boon to parties enclosing any document connected *bonâ fide* with the purport of the letter giving it cover, but it might also offer an opportunity to two parties to place their distinct letters under the one seal, and thus benefit by the minimum rate of Postage. It might so operate as that nearly every letter would be a double one. I am not sufficiently acquainted with the result of experiments already made in this branch to form an opinion on the comparative merits of these two modes. I am, however, inclined to give preference to the latter. The minimum weight might be such as to exclude two entire sheets of paper, but to admit of one and a half or one sheet of foolscap.

6 & 7.—I am not disposed to consider the charge of one penny for newspapers unreasonable,—more particularly as a large part of the weight of the Mail proceeds from them; but I would recommend a change in the practice of compulsory pre-payment, and that all periodicals and printed works in boards should be put as nearly as might be on some proportionate footing.

No. 134.

Thomas Austin,
Montreal.

THOMAS AUSTIN, Esq., late a Member of the Special Council for the Affairs of Lower Canada.

Montreal, 11th Dec., 1840.

I beg with great deference and respect for the able and indefatigable exertions of the present Deputy Post Master General of this Province, who, under difficulties peculiar to a new and rising country, has undoubtedly rendered essential services to the public in the administration of his Office, to suggest one or two local improvements, which, if practicable, will be conferring advantage upon the inhabitants of the town of Sherbrooke and its vicinity which must contribute essentially to their convenience and prosperity.

I would suggest, therefore, in the first place, that the Montreal Mail to Sherbrooke through Granby and the New Orford road, which leaves Montreal, Monday, Wednesday and Friday at half-past 9 A.M. and does not arrive at its destination before the following days, Tuesday, Thursday and Saturday, nominally at 4 o'clock, P.M., but frequently later, be made to arrive at an earlier hour. At the present time the Mail is detained at Granby from the time it arrives in the afternoon until the following morning;—the passengers sleeping there, when by pursuing its route through the night, letters might be delivered at Sherbrooke, during the sleighing, in sufficient time to admit of answers being sent by return of Mail.

During the recent disturbance this plan was carried into effect by the voluntary contributions of the inhabitants of Sherbrooke.

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Secondly.—I would beg to suggest that a letter bag for Lennoxville, only three miles distant from Sherbrooke, be despatched by this route as well as *via* Three Rivers and Port St. Francis; the bag might by arrangement with the Post Master at Lennoxville be transferred to its destination by the establishment of a Penny Post man. And, lastly, I would beg to call the attention of the Commissioners to the want of privacy which exists in this Department, in the country Parishes, arising in some measure from the place in which the Post Master establishes his Post Office,—very generally in his store or shop, to which the public are frequently admitted behind the scene, and thereby allowed to scrutinize and conjecture who and what your correspondents may be.

No. 135.

JOHN FRASER, Esq., Commissioner of British American Land Company.

No. 135.

John Fraser,
Sherbrooke.

Sherbrooke, 9th Dec., 1840.

In addition to all that has been done for us in the St. Francis District, I have always been advocating the opening up of a direct Mail route from Quebec to Sherbrooke and Stanstead, through the Eastern Townships; direct by land from Point Levy along the Chaudière through Tring, Stratford, Lingwick, Bury and Eaton, &c., or by Inverness, Halifax and Wolfston to meet the Land Company's road at the edge of Megantic County. Lord Gosford confirmed the intention of Lord Aylmer in this, and expressed his determination to accomplish it. Early during the troubles in 1837 he had it explored as an alternative route in case the communication to Montreal by the river through the Seigniories was intercepted by the insurgents; but since this time events and changes have put it out of view, though really there is no one attainable improvement that will so rapidly and so favorably affect the settlement and prosperity of this District; while it will confer on the discouraged merchants of Quebec their natural share of our important and growing country trade.

24th December, 1840.

[To Second Circular.]

Answer to Second
Circular.

1.—If the two national Post Offices could without much trouble collect the alternate revenue of each other, it would be convenient to the country on both sides, when persons ask gratuitous information and wish to pre-pay the entire Postage.

2.—The rate of Postage in Canada, though not perhaps over sufficient to convey the Mails in a new, extensive, thinly peopled country, is so much higher than in the States, or than is convenient for poor settlers who are richer in necessaries than in cash, that a large proportion of the general correspondence is no doubt sent by parcels, stage and private travellers.

3.—In my former official capacity in Scotland, Chief Magistrate of the capital of the Highlands, and acting in behalf of the seven Northern Counties constituting the Circuit of Inverness, I always endeavoured to obtain from Government and the Post Office authorities, some relaxation of the then rates to the extremities of the Empire. I wished that no single Postage should exceed a shilling, and that if it could be ascertained, the profit of the Department in our Circuit, or North of Perth and Aberdeen, should be allowed for liberally introducing the benefits of a Post communi-

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cation through the glens and fastnesses of the North; so that the poor extremities might be brought into a more sympathetic pulsation with the centre of the country, and not proportionally taxed for a distance that already proved a misfortune or disadvantage to them. I find something of the same principle has been in operation among our neighbours, where no single Postage can exceed a quarter of a dollar, and if it could be without crippling the Department itself, such a reduction would I think tend to the satisfaction and prosperity of Canada.

4.—The effect of the recent reduction in the rate of Postage to England, and the experience and observation of the excellent Deputy Post Master General himself, will be a better guide to the Commissioners than any opinion I could hazard.

5.—As the weight system has been after much consideration adopted and approved in the Mother Country, I think it ought to be extended to the utmost limits of the Empire, from the rising to the setting sun; so that what is passed and paid for as single in one part of the British Dominions may be uniformly passed and sustained as such in every possession of the Crown.

6.—I hear the Postage on newspapers complained of, but I consider it owing to the mode of collecting the tax as a Postage instead of a Newspaper Stamp, which would in the public mind eventually amalgamate it more with the price of the article itself. As to this, however, I may have peculiar views. In the present impatient, inflammable state of mankind, I consider it prudent in all Executive Governments to collect their necessary federal income by a system of Custom House Excise and frontier impost, paid by the comparative few, and those few generally the wealthy and intelligent importers, exporters and manufacturers of the community; so that the mass of the people may pay it as the price of their purchases, and feel no direct taxes, but such as are in Districts, Counties or Townships, under their own direct municipal control and administration.

7.—I do not think the proprietors of newspapers or periodicals have a reasonable claim on the public service for the transmission of their works free of Postage; and besides, as the apostles of blasphemy, socialism and revolution, are generally poor, ill-doing, discontented creatures, it is not for a parental Government, by entire immunity from expense, to facilitate the circulation of their poison. The adoption of a cheap stamp for newspapers or printed sheets to go by Post, if it occasions the necessity of employing more capital, secures to us the probable employment of more respectable talent and more generally approved principles in their conduct. If the improved educational system in England makes reading as general there as it is in the States, I consider that the whole population will be better served, with more talent, intelligence and political safety, by the multiplication of the copies of the respectable newspapers they already possess, than the States with the immense number of half-penny-farthing trash enumerated to make up their two thousand newspapers. In proportion to their intrinsic value and content, the British are cheaper than the Canadian papers, the stamp tax notwithstanding. A penny currency stamp on a Post-going newspaper, if it suppresses some puny publications, will insure us larger sheets, more talent, arrangement and attention, a larger circulation for individual advertisements, shew us by the returns in which papers to advertise with most advantage, and add above all the claim of a free transmission by Post from one end of the country to the other.

No. 136.

Lieut. WM. LLOYD, R. N.

Bicklands, near Sherbrooke, 19th Jan., 1841.

My short residence in this country has prevented my acquiring information on the subject from personal acquaintance and experience; but the general impression among the old settlers with whom I have conversed, seems to be that a good and efficient Mail route to Quebec would tend greatly to the comfort and advantage of these settlements and expedite the transmission of letters. The establishment of a Mail route is esteemed desirable which shall strike the before-mentioned line of road, by the village of Cookshire and Eaton Corner, and be continued until it meet the road from Boston to line 45°; by which means letters could be received and transmitted from these townships to England *viâ* Boston, when too short a time intervenes between the arrival and departure of the Cunard line of Steamers to despatch letters from England. This latter point is found to be the occasion of much practical inconvenience to your correspondent. The letters generally arriving just too late, *viâ* St. Francis, to be answered till next Steamer; this your correspondent believes might be remedied by the Mail being carried to the line at or near Canaan Corner, and so on to Boston. Of course the difficulty felt here is much greater in the townships south of this.

In connection with this point I may observe that it would be esteemed a great public convenience if there were some correct information lodged at the several Offices as to the dates of sailing of the before-named Steamers; as hitherto I have enquired in vain.

I have experienced considerable disappointment from delay and loss of newspapers, which at one time (about eight months ago) became so considerable that representation was made on the subject at the General Post Office London by friends in England.

The state and condition of the Mail routes (in some places very bad) need not be referred to beyond a simple mention of the fact; the Municipal institutions projected by the Government, it is to be hoped, affording a means of correction of the evil.

No. 137.

GEO. SLACK, Esq.

Eaton, 15th Jan., 1841.

The first I would submit to the notice of the Commissioners is the establishment of a regular Mail communication on the direct road between Quebec and the Province line, in the direction of Boston *viâ* the Connecticut River, passing through the townships of Ireland, Dudswell, Eaton, Clifton, &c. At present there is a Mail which comes as far as Ireland, which must from the nature of the population be almost entirely useless, but which being produced to meet the Mail from the South, which now comes to the Province line, would become one of much importance, especially in the winter.

The road would not require a large outlay to make it a good summer road throughout, and for the most part passes through a well populated district.

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Lt. W. Lloyd,
Sherbrooke.

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George Slack,
Eaton.

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The second subject to which I would desire to draw the attention of the Commissioners, is the Mail to Eaton, which at present starts from the village of Lennoxville in place of Sherbrooke, which would be the most proper starting point. The consequence of this arrangement is that the letters from Eaton to Montreal are detained a day and then go by Three Rivers, which makes them just a week on their passage; whereas if the Eaton Mail proceeded direct to Sherbrooke, and started from thence, they would be in time to meet and go by the Mail direct to Montreal *viâ* Granby.

No. 138.

Wm. Smith,
Brompton.

No. 138.

Wm. SMITH, Esq.

Brompton, 16th Jan., 1841.

I came to this country in the spring of 1836, and soon found that as I had a considerable correspondence with Britain, I could not forward my letters by the regular packets *viâ* Halifax without sustaining, not only a loss in money, but what was of much more consequence, a very great delay. * * * * These grievances have however been much remedied; and if the road from Halifax was improved so as to allow a more speedy transmission of the Mail to Quebec, I think that no complaint could reasonably exist; but the letters I had by the November packet did not reach this till nineteen days after the packet's arrival at Halifax, and the December letters were seventeen days. This however cannot occur in summer when the letters are carried by steam to Quebec, and the Postage from Britain cannot reasonably be expected to be diminished.

The rates of Postage from one part of Canada to another are I think a very great grievance, and if possible ought to be reduced; but I do not think that the experiment of a uniform rate of Penny Postage, as in Britain, would answer in this country, the revenue would be too much diminished to allow it, for I do not think that the number of letters would increase in any thing like the ratio to prevent a serious loss. But I think that if the rate was reduced to two pence for the first one hundred miles, and one penny for every hundred after, the number of letters that would pass through the Post Office would make up or nearly so, for the reduction of the rate. No one would then think of sending a letter by a private hand to escape the Postage. I have many friends in both Provinces to whom a letter from me occasionally would be very acceptable, and I would be glad to hear from them, but the Postage is so high that from some of them I have not heard for four years, nor they from me; whereas if the Postage had been small, many letters would likely have passed between us, and something in this way have been paid to the Post Office. Besides, when friends have intercourse by the interchange of letters the social relations of life are kept up which ought to be preserved, but which otherwise fall into oblivion.

I understand that the remuneration to the Provincial Post Masters is 20 per cent on the amount each collects, and although this may appear large yet I do not think that it can be diminished. They have considerable trouble, and they must be in attendance at the arrival and departure of the different Mails, and occasionally at other times to take in and give out letters, while the amount they collect is so very small that it would not be worth any one's while to be Post Master if he had not the privilege of sending and receiving his own letters free.

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The Mail road from Port St. Francis to the lines is in general good for Canada; but from Montreal to Sherbrooke it was in some places so bad that last fall for a good many days the Mail could not be taken in a waggon; but on horseback; so that passengers suffered great inconvenience. From what I can learn, however, all the Mail roads might be much improved without their being too good, and certainly very much for the public advantage.

No. 139.

DANIEL THOMAS, Esq., J. P.

Melbourne, 25th Jan., 1841.

No. 139.

D. Thomas,
Melbourne.

With respect to the rates of Postage, I think it would at present be injudicious to attempt their reduction for, or on, short distances, but I would suggest the propriety of reducing them for longer distances than those for which the charge is 9d.; so that the highest charge upon any single letter for any distance within United Canada should not exceed 2s. 3d., and that a reduction in the present rates for Magazines, Pamphlets and Newspapers should be made.

No. 140.

Rev. D. DUNKERLY.

Durham, Feb., 1841.

No. 140.

Rev. D. Dur-
kerly, Dur-
ham.

[To Second Circular.]

2.—Probably more than half, and the reason is the high price for carrying letters so short a distance.

3.—For short distances I think the rate is too high. A graduated scale of Postage, commencing at 2d. where the charge is now 4½d., and going no higher than 1s. 3d. for a single letter to any part of the Provinces, would in my opinion be better.

4.—I am decidedly of that opinion.

5.—I do.

6.—I think the pre-payment of Paper Postage by the proprietors of newspapers objectionable, and I think (as in the States) that a rate for a short distance and another for a greater distance should be made.

7.—I am not.

Answer to Se-
cond Circular.

No. 141.

JAS. WADLEIGH, Esq.

Kingsey, 4th Jan., 1841.

No. 141.

Jas. Wadleigh,
Kingsey.

The postage on newspapers ought to be lower than at present,—a tax on the diffusion of knowledge being more hurtful than any other.

Owing to the revenue derived from Postage over the expenses of management, it might be reduced on a fair relative calculation of loss and profit—the pre-

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sent high rate of Provincial Postage being oppressive and burthensome to the public.

In consequence of the very great disproportion that exists in the salaries of Post Masters—some receiving a miserable pittance while others have large salaries, although the trouble and time of all are nearly the same, I would recommend a stated salary to be paid to each Post Master—more in proportion to their trouble than they have at present; at the same time abolishing their privilege of franking.

No. 142.

Lt. Col. W. C.
Hanson, Nico-
let.

No. 142.

Lt. Col. W. C. HANSON, Police Magistrate.

Nicolet, 7th Feb., 1841,

I consider that some of the Post Offices are kept in a miserable way—particularly the one at * * *—the Post Master being a common clerk to an extensive merchant and shopkeeper at that place; and the Post Office duty is performed by his wife. The Post Master is very poor, and his situation I am convinced is of great service to his employer, who is a brother-in-law. With the exception of the above individual, the other Post Masters in my section are more or less connected in trade; but all of good characters.

The roads from Yamaska to Gentilly are almost impassible in fall and spring. The inhabitants all complain of the want of a second post day per week; and I have suffered myself much in the performance of my duty for want of it.

The Post Masters complain, and indeed justly so, at their miserable salary; and were it not for some great advantage they have in sending letters free, I am convinced that the Post Master General would not get persons to perform that important and responsible duty. I am convinced that the Post Office Department would be greatly improved by limiting the number of letters which go free, and giving a salary in its place.

(Translation.)

No. 143.

Jos. Dionne,
St. Pierre les
Becquets.

No. 143.

Jos. DIONNE, Esq., late a Member of the Special Council for the Affairs of Lower Canada.

St. Pierre les Becquets, 12th Dec., 1840.

I have nothing more to do with the Post Office Department in this Province. I will only take the liberty of observing that on the south side, between Quebec and Three Rivers, we have only one mail per week, whereby business suffers considerably. If you write a letter you must wait eight days for an answer; in the same manner if you have to answer a letter, you must wait eight days. This inconvenience frequently obliges persons to send expresses to the north side, to take advantage of the mail which passes there every day. These delays are sometimes fatal when one corresponds with the Government. I think the Post would be much more useful and profitable if it came through twice or three times a week.

The Postage on letters is generally considered too high, as complaints are made every day.

Post Masters should possess the entire confidence of Government and the public; for one is often obliged to transmit to other Post Offices certain correspondence which he may have with the different public offices in this Province. Tavern and Inn Keepers should not hold that office.

(Translation.)

No. 144.

LOUIS LEGENDRE, Esq.

LOTBINIERE, DT. OF DORCHESTER,
14th Dec., 1840.

For the last few years, a Mail starts from Nicolet every Sunday along the St. Lawrence; it passes through Lotbinière on Monday morning, reaches Quebec early on Tuesday morning, and starts from there on Thursday and reaches Nicolet on the same or the next day; this Mail is perfectly regular and very satisfactory to the public; the roads are generally good, with the exception of the Rivers Bécancour and Duchêne in the spring floods. As to the rate of Postage from one office to the other, passing on this side in the manner I have mentioned, it is so moderate that I have never heard any complaints made on the subject. As regards the remuneration of the persons in charge of the Post Offices, I do not know what it amounts to, but I never hear them complain about it. All the population from Nicolet to St. Nicolas inclusive, ardently wish for a mail twice a week down to Quebec and up to Montreal, instead of one mail only as we have at present.

No. 145.

REV. R. D. ANDERSON.

Upper Ireland, 12th Dec., 1840.

I would in the first place strongly recommend the Government to devise some means of improving the Mail roads, so as to render greater facility for more expeditious communications in these Colonies. In order thereto, I would advise the adoption of a land tax, say 1d. per acre on all lands in the Provinces, whether belonging to the Church, Government or private individuals. This would have a tendency to stimulate those who have large tracts of waste lands, to settle on or sell them, whereby the prosperity of the Colony would be promoted. Another alternative, but in my opinion less advisable, would be turnpikes.

The conveyance of the Mail from Quebec here takes two days and part of a third, a distance of fifty miles, (according to a Table of Distances on a map of the Eastern Townships,) which should be travelled at most in ten hours, including stoppages, were the roads as they should be; or even in their present condition, the Mail should arrive one day earlier, which would be a very great advantage and accommodation to me as well as to others in these settlements.

In consequence of such slow modes of conveyance, your letter did not reach me till eleven days after its despatch from Montreal. As another instance, the Church Newspaper, published at Toronto each Saturday, does not reach this Office till the Friday week following, i. e. thirteen days. I could give also other similar instances, "*sed ex uno*," (*vel potius duobus*) "*disce omnes*."

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No. 144.

Louis Le-
gendre, Lot-
binière.

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Rev. R. D. An-
derson, Upper
Ireland.

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This tedious communication is rendered a double grievance by the high rate of Postage, which yet might be even borne with, were it remunerated by a speedy, instead of so disgracefully and shamefully tardy, a transit of the Mails.

If a uniform rate of Postage is in contemplation as in the Mother Country, I would advise at the lowest 2d. currency on each letter. If otherwise, the present scale of Postage should undoubtedly be altered. I take the liberty to submit the following, as a maximum rate.

For any distance not exceeding 20 miles,	2d.
From 20 to 30 "	3d.
" 30 " 50 "	4d.
" 50 " 80 "	5d.
" 80 " 120 "	6d.
" 120 " 170 "	7d.
" 170 " 230 "	8d.
" 230 " 300 "	9d.
" 300 " 400 "	10d.
" 400 " 600 "	11d.

and the highest rate not to exceed 1s. Provincial.

And that these distances should be calculated not according to circuitous or cross Post routes, but according to the established distance from where the letter is forwarded to where it is addressed; e. g. a letter from this to Sherbrooke, a distance of not more than 55 miles from here, must take a circuit of, if I mistake not, 213 miles which would increase the Postage to 8d. by my scale, instead of 5d. the rate for the actual distance.

I conceive the remuneration of its Officers by percentage is liable to one objection at least, viz: it induces, as has come under my immediate observation, the Post Master to detain in his Office, for the sake of receiving their Postage, (which increases his percentage) letters which he should redirect by the returning Post to the adjoining Post Office (when directed to his Office by error of the writer or Post Office as sometimes occurs in the hurry of business) nearest to the persons to whom they are addressed, even after they have given him positive directions to that effect.

No. 146.

No. 146.

Rev. J. L. Alexander.

Rev. J. L. ALEXANDER.

Answer to Second Circular.

[To Second Circular.]

1.—Unpaid letters from any part of the United States, will, I believe, reach any part of these Provinces; whereas letters from the Provinces will not enter the United States at all unless prepaid to the boundary line. There seems here a want of reciprocity by no means creditable to our liberality; such at least is the light in which I regard the restriction in my ignorance of the reasons which led to it; and such, I feel persuaded, is the light in which people generally will regard it, who are acquainted with the fact but not with the cause.

I am not myself materially interested at present in this question, having very little correspondence with any one in the United States; but I do occasionally receive a letter from a friend in that country, and sometimes have occasion to write on business; and so far as I am concerned, the restriction alluded to does operate

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injuriously upon me; for I generally have to pay the whole Postage on the letter I receive, both the American and the British Postage, and have to pay part of the Postage at least, namely the British Postage, on that which I forward in reply. If others generally, who have correspondents in the United States or a majority of them are under the same necessity, as I find many of my neighbours are, then the balance will be against the Provinces; I mean that its inhabitants will be the losers.

Besides the disadvantage to the country arising, as it seems to me, from this regulation, regarded as a measure of political economy, there is a serious evil of which it is, in part at least, productive, and which hereafter I may notice more at large: the suspicion I mean, that letters prepaid to the lines are not carefully forwarded to their destination; or that they are not in many instances forwarded at all, but thrown aside or destroyed, and the Postage pocketed by the receiving Post Master. Incredible and shocking as such a practice may appear, the suspicion of its existence really prevails in many quarters. But base and groundless though it may be, though it may exist only in base and unprincipled minds, suspecting others to be as unprincipled as themselves, in many instances, yet cases frequently recurring of letters having been miscarried or lost when prepaid to the lines, afford apparently good grounds for suspecting carelessness or dishonesty in some quarter. However this may be (for I have no complaint to make myself on this subject) the existence of such a suspicion, whether well founded or not, is injurious both to the Post Office establishment and the community. It restrains many from writing so frequently as they otherwise would to their friends in the United States, and tempts them to entrust letters and remittances to individuals, who not being careful and trustworthy, lose them or appropriate their contents. If such a suspicion were general it would be a serious evil in many respects; and I find it is not confined to the humblest classes of society, who have not the same facilities as commercial men of tracing and detecting such a fraudulent practice.

2.—On the points embodied in this question I must also confess myself ill-informed. I am inclined to believe that on an average, not more than half the letters forwarded by the several Mail routes within the Province pass through the Post Office; and that the other half is forwarded by private means. The routes on which this practice is most prevalent are, I suppose, the routes on which there is most travelling, and on which opportunities of forwarding letters otherwise than by Mail are most frequent; as for instance first of all, by the route of the St. Lawrence and the Lakes, at least as far as the head of Lake Ontario, by the Ottawa line; and from Montreal to New York, *via* Lake Champlain. The rapidity of communication by these routes in summer, is an inducement to the public to avail themselves of the good offices of a friend or acquaintance travelling by Steamboat, to get their letters and papers conveyed by them on such routes, instead of sending them through the Post Office to be conveyed less expeditiously by land; supposing that there is no Mail on the same routes by Steamboats.

Nearly the same proportion of letters, I think, will be sent otherwise than by Mail on leading Post roads, on which stage coaches are employed for carrying passengers. Travellers carry letters from their friends in their trunks and pockets, although the very coach in which they travel carries the public Mail at the same time.

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One of the chief reasons for sending letters privately is, I think, the want of a daily Mail. This reason applies with more or less force to all routes on which there is not a daily Mail; and with most force to those routes on which the Mail is carried the least frequently; which leads me to conclude that the third class of roads before mentioned, namely, those from the interior parts of the country to the frontier towns, are those on which the greatest proportion of letters is forwarded otherwise than by Mail—I do not say the greatest number of letters, (for the inhabitants of those parts are comparatively few, compared with the population of towns, and are not the greatest writers,) but the greatest proportion of those that they do write. Having generally less cash at hand than the inhabitants of towns and frontier settlements, they have a stronger temptation to prefer private and free conveyances for their letters; a reason which applies to all classes, but to those with more force than to others.

3.—Another reason which prevents many people from forwarding their letters by Post is prejudice against, or want of confidence in, the nearest Post Master: although this reason does not operate so generally as others to the injury of the Post Office. It is, however, a reason of sufficient influence upon the Department to warrant and call for the vigilant superintendance of the Chief Officer over his numerous Deputies. They should be, if possible, above suspicion: too respectable to be supposed capable of prying or peeping into letters, much less of opening or destroying them, appropriating the paid postages, or abstracting enclosures.

The high rates of Postage may be stated as a fourth reason.

But the most general reason of all is the desire to avoid paying any Postage whatever, however small; so that no scale of rates however low could prevent the operation of this cause to the prejudice of the Post Office. This is a cause of injury so general that it may be said to be universal, except when counteracted by some contrary cause, such as a sense of interest or honour. A sense of interest will often induce a man to pay Postage for a letter because it will be conveyed by Post with more security; or he will do so from honorable or patriotic feeling, because he knows that public Mails are for the public good and ought to be supported. He therefore makes it a rule to adopt the public conveyance when he can, and he does so from principle.

The reasons then, which induce persons to resort to private conveyances for their letters are, in my opinion, chiefly the following:—

1st. Because private conveyances are sometimes more expeditious than the public; and that not only in summer, when Steamboats ply on lakes and rivers, but also on inland routes, as for instance on the Craig Road, on which private conveyances generally far outstrip the Mail.

2nd. The want of daily Mails, or at least of more frequent Mails.

3rd. The misconduct or unpopularity of Post Masters.

4th. The high rates of Postage.

5th. The selfish and general desire of avoiding Postage altogether.

No remedial measure, it occurs to me, will be effectual to check the operation of the last mentioned cause, which perhaps is the most fruitful of injury to

the Post Office, unless the public generally can be induced to patronize the established legal conveyances for letters from a sense of interest, and not merely from a fear of incurring a penalty.

4.—I coincide in what I find in my circle of acquaintance to be the general opinion, that the present rates of Letter Postage are too high. When I find upon reference to authentic records that a century ago in England the rates were the following, I am inclined to conclude that our present rates in these Provinces are extravagantly high. A century ago in England the Postage on a letter of a single sheet for 80 miles was only 3d.; for any distance above 80 miles only 4d. A packet weighing an ounce for 80 miles cost 1s. The roads in England, on an average, were probably not better then than they are here now; for the established rate of travelling (for the Mail) was then only 120 miles in 24 hours, or 5 miles an hour, including all delays.

On the other hand, when I consider the difficulties of communication in these Provinces, and how they are increased at certain seasons, the high rates of wages, the expense and wearing of harness and carriages, and the small population; and that a great proportion of the people can neither read nor write, I am scarcely surprised that the present high rates of Postage should have been found necessary to meet the expenses of the Post Office Establishment. Still as the roads improve, the population grows more dense, and education more common, the correspondence and profits of the Establishment will increase, and the forwarding of the Mails be less expensive; so that a proportionate gradual reduction of the rates might fairly be expected. In summer a letter from Niagara will or may reach Quebec in four or five days, and the Township of Leeds where I reside in six days, and will cost me 1s. 8d.; while a letter from any part of the British Isles, 3,000 miles off, will cost me only 1s. 4d.

And here I beg leave to notice an inconsistency for which I am unable to account, that on letters from Niagara to Leeds, Lower Canada, I pay in accordance with the post-mark 1s. 8d., whereas if I prepay a letter from Leeds to Niagara it costs me 1s. 10½d. On the whole I think the scale of rates should be fixed by the Deputy Post Master General, or formed from authentic data which he has the best means of furnishing. On balancing the expense and profits of the Department a fair scale might be adopted, so as to prevent either loss on the one hand, or on the other exorbitant gain, after defraying the expenses of management.

It seems agreed on all hands that to expect the same low rates of Postage in the Colonies, as now prevail over Britain and Ireland, or any rates nearly as low, would be quite unreasonable.

The great reduction, however, lately made in the Mother Country, it may reasonably be expected should be followed by a proportionate reduction in the Colonies.

5.—I am of opinion that such a reduction in the rates of Letter Postage as we could reasonably expect in this country would not materially increase the amount of correspondence by Mail, at least for some time to come. A reduction of the rates would doubtless increase more or less the amount of correspondence immediately; that increase would be gradually progressive, and its progress would be rapidly accelerated by the encouragement, on a liberal plan, of elementary education and immigration.

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Supposing the present rates reduced one third, that instead of 4½d. for a letter we pay 3d.—instead of 7½d., 5d.—and instead of 1s. 6d., 1s.—(and this reduction would not be too much for us to expect, as the rate of Postage would even thus be higher than it was in England, as before mentioned, a century ago) still immediately on its being carried into operation, and for some years after, the revenues of the Post Office would, I think, be diminished. The gain by the increased correspondence would not be equal to the loss by reduction.

The opinion, however, is generally prevalent that the Imperial Government derives a considerable annual revenue from the Post Office Department in British North America, and that there is no good reason why it should; but that instead of drawing a revenue from the pockets of the Colonists by high rates of Postage, the net profits of the Department should be expended in extending its usefulness in the Colonies, by establishing new Post routes, increasing the frequency of the Mails, and reducing the Postage.

The correctness of this principle I feel myself incompetent to examine, as I know not what sacrifices the Home Government may make, or whether any, to extend to the Colonies the benefits of a Post Office Establishment. I have, however, felt it my duty to state what I believe to be the general opinion, namely, that the profits of our Colonial Post Office should be spent in the Colonies, in extending the benefits of the Department therein.

On the whole, a reduction of the Postage, accompanied with other improvements, such as the increased speed and frequency of the Mails, would I conceive materially increase the correspondence by Mail, and that immediately; but whether the increased correspondence would bear a fair proportion to the increased expenditure seems to me very uncertain.

6.—I think that the system of charging letters by weight might here be substituted for the present mode of rating by single and double letters, &c., with advantage to the public. I conceive that charging letters by weight is not only the fairest in principle, but the most business-like method, although probably not so advantageous to the Post Office.

7.—For a weekly, semi-weekly, or tri-weekly newspaper, the charge for transmission through the Post Office for any distance great or small is, I believe, the same, namely, about 5s. per annum for each copy. The subscriber pays this to the publisher or proprietor, who makes an arrangement with the Post Office; but whether the charge is less to the latter in consequence of his making a contract as it were by wholesale, I am unable to say. On daily papers and on semi-monthly or monthly periodicals I know not what the charge is.

There is a penny on each number payable by the subscriber at the Post Office where it is delivered, when the publisher does not pay the postage. I received for several years a weekly paper (the Gospel Messenger) from the State of New York, on which there is a penny due for British Postage and a cent for American Postage on each number, which generally for want of cents amounted to 2d. on each number. Besides this regular postage, extra postage of 2d. on each was frequently marked upon them in consequence, as I understood, of their having been mis-sent; so that besides 2d. on each number, I had generally to pay as much as 2s. 6d. per annum extra-ordinary postage, making the postage exceed the original cost of the paper one half. I consequently gave up the paper after being a subscriber above

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seven years; not solely indeed on account of the high postage, but partly on account of the trouble it evidently occasioned in the Post Office into which it first passed after crossing the lines.

I cannot say I consider the regular rate of charge in these cases nor the modes of payment objectionable, but only the extraordinary charges incurred in consequence of the neglect or mistakes of Post Masters. If my letters or papers properly directed are through the inattention or ignorance of Post Masters or their clerks carried round the whole circuit of the Provinces, or perhaps across the Atlantic and back again, (and this I have actually known to happen in more instances than one,) I conceive that instead of paying an increased postage for such letter when it reaches me at last, I should be indemnified for the loss or inconvenience its miscarriage may have occasioned.

There is another case, however, which I have not yet stated. When a newspaper is transmitted by Post from one person to another, at second hand, the person posting it not being the publisher, is obliged to pay a penny, otherwise the person receiving it must pay for it as a letter. This last charge of Letter Postage on a newspaper I think objectionable and unfair, as also the refusal to forward papers except as letters after they are seven days old.

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No. 147.

Hon. JNO. NEILSON, M. P. P., for the County of
Quebec.

Hon. J. Neilson,
Quebec.

Quebec, 13th Jan., 1841.

I am but imperfectly acquainted with the state of the Post Office, its administration, and the remuneration of its Officers.

I shall only observe that the facilities of correspondence through the Post Office have greatly improved since I came to Canada forty-nine years ago. There was then only one Mail to Montreal per week; once a fortnight to New York; once a month to Halifax and England. It is now daily to Montreal and New York, and twice a week to Halifax, and once a fortnight to England in summer by Halifax, and weekly from New York. There was no regular communication by Post to Upper Canada, or any other part of the Province. There are now Mails once a week to the principal settlements in both Provinces, and a weekly Mail to the State of Maine. I do not think that the demands of the correspondence require to be materially extended at present. Greater expedition is wanted to Halifax; but this must depend on the settlement of the country between Canada and New Brunswick, without which the roads, if they were improved, could not be kept in a state fit for expeditious travelling, on account of wind-falls and snow.

The rate of Postage, I believe, has undergone very little alteration, if any, and I am persuaded that generally there has been a good disposition in the Post Office and its Officers to accommodate the public. Complaints do and will exist; but every Public Department must have rules, which cannot be violated to answer occasional wants of individuals.

Of the remuneration of the Officers I know nothing. The general opinion is that the remuneration of the Deputy Post Master General is too high, disproportionate to other remunerations and private incomes in the coun-

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try. His perquisites are a subject of frequent reflections. All Officers incurring the responsibility of the Head of a Department, where pecuniary matters are in question, ought to be well remunerated, and subordinates ought to have fair compensations to command talents and character, and they ought all to be appointed and responsible to the Head of the Department in the Colony, who himself is responsible to the Post Master General in England, and to Her Majesty's Government and Parliament.

This responsibility ought to continue. It can be resorted to by the Provincial Legislatures, by the Governor in the Colony, and by every individual in the Colony by petition, and is likely to be more effectual in preventing and remedying abuses, than if the responsibility were in the Colony, where many persons become interested in maintaining abuses, and sometimes in alleging those which do not exist, with a design of putting themselves in the stead of others, rather than of really removing a public evil.

Independently of these considerations, the Post Office is, in its nature, an Imperial Institution, requiring to be under the control of the supreme power, and extending throughout the whole Empire. No local or subordinate authority ought to have the power of interrupting, retarding or overcharging the communication. But the Post Office being rather a facility in favor of a sure and regular correspondence for which a compensation is charged, than for raising a revenue, the rates ought to be as low as the efficient support of the Establishment in the peculiar locality where it exists will permit. Any surplus ought to be applied to increasing the facilities if necessary. If not, the rates ought to be diminished.

The Colonists expect that some of the advantage of reduced rates introduced in the Home Dominions will be extended to them. This reduction is peculiarly necessary in a Colony where emigrants in poor circumstances are frequently arriving from the Mother Country, and have left relations and friends at home with whom natural affection and interest prompt them to frequent correspondence. This correspondence is beneficial in a National point of view, as it keeps up the attachment between the inhabitants of the same Empire, and may induce a beneficial emigration, both as regards the Colony and the Mother Country.

A reduced fixed rate for a single sheet would answer this purpose the best, and save trouble. Letters above one ounce might be charged by weight, newspapers and parcels open at the ends ought also to be charged by weight, at a lower rate, also doubling with the weight.

The improvement of the Mail roads depends greatly on settlement for the reason before assigned. The roads of every country must be a charge on the inhabitants. In new and thinly inhabited countries they cannot be made and kept good either by the means of the locality or the country at large. It would take away too much of the labor from the land, on which labor the great body of the people depend for subsistence and the support of their families. The roads in such countries are never good but in the best seasons, and then they are sufficient for the wants of the inhabitants and travellers, to whom it is one of the conditions of their being in a new country that they should be satisfied with what it affords, without expecting that people can live by a heavy outlay of their labor on the roads, or find money to pay and support labourers on such service.

The main roads are generally good in the favorable seasons in Lower Canada, better indeed than in the neighbouring States. The Post, like every one

else, must put up with the delay and extra tear and wear in unfavorable seasons, till the means of the country can afford better roads through an immense extent at all seasons.

The most economical and most effective making and keeping up of roads in new countries is by the work of the proprietors of the land through which it passes on the localities immediately interested, and where the law has been fairly and carefully enforced, it is there that the roads are the best and the cheapest. Every other system produces a waste of labor and money, idlers and jobbing.

It is hardly necessary to say that all Mail Contractors ought to be held to time; that the time, as well as the price, ought to be determined by the bidding, the Department fixing the maximum of both; and taking the lowest and most favorable bid, both as to time and amount, on a fair public bidding at a place, day and hour to be publicly notified, the bidders having first offered good and sufficient security for performing their contracts.

No. 148.

No. 145.

DAVID BURNET, Esq., M. P. P., for the City of Quebec. David Burnet, M. P. P., Quebec.

Quebec, 29th Dec., 1840.

[To Second Circular.]

Answer to Second Circular.

1.—I should strongly recommend a good Mail road to the Lower Province, as our communication with the States will now be trifling.

2.—The Steamboats to and from Montreal have operated most injuriously in diverting letters from the Post Office, principally from the mode being more expeditious. People resort to this means, as well as to private individuals going to England, from a love of small savings.

3.—The rates of Postage in the Colonies here have always been unreasonable, and now that a great change has taken place in Britain, they are far beyond what they ought to be. An improved scale would be that all letters should be charged a certain rate, say 6d. a letter, making a slight increase for weight up to a certain standard, beyond which a higher Postage ought to be charged.

4.—I do not think a reduction of Postage would materially increase the correspondence, and therefore think a certain loss would be sustained by the Department by adopting my recommendation in the preceding answer.

5.—Yes, decidedly.

6.—Decidedly objectionable. Several of my friends order reprints of periodicals from New York instead of the originals from England, even though the Postage as now charged from New York is 2½ cents per sheet, making the annual Postage of a magazine about 16s. currency.

7.—I do not think they have any claim for the transmission by Mail free of Postage, but a small rate could not be fairly objected to. Their bulk and weight must entail, in winter especially, a certain extra expense on their transmission which ought to be covered by a small Postage.

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I cannot conclude without expressing an earnest desire again to see the Post Office closed on the Sabbath day. During the time of rebellion it may have been requisite that no delay should take place in the transmission of Government Despatches; but now while, under the blessing of Providence, the country is enjoying peace and quietness, I trust there cannot be two opinions as to the duty and propriety of shutting up the Post Office, and of discontinuing the Mail to or from Montreal on the Sabbath Day.

No. 149.

Hon. A. W.
Cochran, Que-
bec.Answer to Se-
cond Circular.

No. 149.

Hon. A. W. COCHRAN.

Quebec, 30th Jan., 1841.

[To Second Circular.]

3, 4 & 5.—I think the present rates of Letter Postage are not reasonable, and ought to be changed for the system of charging by weight as in England. It appears to me unreasonable that a sheet of the smallest and thinnest paper, made up as a letter, should pay the same rate of Postage as a sheet nearly the size of a table cloth, such as has been sent by Post, and that the same small sheet should pay as a double letter when divided into two and one part enveloped in the other.

I should think that the best scale would be one graduated according to weight and distance, but not exceeding a certain maximum. A single letter from Quebec to Toronto now pays 1s. 6d. I would adopt this as the maximum for 500 miles or upwards, for a letter weighing $\frac{1}{2}$ oz. or less, and so in proportion for weight beyond that mark; and I think the Postage of a letter of that weight from hence to Montreal might reasonably be fixed at 6d. or 7d. instead of the present rate of 9d.

It does not appear to me that it would be advisable or safe at present to adopt in these Colonies one uniform rate of Postage; I apprehend that the revenue would fall short of the expense, unless the rate were fixed inconveniently high. It may be admitted that the Post Office should not be looked to as a profitable source of revenue; but I see no reason why a Government should undertake to convey the correspondence of private individuals at a loss; nor would there be any means readily available of supplying the deficiency in these Colonies.

I am aware that in the United States for some few years past the receipts of the Post Office have fallen short of the expenditure. But in that country the establishment of new Post Offices is encouraged without stint as a source of patronage and Government influence; and it has been proved that Officers connected with the revenue so raised have been secretly required during the last two administrations of that Government, to contribute by a per centage on their incomes towards a fund for carrying elections in favor of the Government.

In Great Britain it was only in August, 1839, I believe, when the new system now in force was adopted, that the principle of deriving a revenue from the Post Office was virtually abandoned; but I would observe that there the new system is as yet but an experiment only eighteen months old; and that great difficulty is apprehended in supplying the deficiency that has already shewn in the revenue. It is held out indeed by the advocates of the change

that not only will this deficiency be ultimately made up, but the revenue greatly increased, by the vast increase that will ensue in the correspondence passing through the Post Office. But even should this (which appears to me very improbable) be the result in that country, occupied as it is from one end to the other, by a great population, abounding in wealth, alive with commercial enterprise which finds its way through every road, by-road and canal of the Kingdom, where the mere social or domestic correspondence alone amounts to far more than the whole correspondence of these Colonies, where the postage lost by the mere privilege of franking was ten times the amount of our whole Post Office revenue, and where one mercantile house alone sometimes has a postage account of £7000 a year, the same result cannot be expected in these Colonies where we find circumstances almost the reverse of those I have described. In both these Provinces the population is almost wholly agricultural; internal commerce, properly so called, or commercial manufactures, exist but to a limited extent. The private correspondence, chiefly mercantile, through the Post Office, passes mostly along the one great line of communication between the four or five large towns where business centres; the consumption of articles of commerce will not increase in the ratio of the increase of population, for the far larger part of the population (especially in Lower Canada) both grow and manufacture most of what they consume. This class employs the Post Office but little; the Scotch most, next the English, but the Irish (notwithstanding the warmth of their social affections) according to my observation the least of all of the British race, and they are the most numerous of the emigrant class. It has been calculated on seemingly good data that the epistolary necessities of the inhabitants of the British Isles are four times and a half larger than those of the inhabitants of France, (Quarterly Review, Vol. 34, No. 67, page 81;) and I imagine that the wants of the French Canadians in this respect would be found to be in proportion, still infinitely smaller than those of the British settlers. I believe it indeed to be a fact that with respect to Lower Canada generally the Post Office revenue does not pay the expense incurred for Post Offices and Mails within its limits. With respect to all these classes of population, I apprehend that their correspondence is checked by other causes than the amount of Postage; and that it would not much increase if the Postage were ever so much reduced or a Post sent daily to their doors. Such a reduction would therefore, as it appears to me, be certainly attended with a great loss of revenue, and should never be attempted to such an extent as to risk the revenue being less than the expenditure.

6, 7 & 8.—Upon the general question whether the proprietors of newspapers and other periodicals in British North America have a reasonable claim for the transmission of the same free of Postage, I have ever considered such a claim perfectly untenable; a newspaper is a matter of speculation and trade; and I know not why the printed sheet of him who publishes for profit, should be carried at the public expense free of charge, more than the written sheet of the merchant, especially in a country where the newspaper pays, as such, no other tax. Looking indeed at the newspaper as a literary commodity—as the poor man's book (too often in these countries his only one and not the best) as something to all men, and to some men all, it may be argued, as it has been in England, that it should be brought to all classes at the cheapest possible rate. Supposing all this were admitted it would not follow that it should be carried by the public for nothing any more than any other literary production. Certain it is that the reduction

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in England of the charge on newspapers sent abroad has not added to the rapidity of the communication of intelligence by that channel, at least with respect to the majority of those who take such newspapers in these Colonies; for the effect has been so to encumber the mails that the newspapers are left behind and only come forward few and far between.

In Canada, newspapers must long find their chief circulation, not among the agricultural population, but among the higher and middling classes (mostly in the towns) to whom a difference of 4s. or 5s. a year would not be a motive for giving up or abstaining to take one—I do not therefore believe that the relinquishment of the customary charge for conveying newspapers would add much to their circulation. I have no accurate knowledge of the usages in foreign countries in this respect, except that such a charge exists in the United States, where there are more newspapers in proportion to the population than in any other country, and where the principle of supplying the people as freely as possible with political information is carried to the fullest extent and upheld with jealous care. I believe the rate there charged is about 2s. 6d. per annum of our currency for each newspaper (that is as I understand it for each publication) which though less than the rates paid in this Province on newspapers published only once a week, is considerably more than the Post Office charge on those issued more than once a week, which is the case with all newspapers in Quebec and Montreal that circulate most widely by Mail. I think, however, that it would be but fair that the publisher should be relieved from this charge with respect to such newspapers as are not taken out of the Post Offices by the persons to whom they are addressed; and this drawback might, it appears to me, be arranged through the means of returns from the local Post Offices.

With respect to other periodicals I am of course of opinion that they also should be charged with a like payment, but not to the amount now received at the Post Office, which I understand to be one penny per sheet. This seems to me to be excessive, and out of proportion to the charges on newspapers. * * *

It appears to me that every facility and encouragement ought to be given to the introduction and circulation of literary periodicals of the higher class, especially those of the Mother Country. Works of that description, from the nature of their contents being taken by the reading class, are not likely to be circulated to such an extent at least in a Colony, as materially to encumber the Mails; but they are charged when sent from England by Mail with such a Postage (being rated by weight as letters) that it amounts to a prohibition.

No. 150.

Hon. F. W.
Primrose,
Quebec.

No. 150.

Hon. F. W. PRIMROSE, Q. C. and Inspector General
of the Queen's Domain.

Quebec, 8th Jan., 1841.

Answer to Se-
cond Circular.

[To Second Circular.]

3.—I think the rates in these Provinces too high. I think a uniform rate of from 3d. to 4d. sufficient.

4.—I think reducing the Postage to 3d. or 4d. would greatly increase the amount of correspondence, perhaps quadruple it.

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5.—I think the system of charging letters by weight good, but that the rate in the United Kingdom has been reduced too low; from 3d. to 4d. for half an oz. and so on in proportion, would relieve the payers and not diminish the revenue in my opinion.

6.—I think newspapers ought to be charged a small Postage, perhaps a uniform one of 1d. I think there is no reason why periodicals should be transmitted by the Post at all.

7.—I do not think the proprietors of newspapers or other periodicals in British North America have any reasonable claim for transmission free of Postage.

No. 151.

No. 151.

Hon. W. SHEPPARD, late a Member of the Executive
Council of Lower Canada.Hon. W. Shep-
pard, Quebec.

Quebec, 17th Dec., 1840.

Some portions of the Post road between Quebec and Montreal are much lengthened in consequence of following the old concession roads, often turning at right angles out of one into another; many instances may be cited; such as between Quebec and St. Augustin; again, between the latter Parish and Pointe-aux-Trembles. The Post road might also be much shortened by taking a new course from the upper part of Grondines to St. Anne's; and again from the latter to Batiscan. Also from Three Rivers to Machiche, and from Maskinongé to Berthier.

It becomes a subject of consideration whether it would not be desirable to alter the direction of the principal Post roads whenever they could be shortened to advantage.

Many hours would undoubtedly be gained in the conveyance of the Mails.

21st December, 1840.

[To Second Circular.]

Answer to Se-
cond Circular.

2.—The correspondence at present carried on otherwise than by Mail, is principally by means of commercial steamers on the St. Lawrence between Quebec and Montreal; to the extent of about 200 letters daily, on an average, each way. The reason for using the mode of transmitting letters is its superior celerity. Letters are also frequently entrusted to persons going to Europe, in the winter season, through New York: a mode more to be relied on for safety than by Mail, which is frequently detained by snow storms, or left on the road through the negligence of the carriers in the United States. No doubt this mode has been extensively resorted to latterly, since the abrogation of the receipt in Canada of what is called Freight Postage.

3.—My opinion of Post Office Establishments is, that they are intended as a benefit to those having occasion to make use of them for the purpose of correspondence, and not as a source of revenue to the State. This principle is now acknowledged and acted upon in Britain to its fullest extent. It is generally understood that the receipts of the Department have hitherto far exceeded the outlays. Therefore the rates of Postage are too high. I would recommend a new and improved scale founded on the following propositions.

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Let fees and perquisites of all kinds be abolished, and instead thereof let the owners who now enjoy them be allowed fixed salaries of liberal amount, equal to the maintenance of their families in the station in society they now hold. The salaries to the Officers, with the expenses of carrying the Mails, &c. constitute the yearly necessary outlay; to which I would add a reserved sum of five to ten thousand pounds, as a contingent fund for the purpose of altering and improving portions of the Mail routes where desirable, yearly. Upon this aggregate amount let a new scale be drawn up in the ratio of the present one, to last for 10 or any other suitable term of years; and to be revised and altered periodically at the end of each term.

4.—The amount of correspondence by Mail would be increased by a reduction of the rates of Letter Postage, in as much as as it would give more facilities to those classes of the people to whom rates are an object. The payment of two-pence or three-pence is not so much felt in four or six payments as a shilling is in one.

* * * * *

7.—I see no reason to entertain the opinion that the proprietors of newspapers and periodicals in British North America have a reasonable claim upon the public service for the transmission of the same free of Postage. Service is performed for the accommodation of the proprietors, for which the Department is entitled to some remuneration.

The foregoing remarks may appear to the Commissioners too laudatory, but they at all events express my sincere and disinterested opinion, and are founded on my knowledge individually, and as Chairman of the Board of Trade, of the many improvements effected by Mr. Stayner since he was placed at the head of the Post Office Department in this Province.

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No. 152.

No. 152.

Hon. G. Pemberton, Quebec.

Hon. G. PEMBERTON, late a Member of the Executive Council of Lower Canada.

Quebec, 23rd Jan., 1841.

I have to apologize to you for having allowed your circular letters of the 19th November and 15th ult. to remain so long unanswered, which arose from two causes—namely—my inability from ignorance of the subject to offer any useful suggestions to the Commissioners, and the strong opinion which I entertain, that from the very able manner in which the Post Office Department in these Provinces has been managed by the present Deputy Post Master General, and from the great and numerous improvements introduced by him within the last ten years, and from the anxious desire he has always evinced to remedy every abuse the moment it was pointed out to him where he had power to do so, it was only necessary on the part of the Government to carry into effect any improvement suggested by him to render the Department as efficient and advantageous to the public as any similar Department in any part of Her Majesty's dominions. I am well aware that there is room for improvement in many points, both by lowering the rates of Postage now charged, which are most onerous, and by rendering the communications both domestic and foreign more speedy and certain than they are at present; but on all these points the Deputy Post Master General is so much better qualified to give an opinion, and is so well acquainted with the probable effects of any change in the present system, that I must refer the Commissioners to him; and feel not the least doubt that if his suggestions are attended to, the Department will be rendered as efficient as the circumstances in which these Provinces are placed will admit.

No. 153.

No. 153.

JEFFREY HALE, Esq., late Receiver General for the Province of Lower Canada. Jeffrey Hale, Quebec.

Quebec, 23rd Dec., 1840.

[To Second Circular.]

Answer to Second Circular.

3.—I do not think it unreasonable to make letters cover the cost of their conveyance. What the cost is I am not aware. But I am of opinion that epistolary intercourse involves, especially in Canada, national advantages which it might be wise to secure by reducing the rates of Letter Postage; even though other luxuries were taxed to cover the loss.

4.—I am unable to furnish any details illustrative of my opinion on this subject; but I am not aware of any reason why the ascertained result of the experiment in England may not be expected, in a fair proportion, from its trial in these Provinces.

5.—I think it might.

6 & 7.—I am not sufficiently informed on the particulars to which these queries relate, to form an opinion concerning them. Generally speaking, it is doubtless desirable to afford the utmost equitable facility to the dissemination of knowledge.

(Translation.)

No. 154.

No. 154.

Rev. C. F. CAZEAU, Secretary to the Roman Catholic Bishop of Quebec. Rev. C. F. CAZEAU, Quebec.

Quebec, 28th Nov., 1840.

All that I can say, is to express my opinion as to the propriety of reducing the Postage on letters, which is very burthensome to the population in general, and particularly to the poor, who, in corresponding, are obliged on account of their small means to forego the advantages offered by the Post Office. The difficulty is to determine the amount of the reduction to be made. But on that point I think that no one can better enlighten the Commission than Mr. Stayner, to whom a great many improvements in the Post Office are due, since he has superintended the Department.

The Bishops of Quebec and Sidyme, to whom you have also addressed your circular of the 19th instant, have desired me to beg of you to consider my answer as their own, as they cannot add any further suggestion.

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H. JESSOPP, Esq., Collector of Customs at Quebec.

(M.) No. 155.

Quebec, 14th Jan., 1841.

H. Jessopp,
Quebec.
Answer to Second Circular.

[To Second Circular.]

1.—The Post between Halifax and Quebec takes, I conceive, a much longer time in going through than it ought to do. I have no doubt but that the improvement of the Post communication on this route will seriously engage the attention of the Commissioners.

The Post Office Department is, I conceive, managed ably: great regularity prevails in it, and I have at all times found the Deputy Post Master General and all subordinate Officers at Quebec ready and desirous to afford every possible facility to the public.

2.—The Steamers carry a very large number of letters between Quebec and Montreal, and *vice versa*; and above Montreal, on the river route to the upper extremity of the sister Province, letters are carried by these vessels. Of course a considerable addition to the Post Office revenue would accrue if the letter conveyance by steamers was properly regulated.

3.—The rates of Letter Postage in these Provinces I consider to be moderate. It may, however, be thought an object to convey letters at as low a rate as may be found practicable with a due regard to the thorough effectiveness of the Post Office Establishment.

4.—I doubt whether a reduction in the present rate of Letter Postage would materially increase the amount of correspondence by Mail; as yet letter-writing is but little used as a luxury within these Provinces; business correspondence almost alone yields the revenue.

5.—Only one party would derive a benefit from charging letters by weight. Thin paper would be used by the merchant, whilst the emigrant or settler in the remote parts of the Province, not being aware of there being such an article as thin paper, or being unable to procure it, would continue to correspond on the thicker sort; and therefore he would derive but little benefit from the change from single and double letter to the charge by weight.

6.—The charge made for newspapers I conceive moderate. The charge upon periodicals from England amounts altogether to a prohibition. It would be, I think, to the advantage of the Post Office to reduce the rates very considerably. Doing so would also confer a valuable boon on the public; and would no doubt materially check the introduction of the hundreds of reprints which find their way into this Province, to the serious injury of copy-right proprietors and publishers.

I have not sufficient information to give an opinion on the mode of payment as respects newspapers and periodicals.

Commissioners any general observations on the subject. On one point alone, the practice of keeping the Post Office open for the receipt and delivery of letters on the Sabbath, I feel myself called by your letter to touch; and to this I shall not do more than advert, for I feel confident that the subject only requires to be brought under the consideration of the Commissioners, to ensure to the public an impartial and correct decision whenever it shall have received their deliberation. I fear not that it will be found that a vast amount of evil, compensated by little or no benefit to the public, has been the result of the change which took place at the breaking out of the late troubles, from the plan so long pursued of having no Post out from Quebec or Montreal on Friday, to a daily. With these views, and now that the plea of necessity which caused the change can no longer be urged, I venture to express a fervent hope that the Commissioners will deem it their duty to recommend that the Post arrangements do revert to the plan of which I had the honor to speak about, and so an end be put to the continuance of this profanation.

No. 157.

No. 157.

EDW. BURROUGHS, Esq., Prothonotary of the Court of King's Bench for the District of Quebec.

E. Burroughs,
Quebec.

Quebec, 19th Dec., 1840.

[To Second Circular.]

Answer to Second Circular.

3.—My opinion is, that the present rates of Letter Postage in these Provinces are much too high. They induce many correspondents to avail themselves of casual means of sending letters in many instances, in preference to the Post Office. This mode is attended with much embarrassment, individual inconvenience and uncertainty. If the rates of Postage were reduced to the present rates established by law in England it would have a tendency of compelling individuals to transmit all letters, pamphlets, periodicals and newspapers through the Post Office, as being the most expeditious, safe and certain method; and private individuals and travellers would not encumber themselves with the inconvenience attending the transport of such objects, when the Post Office would afford such reasonable and cheap means of doing so. Even the facilities offered in many instances by Steamboat and Railway communications would be abandoned by individuals enabled to avail themselves of the more convenient and certain communication through the Post Office, subject to a moderate and reasonable pecuniary demand.

4.—I am of opinion that a reduction in the rates of Letter Postage would quadruple the amount of correspondence actually existing by Mail. * * *

5.—The system of charging letters and sealed packages by weight, as is now practiced in England, I think, might be advantageously substituted for the present mode of charging letters here. Yet it would become, in my opinion, necessary, in relation to single or double letters, that a system of uniformity as to charges, having no proportionate relation to the weight of such single or double letters, should be adopted, inasmuch as the weight of such depends entirely on the description of paper made use of for that kind of correspondence, and inasmuch as a class of correspondents, who are great proficient in letter-writing, might be induced, by making use of paper of a very light description, to do that which would tend to defraud the Post Office of its just remuneration, while

No. 156.

No. 156.

W. S. SEWELL, W. S. SEWELL, Esq., Sheriff of the District of Quebec.

Quebec, 1st Dec., 1840.

I beg to state that my avocations have not led me to pay such particular attention to the details of that Establishment as would induce me to offer to the

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the person less conversant in these matters would correspond on paper of a much more bulky, and unfavorable description. The Post Office Department is, I should conceive, perfectly adequate to prescribe such rules as might meet the suggestions herein alluded to.

6.—I have no general knowledge of what are the charges at present made for the transmission of newspapers and other periodicals by the Post Office, except in so far as I individually am concerned. For the payment of such as I receive through that Department I do consider the rates of charge and the mode of payment to be both very objectionable. * * *

In my opinion a rate of 2s. 6d. per annum for each weekly newspaper, to be paid into the Post Office with the deposit of the first number deposited, would be a sum amply sufficient to meet a fair demand for the Postage.

- And for a paper issued twice a week, 3s. 6d.
- “ Three times a week, 4s. 6d.
- “ Four times a week, 5s. 6d.
- “ Five times a week, 6s. 6d.
- “ Six times a week, 7s. 6d.

and a daily paper, if issued seven times per week, 8s. to be respectively paid in the manner above alluded to, and all pamphlets or other periodicals, transmitted through the Post Office, to be charged at the rate of weekly papers or 2s. 6d. for each fifty-two numbers, containing upon an average not more than the amount of four folio pages each.

7.—In answer to query No. 7, I have to remark that I am of opinion the proprietors of newspapers or other periodicals in British North America are not entitled to claim any exemption of payment, except as above stated. It is but just and reasonable that the proprietors of newspapers or other periodicals should have every facility afforded them of transmitting—and the subscribers to such papers and periodicals—receiving the same, with as little burthen to themselves as the nature of circumstances will admit of; but without, however, subjecting the public to burthen on any account whatsoever.

No. 158.

No. 158.

Louis Fiset,
Quebec.

LOUIS FISSET, Esq., Advocate.

Quebec, 18th Dec., 1840.

Answer to Second Circular.

[To Second Circular.]

3.—The Postage as now charged is very unreasonable; the rate of Postage ought to be uniform from one end of the Province to the other; say from four pence to six pence for any letter under half an ounce in weight; so for a greater proportion in weight; and not as the manner is here to charge for a single or double letter, and also when a letter of half a sheet of paper, containing a Bank Note of five dollars or ten dollars, sent by a poor man to his family, resident at a distance of two or three hundred miles, charging a Postage of three or four shillings, or sometimes more; many other complaints of a similar nature as regards the rate of Postage might with advantage be remedied, and thereby cause a greater amount of correspondence to be forwarded by Mail.

4.—I am of opinion that a reduction in the rates of Letter Postage would very materially increase the amount of correspondence by Mail, and this, by causing a uniform rate of Postage to be adopted as mentioned in my last answer, and somewhat similar to that now adopted in the United Kingdom.

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(M.) No. 159.

W. Kemble,
Quebec.

W. KEMBLE, Esq., Queen's Printer, and Editor of the Quebec Mercury.

Quebec, 10th Dec., 1840.

It has long been felt that the rates of Postage within the colonies were much higher than the increased intercourse of late years renders necessary, and a reduction was confidently expected when the new Post Office Act came into operation at home. A very material alteration requires to be made, whether the general rates are or are not modified, as respects the classing of letters as single or double letter; and it is much desired that the same system should be pursued which is laid down for the packet letters; and all letters not exceeding ½ oz. in weight be considered as single letters. To persons who receive remittances in small sums, such as newspaper subscriptions, this is a material object.

There is another point to which I would invite the attention of the Commissioners. It is to the charge now made by the Post Office in this city, and I believe in other large towns in Canada, of one penny on each letter to the messenger who delivers such letters at the residence of those to whom they are addressed. However reasonable such charge may be, it is, I believe, contrary to the custom of the Post Office in the Mother Country, and to decisions of the English Law Courts, which go to establish that it is the duty of a Post Master to deliver all the letters to the several inhabitants within a Post town or place, at their respective dwellings, without any further charge than the rate as established by Act of Parliament. Mercantile men and those who have a large and regular correspondence will of course receive their letters at the Office, and this regulation can be said only to affect those who occasionally receive letters. But as it opens the gate to a debateable subject, I would respectfully suggest to the Commissioners that it is a case which ought to be especially provided for in any Post Office Regulations which may be based upon their inquiries.

No. 160.

No. 160.

W. WALKER, Esq., Chairman of the Committee of the Quebec Board of Trade, and late a Member of the Special Council for the Affairs of Lower Canada.

Quebec, 13th Dec., 1840.

I am requested by the Committee of Trade of this city to bring under the notice of the Post Office Commissioners the urgent necessity of adopting measures to accelerate the transport of the Mails between Halifax and Quebec, which has become a consideration of vast importance since the establishment of a communication between England and Halifax by the Royal Mail Steam Packets. The Committee are given to understand that long and unnecessary stoppages are made at Woodstock, Grand Falls, &c., and that a sufficient number of horses are not employed on the route to ensure the conveyance of the Mails under ordinary circumstances at even a moderate pace.

The Committee also direct me to represent to the Commissioners the serious inconvenience the public will sustain by discontinuing to collect at the Post Office in Canada the freight money from this country for Europe intended to be sent by merchant steamers and sailing packets from the United States.

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No. 161.

26th March.

C. GETHINGS, Esq., Cashier of the Quebec Branch of the Montreal City Bank.

(M.) No. 161.

Quebec, 26th Dec., 1840.

C. Gethings, Quebec. Answer to Second Circular.

[To Second Circular.]

2.—During the summer season, I should think that five-sixths of the letters between Quebec and Montreal and vice versa, are sent by steamboat; in the winter I understand, people manage as they best can, by private conveyance or otherwise.

3.—The present rate of Postage is generally considered enormously high. Three-pence per single letter to any part of the Lower Province being thought sufficient.

4.—There is no doubt that a reduction in the rate of Letter Postage would materially increase the amount of correspondence by Mail; for the obvious reason, that if the rate was at all reasonable most persons would prefer the certainty of the Post to the uncertainty of private or steamboat conveyance.

5.—Much would depend upon the rate of Postage, though I consider charging by weight a more equitable mode, than the present system of charging the same for either a large or small sheet; as one of the former might be quite equal to four of the latter.

6.—I am aware of the charge for transmitting newspapers by Post, having for a considerable time mailed the "Quebec Mercury" for Three Rivers three times a week, at 1d. each time, amounting to the enormous sum of 13s. a year, and that too for the Postage of a single paper, less than 90 miles, for which paper I only paid the proprietor a guinea a year. The charge in fact on printed papers is altogether too high; especially if the general opinion is correct that the whole amount derived from this tax is the perquisite of the Deputy Post Master General. Many persons have declined to continue their subscriptions to periodicals from the United States from that cause alone, which operates as a great bar to the diffusion of general and useful information throughout the Province.

7.—I do not think the proprietors of newspapers have any claim on the public more than others for the transmitting of their papers free of Postage, but the rate to be charged should be as light as possible, consistent with the interest of the public service; and the amount derived therefrom should unquestionably form part of the public revenue, otherwise the tax would continue to be most onerous and insupportable.

With regard to the remuneration of Post Office Officers I know nothing but rom hearsay. The emoluments of the Deputy Post Master General are said to be upwards of £5000 a year! A sum exorbitant beyond measure, when compared with the remuneration of other Public Officers or the revenue of the most opulent of our civilians in this colony; and as the greater part of this enormous income is derived from a direct tax upon the public, it cannot but very materially tend to perpetuate the bad feeling and hostility, which at present exist unhappily in the minds of a certain portion of the colonists towards the Home Government. It is moreover admitted by all parties that no public officer should be paid higher than the Judges; more particularly officers who are his inferior in point of rank or colonial precedence. The abominable practice of paying public officers by fees should be abolished as speedily as possible; for the sake of the officer as well as the public, and the good effects of a departure from that system

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would be instantly felt in every relation between the individual and the public office; and a more positive proof could not be adduced in support of this opinion, than the facility with which the business is now transacted or got through at the Custom House compared with former years when the system of paying by fees prevailed.

I learn also by public report that the income of some of the junior Clerks in the Post Office is, or has been, a mere pittance, not exceeding a paltry £30 a year, a sum scarcely equal to the wages of a groom, and of this the Grand Jury of Montreal made a presentment to the Court last year, in consequence I believe of a considerable sum of money having been abstracted from a letter in the Post Office, supposed to have been done by one of those under-paid individuals. Every Officer should be paid according to the services required of him and the responsibility of his situation. Each should be well paid, but none over-paid; and the inhabitants of these colonies are quite too poor to be taxed to the extent of £5000 a year for the individual services of any man; because the services of no man in these colonies are worth it, the Governor excepted.

No. 162.

No. 162.

NOAH FREER, Esq., Cashier of the Quebec Bank.

Noah Freer, Quebec.

Quebec, 17th Jan., 1841.

[To Second Circular.]

Answer to Second Circular.

1.—Although much has been effected of late years, much more requires to be done to meet the increasing population and vast commercial intercourse of these Provinces. The present daily Mails despatched from Quebec to Montreal, and from thence to all parts of Upper Canada, are as much as the public can reasonably expect, but I am of opinion that when the state of the roads will admit of it, more expedition should be used in the conveyance of these Mails by land, and that less time should be allowed to the contractors for this service; I here particularly allude to the main route between Quebec and Toronto.

2.—In Lower Canada, I believe a good deal of correspondence is sent otherwise than by Mail, the French Canadians and many others not in business being very unwilling to pay anything in the way of Postages, and I think this practice is most prevalent between the Seigneuries and the large towns of Quebec, Montreal and Three Rivers, and particularly during the season of navigation. The steamboats passing up and down daily afford a facility of sending letters to the prejudice of the Post revenue.

3.—The present rates of Letter Postage, in these Provinces, I am of opinion are too high, and I would submit the following as an improved scale for a letter not exceeding ½ an ounce.

For any distance not exceeding 100 miles,	4d.
" 100 to 200 miles,	6d.
" 200 to 400 "	1s.
" 400 miles and upwards to any part of British North America,	1s. 3d.
The maximum rate being 1s. 3d.	

4.—I am of opinion that a reduction in the rates of Letter Postage would increase the amount of correspondence by Mail; for no person engaged in business would ever send a letter by private hand if he could get it conveyed by Mail at the moderate scale of Post-

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age I have proposed, and it would be a great inducement to the Lower Canadians and others to correspond by Mail, which they are now not in the habit of doing.

5.—I think the system of charging letters by weight (as is now the practice in the United Kingdom,) might here be advantageously substituted for the present mode of rating by single and double letters.

6.—I am aware that there is a charge made for the transmission of newspapers and other periodicals by Post, at the rate, I believe, of one penny for each newspaper, and which is now paid by the printer or sender of the paper. This plan of pre-payment is objectionable, and I think should be changed, leaving it optional with the sender to pay or not. I consider the charge perfectly moderate and fair, and strongly recommend its being continued, or otherwise the Mails through the country will be entirely overloaded; and for this reason I would beg leave further to suggest the propriety of a similar charge of one penny being made for each and all papers received at Halifax by the Royal Mail Steam Packets, and which are forwarded by Mail from Halifax to all parts of British North America. The payment to be exacted upon the delivering of the papers. The newspapers published in the United Kingdom being subject to a stamp duty of a penny or three half-pence for each, gives them a claim to transmission free of Postage across the Atlantic to Halifax, but when it is considered that these papers are to be forwarded to all parts of British North America by land routes of Mails (without Rail-roads,) supported at a very heavy expense, it is but right that they should be chargeable with a similar rate for conveyance of a penny each, as that now charged and recommended to be continued for all Colonial newspapers.

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No. 163.

G. B. Cullen, G. B. CULLEN, Esq., Superintendent of the Quebec Exchange.

Quebec, 7th Jan., 1841.

Answer to Second Circular. [To Second Circular.]

1.—If a Daily Mail was established from this city to Montreal by Steamers during the summer months, and twice per week by land, it would suffice for all intermediate communication which would be inaccessible by Steamboats. During the winter I have nothing to suggest.

With respect to the communication with England by the United States, and with the States, the Post Office here requires a pre-payment of all letters to the lines. The Postage is high and prevents many persons sending letters by this channel. No such requirement is exacted by the United States' Post Office, and it appears to me that an arrangement such as the Post Office in the United States has adopted in this respect, would be advantageous, not only for the conveyance of duplicates, for the facilitation of business generally, and more particularly for affording a communication for the emigrant population here who have in almost every instance connexions residing in the States.

2.—I can only answer in this city. The daily average number of letters received here, and sent from here to Montreal, I take to be during the summer months by Steamboats 175. The reason for sending letters by Steamboat is obvious. They cost nothing and ar-

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rive at their destination thirty hours earlier than by Post. Better than 15,000 letters on an average for the last three years (during my superintendence here) have passed through our letter bags to England by private ships, and by Her Majesty's ships when here and bound home. The object in this instance is also to save the expense of Postage and with almost a certainty of equal despatch. This last June, since the establishment of the Halifax line, the numbers have not been quite the same, and would have fallen very short but for the increased number of emigrants who have arrived here and who were advised to adopt this method of communication. Hereafter few letters (save duplicates) will go by private ships from this Port.

3.—The rate of Postage is considered high—much too high, and leads to all the methods adopted in summer, and in winter also, to evade it, by sending letters by Steamboats, by awaiting opportunities in winter to send them by private hand. Those observations do not apply to mercantile letters, which must be sent in the regular course by Post without regard to the saving of Postage. In summer, however, the mercantile body adopts the course where nothing is to pay and where despatch is secured. A rate of Postage of 4d. within this Province, and 8d. to all parts of the British Territory, is considered a reasonable and sufficient rate, and should be uniform without regard to distance.

4.—I do not think at the present moment a reduction of Postage would materially increase the amount of correspondence. Mercantile letters must be sent without regard to expense, and we are not as yet arrived at that period of civilization where a correspondence *inter nos* can be contemplated. The mutual communication by the immigrant is with the Mother land, and every facility should be given to this; hereafter the case will be widely different, when the country becomes fully settled and more opulent.

I cannot conclude those remarks, very imperfectly and hurriedly put together, without making some observations on a letter with which I have been previously honored by the Commissioners.

During the winter months it might have been expected that great delay would have occurred in the forwarding of the Mail from Halifax here, but none so great or so injurious as has occurred. At this date we have not received in this city any regular file by the Acadia, arrived in Halifax 17th ult. Some private and many commercial letters are also missing. There has been no liberality or effort shown or made to evince the opinion of the public at this side of the Atlantic to give effect to the extraordinary liberal views of the British Government in our behalf in establishing this line. No tender for contract for the conveyance of the Mail from Halifax has appeared. Were this to be the case and were it open to competition, the Mail could be brought on entire in five days or five days and a half. We would not thus be indebted to a foreign country for the earliest intelligence which arrived in our own.

I believe that the Deputy Post Master General is very well paid. Indeed, report, of which I know nothing certain, gives him a princely income; but I believe that those in subordinate situations are ill-paid. I willingly attest to the obliging disposition of all, and to their anxiety to meet the wishes of the public. I have never had occasion to offer a suggestion for the convenience of the mercantile body of this city which was not at once met. Too much economy in a national institution is however observable; there are not a suffi-

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cient number of sorters, and in the summer months the extraordinary paradox has occurred that the city of Montreal had received their letters by the Halifax line, by Steamboat from Quebec, as early as we in Quebec had ours.

Should the Steamboat Post line take effect, or indeed in any contingency, it is important that a place in the Lower Town for receipt and delivery of letters should be established. During the summer months it would materially interfere with business were parties obliged to send to the Upper Town for their letters. Sometimes four boats arrive in the course of the day, whose letters have heretofore been delivered at the Exchange in five minutes after the arrival of each boat. Independent of this, a Penny Post communication twice a day between the Lower Town, where all the mercantile business is conducted, and the Upper Town, where all Law, Government and Police business is transacted, is indispensable.

13th Jan., 1841.

In reply to your letter of March 29th with which I was this day honored, I beg in explanation of mine of the 7th of January, to say,

When I stated the average number of letters sent from and received at the Quebec Exchange during the summer months by Steamboat at 175 letters per day from each place, I made the calculation from the number of letters actually passing through my hands daily here, and received by me from the different boats, assuming that a similar number were daily sent from this City to Montreal. Of this latter fact I have no more accurate data to go by; the great majority of letters sent from this to Montreal are sent on board at the latest moment when the boat is on the point of starting, and do not pass through this Room, but are afterwards put into one bag by the Purser, and thus find their way to the Montreal Exchange. One fifth of those letters at least are double, and one tenth contain several enclosures; two thirds of these last are consignees' letters and entitled to pass free of Postage.

I think the rate of Postage if continued at 9d. per single letter will materially diminish the number of letters sent and received by Steamboat. Were, however, the rate by steam to be reduced one half, coupled with the great despatch and certainty the new system will afford, there can be no difficulty in asserting that the amount of correspondence would vastly increase and the revenue be much improved.

Some difficulty will be experienced in the first instance in carrying out the new plan, so many facilities afford themselves to evade the Postage. The usage so long established of sending letters free by boat will also prejudice the public against the charge in the first instance, but I feel assured that with the suggestions I have already taken the liberty of making, and to secure an immediate delivery here on arrival of the Steamboat, coupled with the due and strict enforcement of the law, will in a short time prove the value of the new system and make it popular.

No. 164.

H. LEMESURIER, Esq., Merchant, a Member of the
Quebec Committee of Trade.

Quebec, 13th Jan., 1841.

[To Second Circular.]

1.—When the proposed arrangements for carrying the Mails by steamer go into operation, I am of opinion it will accelerate the transmission of letters so much as to render any further improvement in the internal Post communications unnecessary, except perhaps in the route to Halifax, where it appears to me the English Mails might be conveyed more speedily. It is only due to the Deputy Post Master General here to state, that since the Department has been under his superintendence, he has facilitated the transmission of letters, and opened new Post routes to an extent that, with his limited means, could scarcely have been excepted, and that he has always evinced the utmost readiness, as far as in his power, to meet the wishes of the public.

2.—A very large proportion of the correspondence along the banks of the St. Lawrence, but I cannot say to what extent, is at present carried by private hands and in the Steamboat letter bags, in consequence as well of the high rates of Postage, as of the more speedy communication by steam.

3.—The rates are too high, and I am of opinion that a reduction of two-thirds in the rates between this place and Toronto would not diminish the revenue. To other parts of the Province, I should propose a ratio of 3d. for every hundred miles on each single letter, making the maximum 1s. My motive for recommending so low a rate along the banks of the St. Lawrence is to do away with the inducement of smuggling.

4.—I am of opinion that a reduction in the Letter Postage would materially increase the amount of correspondence by Mail, in as much as a large proportion of the letters now conveyed as stated in the foregoing answer, would be transmitted through the Post Office.

5.—I do.

6.—I consider the rate on newspapers, &c. reasonable, but the mode of payment objectionable. I think the Postage on all papers and periodicals should be paid upon receipt, but the present state of the revenue would not justify being carried free.

No. 165.

J. B. FORSYTH, Esq., Merchant, a Member of the
Quebec Committee of Trade.

Quebec, 30th Nov., 1840.

A uniform and decreased rate of Postage between the Colonies and the different parts of the same Province would be a boon to all, to the poorer settlers particularly; and through not an advocate for as low a rate as a penny, I think 4d. to 6d. a single letter would give general satisfaction. The rates paid by newspaper proprietors to be done away with in a great measure, and compensation for any loss to be made to the Deputy Post Master General, whose salary should be a fixed, permanent and liberal one.

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H. Lemesurier,
Quebec.

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J. B. Forsyth
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Now that the steamers are likely to repay in Postage the large sum given by Government to Mr. Cunard, no public improvement would be hailed with greater satisfaction than a Post road from Quebec to St. John, and for monies borrowed for the construction of such a road the surplus revenue of the Post Office Department instead of being remitted to England should be pledged.

No. 166.

H. J. Noad,
Quebec.

No. 166.

H. J. NOAD, Esq., Merchant.

Quebec, 10th Dec., 1840.

I would beg to suggest that the days of arrival and departure of the Lower Port Mails be so arranged that the Sunday may not be used for either.

* * * * *

I would beg to suggest that more despatch be used in bringing the Mail from Halifax to this *via* Lake Temiscouata, that instead of eight days being required as at present, the same ought to be brought in six, which could be done with ease. I have travelled the route and experienced the delay, and would name the following places where much time is lost, viz: Fredericton, Woodstock and the Grand Falls.

I would also beg to suggest that a reduction be made on the present rate of Postage between this and Halifax, and that the steamer be instructed to touch at Percé and leave a bag every trip, or alternate trip, as the communication in summer with the District of Gaspé is large.

No. 167.

H. Gowen,
Quebec.

No. 167.

H. GOWEN, Esq., Merchant, Treasurer of the Quebec Fire Assurance Company.

Quebec, 24th Nov., 1840.

I consider the affairs of the Post Office in this city and District (and I believe generally) to be ably and judiciously conducted; the present rates of Postage, however, throughout the Provinces; on letters, pamphlets, newspapers, &c. &c. are exorbitant and oppressive in the extreme; the rating of letters particularly is so high as to offer a considerable barrier to the extension of commercial operations inland, and should in my opinion be reduced to about one third their present rates. I have been given to understand, and the public impression is that the salary, perquisites and emoluments of the present Deputy Post Master General amount annually to a sum ranging from £2,500 to four thousand pounds currency. If so, it is one of those abuses which for years past has called, and still loudly calls, for redress. My opinion is, that as the lives and properties of Her Majesty's subjects are at all times more or less placed in the power of the Judges of the land, they should be as independent in their incomes as in their minds; I therefore conceive that as £1,000 currency per annum is fixed as a sufficient remuneration for a Puisné Judge, this sum should be held as a maximum rate by which the salaries of all other public officers should be graduated; and as their rank in society is superior, or at least co-equal, with that of any private citizen or public functionary (except the representative of Her Majesty) so should their incomes

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be of an amount to place them beyond the slightest suspicion of favour, partiality or affection in their judicial capacities. No public functionary therefore should in my opinion be better paid (whether by salary, perquisites or fees) than the Puisné Judge. In this country I consider (and this opinion is generally entertained) that one thousand pounds per annum should command the highest talents, and whole time, of any individual wishing to accept or hold office; and that hereafter all fees, perquisites, &c. in the Post Office, or any other Department; should be abolished; and that a remuneration by a salary of £750 to £1,000, currency, would be ample for the Head of this or any other Public Department.

No. 168.

R. PENISTON, Esq., Merchant.

Quebec, 10th Dec., 1840.

I feel most interested in the route between this and the Lower Ports; and at the same time being better acquainted with it than I am with any other, I am of opinion that the communication between this and our sister Province might be much improved if steps were taken to accelerate the Mail. At present it leaves (I am informed) Fredericton at 3 P. M. and arrives at Woodstock during the night, where it remains until nine or ten the following morning (as it suits the convenience of the contractor.) It arrives at Grand Falls about ten the same night, and remains until the same time the following morning. The reason assigned for this detention is the non-arrival of the Mail from Canada, which gets in about eight A. M., and has to remain some two or three hours in order that the horse may be refreshed, having to go back fifteen miles, the distance he has already travelled; making a distance of thirty miles performed by one horse, very often with a heavy Mail and bad roads. I travelled with the Mail last winter from Woodstock to Lake Temiscouata; and I was then convinced that there was more detention than necessary, and that the number of horses employed were not sufficient by one half.

The roads are generally bad, more particularly in the spring and autumn, when they are almost at times impassable; and if anything is attempted to facilitate the Mail, the making of the roads should first be attended to.

I would also respectfully call the attention of the Commissioners to the way in which the Sabbath is desecrated in this city by keeping open the Post Office on that day. As far as the mercantile body is concerned it is not in the least benefitted; and it should never be allowed by any Government, more particularly by the one professing to be the most enlightened in the world.

No. 169.

PETER LANGLOIS, Esq., a Director of the Quebec Bank.

Quebec, 1st Dec., 1840.

I shall confine myself to one particular remark, namely, the rates of Postage in these Provinces. It would appear not only desirable but expedient that a reduction should be made in this branch of the Department for the following reasons:

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R. Peniston,
Quebec.

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P. Langlois,
Quebec.

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1st.—That a reduction should be made appears reasonable when it is borne in mind that, notwithstanding the great increase of population and trade, and the consequent increase of correspondence within the last twenty years, and that at the present day travelling is more expeditious and the facilities greater, yet no diminution from the rate first established has been made.

2nd.—Whilst looking upon the modification in Great Britain as the basis of any plan which may be substituted for that which now exists, and assuming that the system now in operation in Great Britain is the principle on which arrangements in reference to these Provinces will be made, I in common with many others have indulged the hope that when an alteration was made it would be to a uniform and moderate rate of Postage.

There can be little doubt that had the Postage in England been fixed at three pence, instead of one, the result would have been an increase of revenue; and under this supposition, which is generally admitted, my humble opinion is that a charge of six or seven pence for all letters through the Provinces would tend rather to an augmentation in the revenue than cause any deficiency; and an alteration of that kind would no doubt give much satisfaction to the community at large who are looking for some reasonable change in this country, after the example given by the wisest Legislature in the world.

No. 170.

Jas. H. Kerr,
Quebec.

No. 170.

JAMES H. KERR, Esq., Land Agent.

Quebec, 13th Jan., 1841.

Answer to Second Circular

[To Second Circular.]

1.—I have no suggestions to offer with a view to the improvement of the internal post communication of these Provinces, other than to state my opinion that the Post intercourse between Quebec and Gaspé, is susceptible of being greatly improved, and that it ought to be so improved, as a matter of justice to the inhabitants of the latter District. The improvement of the Post communication which has taken place within these Provinces during the last twelve years, under the management of the present Deputy Post Master General (considering the natural difficulties of the country and the obstacles which he has had to contend with) has been astonishing, and reflects credit upon that officer. In respect to the regularity and order which is observed in the transmission of letters I think it but justice to mention that I have within the past ten years forwarded, through the Post Office at Quebec, upwards of two hundred and fifty thousand pounds, in sums of from one to one hundred pounds, and no miscarriage of a letter has ever taken place during that long period of time.

2.—A large amount of correspondence is carried on by the steamers which navigate the St. Lawrence and the Lakes, to the serious prejudice of the revenue. The reasons which induce persons to resort to such a mode of conveyance for their letters are that the steamers travel more rapidly than the Mails do, and no charge is demanded for the carriage of the letters by them.

3.—The rates of Letter Postage to the distance of 400 miles I do not consider to be unreasonable; but I am of opinion, that it would be advisable to establish an uniform rate of Postage, not exceeding one shilling and four pence, beyond that distance.

4.—I am not of opinion that the amount of correspondence within these Provinces would be increased by a reduction in the rates of Postage; very little other than business correspondence is carried on within these Provinces.

5.—I am not of opinion that a system of charging letters by weight might be advantageously substituted for the present mode of rating by single and double letters.

6.—I am aware of what the charges are at present for the transmission of newspapers and periodicals through the Post Office; the rate of charge is moderate if not low. The mode of payment I conceive to be most decidedly objectionable. I wish it however to be clearly and distinctly understood that I disclaim advocating any measure for depriving an Officer of his current receipts without at the same time concurring in the principle that where such Officer is affected by any arrangements, which a new policy may dictate, he should be justly dealt with and fairly compensated.

7.—I do not entertain the opinion that the proprietors of newspapers or other periodicals in British North America have a reasonable claim on the public service for the transmission of the same free of Postage, and for these reasons,—1st, because in no part of Europe or North America are such papers or periodicals transmitted free through the Post Office. 2nd, because in England the Stamp Duty may be considered the Postage, and in the United States of America the Postage of newspapers, at its present rate, one and a half cents, is thought too low, and it is recommended. I observe, by the Post Master General in his last Report to Congress, that the same should be increased one hundred per cent. 3d, because the low rate of Postage at present chargeable on newspapers and periodicals sent through the Post Office of Great Britain and Ireland and the United States, has led to each Mail being burthened with from 75 to 90 per cent of newspapers and periodicals, whereby great additional expense is incurred, the arrival of the Mails is retarded, and, if newspapers were to be exempted from the charge of Postage, further great and serious inconvenience would arise, without any countervailing advantage being derived therefrom. I think, however, that the Postage should be levied on the subscriber to, and not the proprietor of, the newspaper.

No. 171.

DAVID GILMOUR, Esq., Merchant.

Quebec, 8th Dec., 1840.

No. 171.

David Gil-
mour, Quebec

I beg to lay before you the particulars of the arrival and departure of the Halifax Mails at Quebec. The Mails are dispatched from here in autumn from November 2nd to January 6th, on Sunday and Thursday at 3 P. M., and arrive here from 2nd November to 7th January on Monday and Friday at 8 A. M. In winter they are despatched from 7th January to the 9th April on Monday and Friday at 3 P. M., and arrive here on Sunday and Thursday at 8 A. M.

You will at once perceive from the present arrangement the Mail is despatched the day previous to its arrival, causing much inconvenience and oftentimes a loss, as my letters are received too late to be answered, the Mail having been despatched the day previous to the receipt of my letters. The mercantile body of

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this city must feel the annoyance, and I trust you will take this matter into your consideration. I would ask why the Mails for Halifax cannot at all seasons of the year be made up the day after the arrival of the Mail from Halifax? This would enable me, likewise the community, to reply to all letters immediately; in the present arrangement we are compelled to wait for three or four days ere they can be replied to.

The Mail road between this and Metis is at many periods of the year in an impassable condition, and I beg to draw the attention of the Commissioners who compose the enquiry, to this very important subject.

I am also of opinion the present rate of Postage from here to Halifax is too much. For instance, I pay the amount of 1s. 8d. on a letter from Halifax to Quebec, and the Postage on a letter from England, *via* Halifax, is 1s. 4d. Why should there be so much difference on a letter mailed in these Provinces than on a letter mailed in England, the latter being brought four times a greater distance?

No. 172.

R. Shaw, Quebec.

No. 172.

R. SHAW, Esq., Merchant.

Quebec, 28th Nov., 1840.

If the newspapers brought by the Steam Ships for the Reading Rooms could be forwarded in winter from Halifax by the Express Mail, the accommodation to the mercantile body would be so much greater.

During the season of navigation there should be opened in the Lower Town an Office for the reception of all letters. This will be more particularly required when we have Mails by Steamers to and from the Upper Districts. I would also beg to suggest that by those Steamers the Postage be reduced, more particularly on heavy letters.

No. 173.

Capt. E. Boxer, Quebec.

No. 173.

Captain EDWARD BOXER, R. N., C. B., Captain of the Port and Harbor Master of Quebec.

Quebec, 2nd Nov., 1841.

I have the honor to inform you that having travelled from Halifax to Kingston, with the last August Mail, my attention was particularly called to the unnecessary delays which appeared to me were made in its passage up; at the same time I satisfied myself a quicker dispatch could be made with great ease, and with little expense to the public, and I am sure the following arrangement will satisfy the Commissioners of its practicability.

	DAYS.	HOURS.	MIN.
To leave Halifax after its arrival, and to be sent over to Dartmouth, in a boat if arrived after dark,.....	0	2	0
To Pictou,.....	0	14	0
Necessary delay there,.....	0	2	0
Passage by Steam to Quebec,.....	3	0	0
Delay at Quebec uncertain, say.....	0	10	0
Passage to Montreal by Steam, to leave Quebec at 4 P. M.,.....	0	16	0
Carried forward,.....	4	20	0

	DAYS.	HOURS.	MIN.
Brought forward,.....	4	20	0
Arriving at Montreal at 8 A. M., and to leave immediately by that day's Post for Kingston, (thus saving about 24 hours,) and arriving at Lachine, 9 miles,.....	0	1	10
From Lachine to Cascades by Steam, 24 miles,.....	0	2	30
From Cascades to Côteau du Lac by Stage, 16 miles,.....	0	2	30
From Côteau du Lac to Cornwall by Steam, 41 miles,.....	0	4	10
From Cornwall to Dickenson's Landing by Stage, 12 miles,.....	0	1	40
Arriving at that place about 9 P. M., and as there is no necessity to remain, I should propose proceeding on to Matilda and remaining there till daylight to pass the Rapids, and leaving that place about 6 in the morning,.....	0	3	0
From Matilda to Kingston, not stopping at Maitland or Ogdensburg, American Port, and arriving at Kingston at 4 in the afternoon,.....	0	10	30
	5	21	30

which would bring the Mails from Halifax to Kingston in six days with great ease, and in the worst months, allowing that place the advantage of the return Mail; and if the following plan in addition were adopted, viz., the Post Office Packets not allowed to take cargoes (the greatest irregularity and detention are caused by the Packets being allowed to do so,) and compelled to burn coal instead of wood. The Mails for Halifax, Quebec, Montreal, Kingston and Toronto, and the absolute necessary intermediate places, made up in separate bags in London, and no delay in the different Post Offices in those small places in exchanging their bags, immediately the Mail stopped for them; and Lake St. Francis and Lake St. Louis made navigable at night, which can easily be done by placing three small lights on Lake St. Louis and two on Lake St. Francis. I do think the Mails could be forwarded with as much regularity as they are in England; if not prevented by fogs and bad weather, giving Toronto also the advantage of the return Mails to England.

These remarks have been rather hastily drawn up, but when it is taken into consideration that the seat of Government is now in the Upper Province, how necessary it is to have a quick communication to it, also the great advantage that would result, in a Military point of view as well as to the Trade, if so desirable an object could be effected, and that without any great expense. I hope this statement may be of some service in promoting an object of so much importance to this country, being quite satisfied there would be no difficulty in doing so.

(Translation.)

No. 174.

C. F. FOURNIER, Esq.
St. Jean Port Joli, 15th Dec., 1840.

No. 174.

C. F. Fournier,
St. Jean Port Joli.

In the first place, I have very often travelled in the Mail carriage from Quebec to Rivière du Loup, County of Rimouski, or *vice versa*, and to the intermediate places, and I have always found the Post Masters and Mail Carriers to be very vigilant; each one endeavoring to use all the diligence in his power

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in order to forward the Mail with as little delay as possible. I have besides very often had occasion to receive letters forwarded through the Post, from the different Post Masters in the lower part of this District, and all have hastened to transmit to me as soon as possible all letters which they had to my address in their offices.

It is certain that the Postage on letters for the country parts in this Province is too high for the greater number of the inhabitants to take advantage of the Post at the present rate; I would take the liberty of stating, that if the Postage on a letter were simply to be 1d. or 1½d. for a distance of 30 miles from the place from which the letter is sent, and double that amount on a double letter, &c., the number of letters sent by the Post would more than cover the loss which might occur.

I have been told that Post Masters receive from 10 to 20 per cent. on monies collected by them; if such be the case, I think, and am even persuaded, that in the lower part of this District, the Post Masters would willingly undertake that duty without remuneration, provided they receive their letters and papers free as they do at present.

Surely, if instead of having continued the Mail-road to Rivière du Loup from Lake Temiscouata downwards, whereby the distance from Halifax to Quebec has been increased, instead of making it come through, the Portage as it formerly did, the money expended on it had been employed in making the road terminate nearer to the seat of the General Post Office in this Province, the distance would have been considerably diminished. But as probably it has not been done without very strong motives, I will refrain from saying anything, hoping that in a few years the road will follow a shorter course, and thereby be of greater advantage to Government and the public.

(Translation.)

No. 175.

Rev. A. Mail-
loux, Ste.
Anne.

No. 175.

Reverend A. MAILLOUX, Curé.

Ste. Anne, 8th Dec., 1840.

I have no general views to communicate to the Commission, further than such as are shared by every one who takes an interest in public affairs, viz: that it would be equally advantageous to the public and to the Post Office Department to establish three Mails, instead of two, per week, from Québec to the opening of the *Portage*. It would be equally advantageous to the public and the Post Office Department to diminish the Letter Postage, which is evidently too high for parties to make use of that means of transmitting their letters.

As regards the locality in which I reside, it is my duty to point out to the Commission the serious inconvenience resulting from the situation of the Post Office in this Parish.

It is a known fact that the Post Office in the Parish of Ste. Anne de la Pocatière does not in any way meet the interests of the public, as it is situated at one of the extremities of the Parish, far from every place of business. Notwithstanding, there is a College at Ste. Anne which in itself furnishes a considerable and almost daily amount of correspondence. There is a

Vicar General of the Diocese, who is obliged to correspond frequently with the pastors and other persons in the neighboring Parishes, within a radius of forty odd leagues. There are merchants and other men of business all in the neighborhood of the Church, as is usually the case. Between the present Post Office and the residence of all these interested persons, the distance is one league or more.

Attempts of every sort have been made to obtain from the Deputy Post Master General a remedy for this inconvenience, but always without success. The Deputy Post Master General latterly answered us as follows: "that the present Post Office (of the Parish of Ste. Anne) had been established at a time when it was difficult to find any one who would accept that public office; that Mr. Puize (who actually keeps the Post Office at Ste. Anne) had been recommended by the late Rev. Mr. Painchaud; that Mr. Puize was alone qualified, and offered himself to hold the office; that taking the Mail by a new road leading to the Church would lengthen the distance some arpents more than by the lower road; that the new road was not as good as the lower road, and that a great quantity of snow collected on it; that in consequence he could not remove the office from where it is, nor deprive Mr. Puize of his situation without his consent."

It is well known that the new road leading to the Church would afford a shelter in the winter against the wind, especially when North; that it runs partly through a bed of sand; that it would be very easy to make it better than the lower one, and I am not aware that snow accumulates on it in greater abundance than elsewhere, as people prefer taking that road to the lower one. Nothing therefore could prevent the Mail from taking the new road. I am exceedingly sorry that the Deputy Post Master General should have been so badly informed.

It might perhaps be well to observe, even for the interests of the Post Office, that the Gentlemen of the College and myself, who have frequent correspondence with Quebec and elsewhere, prefer waiting for opportunities to send our letters, rather than be obliged to get them brought to a distance of more than a league.

(Translation.)

No. 176.

Hon. A. DIONNE.

Kamouraska, 27th Dec., 1840.

I have always thought, and am still of opinion, that three Mails per week should be allowed to the country parts of the lower District of Quebec, that portion of the District having been long deprived of the advantages resulting from that mode of communication, with which other localities are favored.

I have nothing to say as to the roads, having no idea as to the means of shortening or improving them to any extent. The offices in our country parts appear to me to be kept with order and regularity, and situated in the most central places, except the Post Office at Ste. Anne de la Pocatière, which is certainly of no public use, as it is at the western extremity of that Parish, in a place where no business of any consequence is transacted; the centre not only of the distances, but also of the population and of business is at the Church, and it is known that the road, if the office

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Hon. A. Di-
onne, Kamou-
raska.

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were situated in the latter place, would only be lengthened eight arpents at the utmost, and be much better; there is no doubt that if that office could be removed elsewhere, its profits would be more than double.

9th January, 1841.

Answer to Second Circular. (To Second Circular.)

2.—The high rate demanded on letters undoubtedly induces many persons not to correspond through the Post; and obliges them to wait for opportunities to send their letters by travellers. I have no doubt that the quantity of correspondence is more considerable by the latter method than by the former, although less sure.

4.—A reduction in the Letter Postage would assuredly have the effect of increasing the quantity of correspondence as considerably as, in my opinion, the amount of profit would be greatly increased.

No. 177.

Farquhar M' Rae, A. Bebee, M. Sheppard, J. Wilkie, New Carlisle.

FARQUHAR M'RAE, Esq., Grand Voyer.
A. BEBEE, Esq.
M. SHEPPARD, Esq.
J. WILKIE, Esq.

NEW CARLISLE, DT. OF GASPÉ,
4th January, 1841.

Owing to the present low remuneration of the Post Masters in the District of Gaspé, the office is frequently one that few persons of respectability are inclined to accept.

We consider that the amount of Postage on letters coming to and returning from this District *via* Quebec is considerably higher than it is in other parts of Her Majesty's dominions; and we would therefore recommend that the present rate of Postage be reduced.

The improvement of the communication from Port Daniel to Gaspé Basin would be worthy of much consideration; as from the present almost impassable state of the roads between those parts of this District, the Mail is only taken semi-monthly, thereby rendering our communication with the neighboring County very defective; we would therefore recommend that an aid be granted to enable the inhabitants to make the improvements required to render the conveyance of Her Majesty's Mail between Port Daniel and Gaspé Basin more easy and expeditious. We further recommend, whilst on the subject of the high roads, that the Mail should be carried from Carleton to Cross Point on the Canada side, to communicate with the Kempt Road, instead of, as at present, its being carried that distance in the neighboring Province of New Brunswick, thereby depriving this Province of a considerable share of the revenue; also, the great danger, delay, and risk of losing the Mail, as well as the lives of those conducting it, especially in the fall when the Ristigouche is taking, and in the spring of the year when the ice on that river is breaking up. All these circumstances render it particularly requisite that the communications above alluded to should be improved and rendered fit for the conveyance of the Mail; and we more especially recommend this, as a road through this part of the country was lately laid off and surveyed at Government expense.

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We would recommend that the Mail in the summer season should be brought direct from Halifax to this District by the Cunard line of packets; as by that means letters could be delivered at Percé or Paspébiac in this District, at a much shorter period than at present, viz: about fourteen days from Europe and two days from Quebec, whereas, from the former, letters take more than a month, and from the latter about three weeks to arrive at their destination.

No. 178.

FARQUHAR M'RAE, Esq., Grand Voyer.

Hope, 10th March, 1841.

[To Second Circular.]

1.—The amount of correspondence otherwise than by Mail I cannot state, and I cannot state the routes where the practice of sending letters otherwise than by Mail obtains in other parts; but in this District letters are sent to a great distance in summer by water communication; to avoid the Postage.

3.—The rates of Postage are considered high.

4.—Were the rates of Postage reduced say to 1s. instead of the present rate of 1s. 8d. per single letter, the amount of Postage would be increased, and no inducement held out to transmit letters by private conveyances.

5.—I am of opinion that the mode of charging by weight for letters not single is both more advantageous and a fairer mode of charge than the present practice of rating by single and double letters, &c.

6 & 7.—Newspapers and other periodicals being intended for the transmission of news and the diffusion of useful knowledge, ought, in my opinion, to be as widely circulated as possible, and that free of all expense or charge whatsoever.

No. 179.

VICTOR MIGNAULT, Esq.

Percé, Dec. 1840.

It is a well known fact that the Post Masters frank letters not only on their own private concerns, but also for their friends; whether they are privileged so to do or whether it is a breach of trust, it is not for me to say. The Deputy Post Master General at Quebec can tell whether this is justifiable or not, and by his monthly returns he can ascertain to what extent this reaches; at all events it must be a material drawback to the revenue of the Post Office.

With regard to the Mail roads, the Courier or Post Man complains that in some places they are almost impassable, especially after heavy rains; but this is owing to the neglect of the Grand Voyer, or Road Master, for the District, who is an aged man and resides in the County of Bonaventure, and seldom comes so far as even to Percé, and has never been known to go beyond it. The office of Grand Voyer being altogether useless, might be superseded by appointing in every Parish an Inspector, with the same powers as the Grand Voyer, to be selected by the County Magistrates.

No. 178.

Farquhar M' Rae, Hope.

Answer to Second Circular.

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Victor Mignault, Percé.

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No. 180.

Rev. Edward
Cusack, A. B.,
Percé.

The establishment of a weekly Mail is greatly wanted, and would be of great benefit to the District of Gaspé, and to the merchants in particular.

No. 180.

REV. ED. CUSACK, A. B.

Gaspé Basin, 11th Jan., 1841.

As to the rates of Postage I think it would be very desirable indeed that a reduction should be made in them, as there would then be less inducement to the transmission of letters by the small craft to Quebec during the summer months; and moreover I think that if an arrangement could be made for the more speedy conveyance of letters by the regular Mail, the revenue arising therefrom in this District would undergo a considerable increase. When I first arrived in this mission there was a sort of Post Office at the Basin, but now we have no such thing. The Post Master, as I have already hinted, dwells three miles up the river, and closes and opens his Mail as often at his own private dwelling as he does at the Basin. It is possible indeed that the profits arising from the office of Post Master may not be sufficient to encourage him to do all that might otherwise be expected. I do not therefore mention this by way of making any complaint. I must, however, beg leave to remark that every Post Master along the coast should be requested to enclose a space of from six to eight feet near to a window, in which there should be a receiver or letter box as deep as the floor itself, for the purpose of dropping in letters in such a manner as to prevent the possibility of extracting them afterwards. The practice of giving letters into the hands of the Post Master himself, except when they are to be post-paid, is a very bad one; besides no person whatever should be present at the opening of the Mail bag; nor ought any bystander whatever to be permitted to pry into its contents or paw over any part of it.

No. 181.

J. D. McCon-
nell, Quebec.JNO. D. McCONNELL, Esq., Sub-Collector of Cus-
toms at Gaspé Basin.

No. 181.

Quebec, 12th Jan., 1841.

In the District of Gaspé much inconvenience was formerly experienced by the very imperfect mode of communication between the settlements on the Gaspé shores and Quebec, until after the appointment of the present Deputy Post Master General, who was pleased to order an inspection of the route from Quebec to Chaleurs Bay, and thence to Gaspé Basin, establishing afterwards a line of Post from Carleton to that outpost, where a considerable trade in shipping is carried on, (the Mail arriving once every two weeks;) this accommodation, although not commensurate with the increased state of commerce in the District, was gratefully received and its benefits felt by all classes engaged in the fisheries and other branches of Trade, and is the more strongly appreciated owing to the many difficulties which were to be contended with in the transmission of the Mail through a range of wilderness of about seventy miles, without roads, from Port Daniel to Gaspé Basin.

The Mail between these stations is carried by a Courier who travels on foot and receives (if I mistake not) about £50 currency per annum for that service;

leaving Gaspé Basin in the morning of Saturday every second week, and returning on the succeeding Friday or Saturday, regulated in some measure by the arrival of the Mail from the upper part of Chaleurs Bay at Port Daniel, being a weekly Mail; every second one remaining a week, awaiting the Gaspé Courier; this inconvenience has been represented and is (I understand) in progress of being redressed by the Deputy Post Master General authorizing the employment of a second Courier, which would render the Mail to Gaspé Basin weekly; I have here to remark that letters sent by the present route thence to Quebec arrive in 21 to 24 days, and from Quebec to Gaspé Basin in 12.

At Port Daniel, Cape Cove, Percé, Point St. Peter and Gaspé Basin, there are Post Masters established and commissioned by the Deputy Post Master General, and their attention to the sorting, mailing, forwarding and delivering of letters deserves the commendation of the inhabitants, nor am I aware of any cause of complaint in the management of their duty, but would beg leave most respectfully to observe that the remuneration allowed to them does not seem adequate for the services performed, being only a small per centum on the amount of Postage received by each of their respective Offices, and I am of opinion that a small fixed salary would afford a more equitable compensation, in as much as that their attendance at given periods is required and must interfere with their other pursuits; without therefore presuming to aim at any specific sum, I beg permission to state that I have understood in a conversation with the Post Master at Gaspé Basin, he would consider the sum of £25, Halifax currency, a fair allowance for his services, over and above stationery requisite for carrying on the duty at his Office.

The rates of Postage on the line of road to which I refer seem to me reasonable as at present established, the Deputy Post Master General (who has always evinced a desire to facilitate the ends of trade and commerce in the District of Gaspé, when within the rule of his Department,) having reduced the Postage on a single letter between Quebec and Gaspé, from (I believe) 2s. 1d. to 1s. 4d. currency:

I would feel wanting in discharge of the duty required of me, as signified by your letter, were I to omit referring to the great means of public convenience presented by the Royal Mail Steamboat "Unicorn" plying during the open navigation between the city of Quebec and Pictou, a circumstance to which the commercial community residing in our remote District look with cheering anticipation, being convinced of the Deputy Post Master General's desire to render available any means of public utility in his power for their benefit; in the hope that he may make such arrangement with the contractors as to allow the Steamer to touch at Gaspé Basin or some other convenient station, as the nautical experience of the Captain might point out, in her way to and from Pictou with a Mail for the District of Gaspé; the expediency of which is the more apparent from a conversation I had with Captain Douglass, the Master of the "Unicorn," on the subject, wherein he stated that it would only involve a delay of about four hours each voyage.

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No. 182.

H. O'HARA, Esq.

Gaspé Basin, 18th Feb., 1841.

The regulations transmitted from time to time by the Deputy Post Master General to the several Post Masters in this District, would, if punctually acted upon, be sufficient for the well regulating the several Offices; and the rates of Postage by them established are I conceive as low as the revenue of the Department can afford.

The remuneration of the Post Master at this place does not exceed five pounds per annum, and I have reason to think that of many others in this District is still less, owing to the Postage on letters mailed here being generally paid at either Quebec or Halifax. This sum is quite too small to induce any person qualified for the situation to accept or hold it for any length of time; for which reason I beg leave to say that I feel confident that if Post Masters were deprived of the privilege of franking letters (too often abused) and the per centage on the Postage of letters paid, and a small salary of from £20 to £30 currency allowed to each of them, more regularity would be observed and the revenue ameliorated.

I feel further bound to lay before the Commissioners a practice which obtains in this country, and which I consider to be very injurious to the Post Office revenue; namely that of making the contract for running the Mail a private contract between a Post Master and a favorite individual, instead of putting it to public competition, by which mode one-third of the sum now paid would be saved and the public better satisfied.

Most of the mercantile body of this country are anxious to have a weekly Mail established between this place and Port Daniel. That this would be desirable there is no doubt, but as the expense might probably exceed the revenue, I shall go no further than to state their wishes on that subject. The matter necessarily rests with the Deputy Post Master General, who will from his Post Masters' accounts immediately see whether their wish can be complied with, without detriment to the revenue, or not.

No. 183.

No. 183.

George Sohier,
East Gaspé
Basin.

GEORGE SOHIER, Esq., Merchant.

East Gaspé Basin, 4th Feb., 1841.

The roads from Gaspé Basin to Port Daniel are in such a state as not to afford any guarantee for the Mails being brought to any certain day if bad weather comes on. On that account the Courier is unable to travel; consequently the Mail is received at Gaspé Basin so near the time the Mail is again closed, that it does not allow the time necessary for the inhabitants of these parts to receive their letters and make answers to them before the following Mail is despatched from Gaspé Basin. They are in consequence put to great inconvenience and loss, their letters remaining unanswered for a fortnight longer, which generally proves so detrimental to the interest especially of the mercantile body of these places that the merchants, &c. are now so disgusted with the subject of the Post Office of Gaspé as not to have the least confidence in that Department; but now it is to be hoped, as there are Commissioners

appointed, that better things are not far off. The remedy I would suggest to remove those inconveniences is a weekly Mail; a Courier to go from Gaspé Basin to Cape Cove, to meet the other Courier, who would travel from the latter place to Port Daniel. By that plan the Mail would always be in time for the people to get their letters and answer them by the next Mail day; or at the worst they would only have one week to wait.

At the first sight this remedy will no doubt appear to the Commissioners too expensive, for what the Department benefits from having established Post Offices in this part of the District; but I am confident that if a weekly Mail were established the result would benefit the Department; the mercantile body would prefer that sure channel to sending their letters by water, as they are in the habit of doing in the summer season. The expenses that would be incurred in having a second Courier would soon be backed by the Postage received at the Post Offices on the numerous letters that would naturally pass by that sure channel, and leave a balance in favor of the desired object.

I find myself authorized to say that if the Department of the General Post Office were to allow competition for the office of Mail carriers, it would become much cheaper; the remuneration they allow to the present Courier who goes from Gaspé to Port Daniel would nearly pay the two Couriers who would be required in the event of the weekly Mail taking place.

I further find myself compelled not to pass unnoticed the great inconvenience the inhabitants of the East of Gaspé Bay are subject to, before they get their letters from the Gaspé Basin Post Office, owing to the want of a Courier to go along that shore; every rational person will admit that the inhabitants of that part of the coast are most unjustly treated. In order to get their letters they are obliged to hire a person at their private expense, therefore it is only justice due them that the Department should throw a glance on that inconvenience and appoint a Courier who would travel from Grand Grève to Gaspé Basin, a distance of about 18 miles, which I am certain would be engaged for at a sum not exceeding £15 per annum. The Postage of letters that would pass through the Post Office, and which would simply have reference to the commercial house of Janverin (which I represent) would nearly come to the above, independent of those of the merchants and other individuals; therefore I trust the Commissioners will not pass the above statement unnoticed, and allow this part of the District to remain longer without a Post Office.

I may add for the information of the Commissioners that I would engage myself, should a Post Office be established at Grand Grève, to keep it open, without the privilege of franking, for the space of six months or until another person should be appointed, should I be under the necessity of leaving this country.

I would strongly recommend that the Gaspé Mail should be forwarded by the Steamship Unicorn, to be delivered to me at Grand Grève, when I would engage myself to do the duty as above mentioned.

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Extracts from
Post Masters'
Letters.—Ca-
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APPENDIX (N.)

EXTRACTS FROM POST-MASTERS' LETTERS.—CANADA.

[NOTE BY THE COMMISSIONERS.—In this Appendix we have inserted almost every statement or suggestion made by any Post Master having reference to improvements in the administration of the Department. From the answers to the First and Second Post Masters' Circulars few extracts are made; the emoluments of the Post Masters being set forth in sufficient detail elsewhere, and the operation of the Franking Privilege being as well shown by the selection of a small number of letters on the subject, as of a larger.]

No. 1.

Edw. Holland,
Sandwich.

EDWARD HOLLAND, Esq., Post Master, Sandwich.

Sandwich, 17th Dec., 1840.

As the duties of this Office differ from most others from its having been appointed a Distributing Office to the United States, it may not be irrelevant in me to state some particulars in reference to those duties.

At the time of my appointment as Post Master at Sandwich, the Mails were made up at this Office three times only in the week, but from the 6th of May last, the Mails for all parts of the Province are made up daily, and the Mails for the United States continue as before to be made up tri-weekly. When the Mails were made up but three times a week the business of this Office appeared comparatively easy, but since the daily Mails have been in operation the duties of this Office are certainly more arduous, and claim such close and unremitting attention as it is almost impossible for one person to perform: for example, the Office being open, according to the present regulation, from about sunrise to sunset, the constant attendance of at least one confidential or responsible person is absolutely required during that time daily; nor does the business of the Office terminate here, for it frequently occurs that Mails must be made up after the Office has closed, besides which there are but few nights that a Mail does not arrive or depart; that if the Post Master have no regular Assistant he is furthermore liable to be called up at any hour of the night to attend to the duties of his office.

From these considerations, and in accordance with your desire, I am induced to notice the remuneration received for such services. You are no doubt aware that such remuneration is principally derived from a commission of 20 per cent allowed on the amount of cash paid into the Office, and not on the total amount of paid and unpaid Postage. On referring to the return of pay and emoluments for this Office, it appears that the commission on British Postage for letters during the quarter ended 5th January, 1840, was £13 12s.—being 20 per cent on £50 8s. 9½d, which was the nett amount of Postage paid into the Office; while the total amount of paid and unpaid Postage for that quarter (on letters) was £212 8s. 5½d, on which sum my commission of £13 12s. would not amount to six per cent, having no allowance on the Postage of letters which are not paid at this Office, although such letters occasion more trouble and expense to the Post Master. To illustrate this remark further I will take the quarter ended 5th July last, by which it will appear that the amount of unpaid Postage for Mails sent was £80 9s. 3d., and paid do. do. £14 5d. 3d.—total amount of

Postage for Mails sent was £104 4s. 6d. My commission of 20 per cent on the amount paid would be £2 19s., which is less than 3 per cent on the total amount of Letter Postage for Mails sent. Such was the compensation I received that quarter for making up more than 1000 Mails or packages, for which wrappers and sealing-wax were provided out of my allowance of £2 10s. per quarter for stationery, which includes writing paper, pens, ink, &c. required for the Office. The amount of unpaid Postage for Mails received the same quarter, £49 2s. 9½d., and paid Postage for do. do. £40 2s. 8½d. is £89 5s. 6d. My commission of 20 per cent on the amount unpaid makes £9 16s. 6d., being little more than 10 per cent on the total amount of Letter Postage for Mails received. As far more trouble and expense is occasioned by the Mails sent than the Mails received, it is worthy of remark, that the commission on the former is much less than on the latter; and I should here observe that the very great difference between the amount of paid and unpaid Postage sent arises principally from the number of letters passing through this Office from the United States upon which no British Postage whatever is collected by me, and there are very few letters comparatively upon which American Postage is collected here, as you may conceive from the amount of United States Postage for the same quarter, which was about 60 dollars, and this I had to collect from about 100 different Offices.

I conceive from what I have already stated it will be evident that the income derived from this Office cannot be deemed an adequate compensation for the arduous and responsible duties it imposes—for example the pay and emoluments do not amount even to £100 per annum, and yet the business of the Office requires a regular Assistant independent of the Post Master, and it is certainly very difficult if not impossible to obtain any one suitable under £50 or £60 per annum.

In reference to the rates of Postage, I feel it my duty to state that not having authority to make any charge on letters, either originating in this Office for the United States or received from the United States for delivery here, I beg to suggest, that although it may be a matter of little importance at present from the small amount that would be collected therefrom, I presume that a rate of Postage for ferrriage on such letters would hereafter be of some consideration to the Department.

27th Feb., 1841.

According to the present arrangement between the Heads of the respective Departments at Washington and Quebec fifty dollars a year are allowed for carrying the Mail between this Office and Detroit. In engaging couriers to perform that service, however, I stipulate for the Mail to be carried three times a week which is generally done; but great complaints are made that the compensation is not adequate to the service; and I am sorry to say I have had great difficulty in getting a courier to perform that service regularly. I should therefore suggest that it would be more advantageous to the Department to have the Mail carried daily between this and Detroit, especially as there is now a daily Mail from this Office to all parts of the Province; and if £25, or at most £30, were allowed for wages, it would be easier to get a courier to carry the Mail daily than it is now to get it carried twice a week for £12 10s. per annum.

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3.—From the limited correspondence and the expenses of conveyance, I think the present rates of Letter Postage in these Provinces reasonable.

4.—From the present limited population of Canada I should not conceive that a reduction in the rates of Letter Postage would materially increase the amount of correspondence by Mail.

5.—I think the system of charging letters by weight would be more satisfactory to the public, but I am doubtful if it would be more advantageous to the Government than the present mode of rating by single and double letters.

11th March, 1841.

Answer to Second Post Masters' Circular.

[To Second Post Masters' Circular.]

I have not hitherto availed myself of the Franking Privilege to render it of any important pecuniary value to me, nor am I desirous of availing myself of that privilege, provided I am fairly and fully remunerated for the duties which the Office imposes upon me; but without such remuneration I should be sorry to be deprived of that privilege, because it might become as valuable to me (I mean as at present made use of by other Post Masters) as the amount derived from my commission; and without which, according to the present system of remuneration, I do not see how I can possibly derive a fair compensation for my services. All letters connected with the civil and military departments of the Government are not paid here, but at the Head Quarters of the respective Departments, such as Amherstburg, London, Toronto, &c.

Allow me also to remark that it is not long since the Mails at this Office were made up but three times a week, but now they are made up daily, and while the Mail-carrier receives double the amount of pay for his additional service, I find that my commission for the last quarter is actually less than when the Mails were made up tri-weekly.

No. 2.

No. 2.

Wm. Taylor,
Dawn Mills.WILLIAM TAYLOR, Esq., Post Master at Dawn Mills,
Western District.

Dawn Mills, 2nd April, 1841.

Answer to Second Post Masters' Circular.

[To Second Post Masters' Circular.]

5.—I should prefer the privilege of franking my own letters, and the accommodation of a Post Office here, to treble the amount it saves me, on account of the Office being attended with less expense; besides it was that privilege and the accommodation of having a Post Office in this neighbourhood, that alone caused me to accept the situation of Post Master; for be assured, it is not profit to me as yet, for some of my neighbours have not always money, and I am frequently obliged in consequence, to trust Postage or keep their letters, which would be no good to the Post Office Department; and there is not a quarter but I have to pay up for all letters I delivered out; whereas for some of them I never receive anything, which is a loss to me that cannot be well avoided in country places like this.

No. 3.

R. THOMPSON, Esq., Post Master at Mosa, London District.

Mosa, 12th Feb., 1841.

[To First Post Master's Circular.]

The following is a statement of my pay and emoluments as Post Master here:

Commission upon monies received, £5 16s. 1d.
Allowed for Stationery, 12s.

£6 8s. 1d.

I have to change the Mail twice between 10 P. M. and 4 A. M., six nights out of seven. Since the new rate of Postage commenced, *via* Halifax, for British letters, the receipts have fallen off a little.

No. 4.

J. MCKIRDY, Post Master at Amiens, London District.

Amiens, 10th Feb., 1841.

[To First Post Masters' Circular.]

I may state from my knowledge of the last two quarters, that the whole pay and emoluments of the Amiens Post Office cannot exceed £2 per annum, which is derived entirely from a commission on the monies collected.

No person but one engaged in business would take charge of the Post Office in this place, without a remuneration twenty-five times the amount it at present yields.

6th March, 1841.

[To Second Post Masters' Circular.]

1.—About 300 annually or 6 per week.

2.—About the same number, but sometimes more.

3.—104 numbers I subscribe for, but receive about 600 numbers in all, the difference from Publishers of Newspapers gratis.

4.—My privilege is worth to me £12 10s.

5.—I would take £10 for it.

No. 5.

G. J. GOODHUE, Esq., Post Master at London, London District.

London, 26th Dec., 1840.

[To Second General Circular.]

1.—Since my connection with the Post Office Department in 1829, the improvement in the Post communication in this part of Upper Canada has been very great, and has fully kept pace with the wishes and expectations of the public.

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(N.) No. 3.
R. Thompson,
Mosa.Answer to
First Post
Masters' Circular.

No. 4.

J. McKirdy,
Amiens.Answer to
First Post
Masters' Circular.Answer to
Second Post
Masters' Circular.

No. 5.

G. J. Goodhue,
London.Answer to
Second General
Circular.

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The plan of a grand mail bag, to be opened only at the principal Offices on this route, will add greatly to the security of money letters.

The Post intercourse with the United States is very perfect; to the South and East by Queenston, and West by Sandwich.

The collection of U. S. Postage by the Department here, is a very great convenience; in fact it cannot well be dispensed with.

2. The correspondence sent by private conveyance is very great, especially on the main route from Hamilton, to Montreal and Quebec. I do not think I am over-rating it when I say that for six months in the year it must be nearly equal to the expense of carrying the Mail between Hamilton and Montreal; having travelled very frequently on the route I know no other reason why this mode is resorted to but to save Postage.

3. I think them decidedly too high, and I believe the following rates would not greatly lessen the revenue unless for the first two years.

60 miles and under,		3½d.
61 " 100		6d.
101 " 200		9d.
201 " 400		1s.
401 " 600		1s. 3d.
600 and over,		1s. 6d.

5. I would not for the present change the mode of rating letters, as single, double, &c.

6. I do not conceive the rate on newspapers and other periodicals too high, nor do I think the mode of collection objectionable.

7. I do not think they have any reasonable claim whatever.

No. 6.

No. 6.

P. Ermatinger,
St. Thomas

E. ERMATINGER, Esq., Post Master at St. Thomas,
London District.

St. Thomas, 25th Nov., 1840.

I beg leave to state that, in my humble opinion, the efficiency of the Post Office Department would be increased by allowing a graduated scale of salaries to all its officers; as at many of the Country Offices the emolument is inadequate to the duty required. The lowest on the scale I would recommend should not be less than £10 to £12 10s. per annum, increasing the amount in proportion to the duties required to be performed at the different Offices.

This Office requires the constant attendance of one person, six days in the week, (and oftentimes part of the night) and half of the Sabbath, and the services of any clerk competent to do all the duty required at this office, independent of the general superintendence of the Post Master himself, could not be had for less than £100 currency, allowing the privilege of franking to the Post Master as his reward.

The Commission received by me, averages about £60 per annum; leaving a deficiency of £40 per annum, exclusive of the use of my Office and fire-

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wood. I do not wish it to be understood that I pay the one Clerk £100 per annum; but generally the whole time of the young man and part of another, I do not overrate at that sum.

I do not make this statement as a matter of complaint, for I have no doubt that persons might be found more than willing to undertake the duties of the office for the consideration now received. But I submit, would not the public generally speaking be better served were the Post Masters adequately remunerated for the services required of them. The difficulty, however, of getting the duties properly performed at such Offices as this, are less than at those smaller Offices, when the chief duty consists in exchanging the mails, and it is to these I would principally direct the attention of the Commission.

28th Dec., 1840.

[To Second Circular.]

Answer to Second General Circular.

3d.—The rates of Postage, as compared with British rates, are certainly high. The Postage on Letters rated over 200 miles, I am of opinion might be reduced, say 1s. Cy. to be the highest rate chargeable within these Provinces.

4.—I do not consider that a reduction would very materially increase the amount of correspondence within these Provinces. The inhabitants of the Canadas not being a Commercial people, and at the same time too illiterate to extend their correspondence to a greater degree than at present; some increase in the number of Letters by Mail would take place, but not in the amount of Postage.

5.—Charging Letters by weight, as in the United Kingdom, I think would be preferable to the present mode of rating letters, which is extremely onerous; and it would be a benefit could the Department undertake to ensure Money Letters.

6.—The present rates collected on newspapers, &c. I consider are quite moderate enough; but the rates I would collect from the parties receiving them, and not of the Publishers. We observe that they do not let their newspapers, &c. pass free in the United States, and I am decidedly of opinion that a free circulation of newspapers would be neither beneficial to the community nor to the publisher.

7.—I do not see any claim that proprietors of newspapers, &c. can have on the public service for the transmission of their publications free of Postage. Did proprietors and publishers of newspapers acknowledge any head but their own, it would be different. But it would be improper I consider to circulate men's opinions, bad or good, at the public expense.

11th March, 1841.

[To Second Post Masters' Circular.]

Answer to Second Post Masters' Circular.

As nearly as I can judge I do not frank less than 300 letters annually, and I may say I receive nearly as many free letters; the average Postage of these letters, might be considered 9d. each, and would amount to £22 10s.

I receive annually free of Postage at least 280 newspapers.

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The privilege of Franking I consider worth £25 per annum, and I shall be unwilling to accept less, as it costs me that sum annually, over and above my commission, to keep the Office.

No. 7.

M. Burwell,
Port Talbot.

M. BURWELL, Esq., late M. P. P., Post Master at Port Talbot, L. D.

Port Talbot, 19th Nov., 1840.

I have the honor to state for the information of the Commissioners for investigating the Post Office Department, that since I have been Post Master at this Place (which I believe commenced in 1817,) many improvements have been made in its administration, and particularly since Mr. Stayner has been placed at the head of that Department, both in regard to the accommodation it has afforded to the country generally, and its prompt and efficient administration.

For several years past my opinion has been, and now is, that the Post Office has been managed with more ability and service to the practical advantage of the country than any other Department of the Colonial Administration; and I attribute the success of its accommodation of the country to be owing in a great degree to the circumstance of one person having been at the head of it continuously for so many years.

The salary or allowance made to the Deputy Post Master General for his services, I believe, is partly made up from charges upon newspapers published within the Provinces and circulated through the Post Office, and that its amount may depend upon the number of papers that may be posted. To the mode of his receiving a salary that may be at all contingent upon, or in any way concerned with, the circulation of newspapers, I have many strong objections. I will mention one evil that has arisen from it, which is, that it has several times led to disagreeable discussions in the Colonial Houses of Assembly, and for allowing which charge for the payment of a salary the Government could not be well defended. I am by no means an advocate for newspapers to pass free of Postage; on the contrary, I think they are a fair subject for the amount of charge to which they have been liable. But the Deputy Post Master General ought to have a permanent and fixed salary. I would say at least two thousand pounds per annum, because I consider it one of the most important and responsible Offices that can be held under the Crown.

The Post Office accounts of each Colony in British North America should be laid by the Executive before its Legislatures respectively at every Session, and the surplus revenue under this head not merged in the general revenues, but occasionally applied to the improvement and extension of Post roads by laws to be passed for that purpose. The Deputy Post Master General might easily require such returns from each Province as would show the amount of Postage derived from each, and thus each Colony would be made sensible that it enjoyed its proper share of the Revenue.

No part of the Revenue derived from the Post Routes within the Provinces should be remitted to England. This has always been my opinion since I considered the subject at all; but it is a most difficult question to have discussed entirely upon right principles and its own merits. Indeed the mixing up of wrong

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principles with this question whenever its discussion has been attempted has prevented its satisfactory settlement, by the British Parliament, where alone it can be properly and satisfactorily settled, on being furnished with sound, local, practical information, which I humbly trust the labours of the Commissioners will produce for the consideration of the Executive. But I am satisfied that it must be settled, and in a way not very dissimilar from what I am mentioning. Since the Commissioners have written me it is right I should inform them of what I know by experience. I have been a member of the Legislature of Upper Canada nearly all the time since the year 1812, and I have never known a Session to pass without discussions on the subject of the revenues of the Post Office, not being accounted for within the Colony, or rather to the Colonial Legislature. The difficulties with which the question is surrounded were never well understood by the House. Nor did its members know what amount was remitted to England; but I have always observed as strong a disposition displayed to get hold of the money as to obtain the revenues derived from 14th George 3d, Chap. 88, which have been given up some years ago. And members have always considered that any sum, however trifling, being remitted to England on account of the Post Office Department was contrary to the spirit and intention of the 18th George 3d, Chap. 12, which although it did not repeal the laws relating to the Post Office, declared that no tax or assessment whatever should thereafter be imposed by the King and Parliament of Great Britain on any of the Colonies in North America.

In regard to the remuneration of the numerous Post Masters that must be spread over such a very extensive territory, I am unable to suggest any other scheme by which the public would be so well served at so small an expense as by the plan which has prevailed heretofore. I know that the Post Masters are nine times out of ten not well paid for their services; but if they were to be paid more the Department could not be sustained without grants from the Legislature, which ought not to be expected, and it is to be hoped that persons will still be found possessed of spirit enough to discharge the duties at some sacrifice to themselves individually.

No. 8.

Jas. BOWES, Esq., Post Master at Bayham, London District.

Bayham, 8th Feb., 1841.

[To First Post Master's Circular.]

The amount of my salary at 20 per cent. is as near as I can make it, at present £5 14s. 1½d.; but I may add about 7s. 6d. for 10 per cent. as my commission on American Postage, at the different Post Offices at the lines, with 15s. for stationery, fire and candles; making altogether £6 16s. 7½d.

I beg to observe that I have to attend to or overhaul the Mails ten times a week, and to rise up in the night three times, besides attending to all the other business for this salary; still, I shall do it with pleasure provided the Department cannot afford to give more.

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(N.) No. 9.
Duncan
Campbell,
Simcoe.
Answer to Second General
Circular.

No. 9.

DUNCAN CAMPBELL, Esq., Post Master at Simcoe,
London District.

Simcoe, 19th Jan., 1841.

[To Second General Circular.]

1.—I would suggest that a line of Mails be established on the road leading from Queenston and Niagara Falls, westward to Simcoe. I conceive that it would be of great importance to the country. As there is a line of Mails Westward from Simcoe to Amherstburgh, communications by this route would reach their destinations much quicker than by going round by Hamilton and Brantford as at present. The roads are passable at all seasons of the year.

2.—The amount of correspondence sent otherwise than by Mail on Mail routes is very trifling; but on routes where there are no Mails the inhabitants are obliged to forward their communications by private conveyances; what the amount of such communications is it is very difficult to ascertain. When private conveyances are resorted to, to communicate to places where the Mails run, it is to avoid paying Postage or to ensure early delivery by sending direct to the places of destination, rather than send by Mail, by which sometimes letters travel 100 miles to arrive at a place not more than 40 miles distant; for instance, a letter mailed here for Camboro' must travel 82 miles, whereas the distance by a pretty good road is only about 30 miles.

3.—I think that a reduction of the rates of Postage would not be advisable in the present thinly inhabited state of the country.

4.—The principal part of the correspondence in the country being kept up by merchants who do not curtail their correspondence to avoid paying Postage, I do not think that a reduction in the rates of Postage would materially increase the correspondence by Mail.

5.—I think that the present mode of rating letters is preferable to rating by weight.

6.—I think that one penny each newspaper or sheet of pamphlet for a long distance, say over 100 miles, would be reasonable; but under that distance I think that one half-penny would be sufficient, and that those rates should be paid by the recipients.

7.—I think that newspapers and other periodicals should be encouraged, and their circulation extended by all reasonable means; but I do not think that the proprietors of such periodicals (which are a source of profit to them) have a reasonable claim for their free transmission by Mail.

No. 10.

S. M'CALL, Esq., Post Master at Vittoria, London
District.

S. M'Call, Vittoria.

Vittoria, 4th March, 1841.

I cannot too strongly recommend the abolition of the Franking Privilege, as it is so abused, not only, or not so much, by Post Masters, as by other persons having or enjoying the privilege. My opinion is that no letters should be allowed to go free except on the *bonâ fide* business of the Department.

4th March, 1841.

[To Second Post Masters' Circular.]

5.—I would be willing to accept £8, currency,—eight pounds per annum;—two pounds per quarter, in lieu and in full compensation for the present privilege enjoyed of franking my own *bonâ fide* correspondence.

No. 11.

ABSALOM SHADE, Esq., Post Master at Galt, Gore
District.

Galt, 18th March, 1841.

[To Second Post Masters' Circular.]

1.—On referring to my Post Office books, I find I have sent for the year ending 5th January, 1840, three hundred and five letters and packages.

2.—I received in the same time three hundred and four letters and packages.

3.—I receive yearly four newspapers free of Postage.

4.—I consider the yearly value of my Franking Privilege £25.

5.—I would be willing to accept £25 yearly in compensation for the loss of my present privilege of franking.

No. 12.

JAS. B. EWART, Esq., Post Master at Dundas, Gore
District.

Dundas, 4th March, 1841.

[To Second Post Masters' Circular.]

I consider the privilege of franking worth £50 to £60 per annum, averaging my letters at 1s.

5.—£50 per annum would appear a fair equivalent for my present Franking Privilege, which sum I would willingly accept in lieu thereof.

No. 13.

EDM. RITCHIE, Esq., Post Master at Hamilton, Gore
District.

Hamilton, 17th Dec., 1840.

With regard to the remuneration of the Officers in the Department, my knowledge only extends to the rate of commissions allowed those Post Masters who are paid a per centage on their receipts, and I am of opinion the remuneration is not sufficient for the responsible, and in many instances arduous, duties of their Offices. The emolument allowed by the Post Office Department in the United States to Post Masters in that country appears to me a fair remuneration.

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Shade, Galt.Answer to Second Post
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No. 12.

Jas. B Ewart,
Dundas.Answer to Second Post
Masters' Circular.

No. 13.

Edm. Ritchie,
Hamilton.

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It is my opinion the revenue of the Department would be increased by doing away with the Franking Privilege now enjoyed by Post Masters; as this privilege, however, is in many instances the chief source of the emolument a Post Master derives from his Office, some allowance should be made in lieu of such privilege.

31st Dec., 1840.

Answer to Second General Circular.

[To Second General Circular.]

1.—The conveyance of the Mail by Steamboat having been adopted on the principal routes in the Province, the only improvement I have to suggest relative to the internal Post communication, is the conveyance on land routes, in light two horse waggons, entirely unconnected with stages and passengers.

2.—I cannot form any idea as to the amount of correspondence sent at present in these Provinces otherwise than by Mail, but it is no doubt very considerable; as far as my information extends, this practice is most prevalent between the Upper and Lower Provinces. Passengers by stages leaving Montreal for Upper Canada are daily loaded with letters; and during the summer almost every merchant from the towns in this Province, when going to Montreal, carries with him more or less correspondence for his neighbours. The object of resorting to such means of conveyance I conceive to be twofold—the saving of Postage, and the saving of time,—latterly, this last has not been so great an inducement as previous to the transportation of the Mail up and down Lake Ontario by Steam.

3.—I conceive the present rates of Letter Postage high in these Provinces; yet I should prefer seeing them continued, or very nearly so, and the surplus revenue appropriated to the improvement of the Post Roads. If such appropriation cannot be made I would reduce the rates so as about to meet the expenses incurred in conducting the Department. If the following scale would meet such it would in my opinion be reasonable.

For a single letter—			
	Distance not exceeding 30 miles,		3d.
Exceeding 30 and not	do 80 "		4d.
Do 80 do	do 120 "		6d.
Do 120 do	do 180 "		8d.
Do 180 do	do 230 "		10d.
Do 230 do	do 300 "	1s.	0d.
Do 300 do	do 400 "	1s.	3d.
	Over 400 miles,		1s. 6d.

4.—I am of opinion if the rates of Letter Postage were reduced to a scale any thing near the above, that the amount of correspondence by Mail would be materially increased, and the inducement for sending letters by private conveyance greatly lessened.

5.—I do not see any objection to substituting the mode of charging letters by weight as practised in the United Kingdom for the present system.

6.—I am aware of the charges made for transmission of newspapers and other periodicals by the Post. I consider the charge high. The mode of payment I do not consider objectionable. I think the rate of charge for transmission might be reduced nearly one-half, but I would not make any alteration in the mode of payment. There is no stamp tax imposed on newspapers, and I do not see why the proprietors should not pay for their transmission. If such were not the case I am of opinion the Mail-bags would be overloaded with

papers and every country Office lumbered full of them. The Press of course are unanimous in the opinion that the receiver should pay the Postage.

7.—Decidedly not.

2nd March, 1841.

[To Second Post Masters' Circular.]

1.—It is not possible for me to form an accurate idea of the number of letters and packets sent by me annually per Post under my Franking Privilege, as I write many letters copies of which I do not take. I should judge, however, that during the year I send about one thousand.

2.—I probably receive about the same number.

3.—I receive annually 832 papers, or I am now receiving at that rate.—viz.

1 daily,	312
2 semi-weekly,	208
6 weekly,	312
	832

4.—If I did not enjoy the privilege of franking my correspondence I should not write as many letters, and consequently should not receive as many. I consider the privilege worth to me in money forty pounds per annum.

5.—I should be willing to accept the sum of forty pounds per annum in compensation for the loss of my present privilege of free Postage.

No. 14.

W. H. MERRITT, Esq., M. P. P., Post Master at St. Catharines, Niagara District.

St. Catharines, 30th Dec., 1840.

[To Second General Circular.]

3.—Altogether too high. From the limited duty to perform in this Office, my intention has never been directed before to an improved scale, and it would require some time to form a correct one on the basis of our present rates of Postage. The first object, I conceive, is to give satisfaction to the public; they judge of rates by comparison; every person has access to the scales published from time to time of American Postage; and if we adopt a fraction under their scale, it will produce satisfaction here at once. They have given the subject attention; their country is extended and thinly peopled to the South and West like ours; and I should have no hesitation in adopting their scale as to distance.

4.—This would be an experiment. We have not a dense population and a short distance to convey Mails as in Britain &c., but the reverse; therefore as we are differently situated, other causes must produce that effect. The correspondence would increase without doubt; but I think the question intended to convey an opinion of the revenue increasing in proportion, or so as not to lessen the present, which is doubtful.

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Answer to Second Post Masters' Circular.

No. 14.

W. H. Merritt, St. Catharines.

Answer to Second General Circular.

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5.—I think the true principle is by weight, as in England. At the same time, as we are on the Continent of America accustomed to single and double letters, it should not be altered unless it produced the effect of reducing the rates of Postage on a single letter written on common heavy paper below the U. S. Postage.

6.—The price in Canada is one penny, the price in the United States is one cent or one and a half; it is here paid by the sender, there by the receiver. Both the price and mode of payment are in my opinion objectionable. It reduces the revenue by preventing many papers being sent, and above all it creates what must be avoided, dissatisfaction.

7.—I can see no reason why publishers should be exempt. Let them pay on receiving their papers or communications like other people, but not when they send them.

8.—A reference to the scale of Postage charged in the United States, which is doubtless in your possession, will give you information; as for usages in Europe, we have no opportunity to become acquainted with them, and the situation and circumstances of the two countries are so inapplicable, that the adoption, unless certain to reduce Postage and expense, would be injurious.

As you appear desirous to encourage an expression of opinion on the subject of the Post Office generally, I would briefly remark that from my knowledge of public feeling and measures, I entertain no doubt that general satisfaction will be produced at once, if the effect of your labors end in the reduction of Postage below the rates exacted in the United States, and the Postage paid by the receiver; this will remove all complaints which have ever reached my ear. The rates of Postage are now considered a tax on knowledge; no revenue whatever should be derived from them for any other public use;—the payment for management and transmission of Mails should form the maximum of the rates of Postage in Canada.

This country, compared to the opposite shores, has been so long stationary, that on the establishment of the Union, a degree of prosperity may be looked for unprecedented not only in any other country but even on the opposite shores; therefore the rapid increase of this population will warrant a far greater reduction of Postage than in the United States:—their expenses for transmission of Mails in many places being much greater, our routes being principally formed and continuous on one great line. My reasons for this increase is founded on the fact that previous to 1812 the population of Upper Canada increased faster than the opposite shores; and when the restrictions we have imposed since are removed, our natural advantages will come fully and fairly into competition, and the result may be anticipated from the effects produced prior to 1812 as before stated, when Upper Canada increased in population in a greater ratio than Ohio or the Western part of New York. On the close of the war in 1815, Ohio had a population of 240,000, in 1840, 1,790,000. New York at the close of the war did not number many more than Upper and Lower Canada; at this moment, they number 2,454,135, while we scarcely exceed one million; the same is applicable to Michigan, Illinois and part of Indiana and Wisconsin, above us adjoining our Lakes, which are filling up with a degree of rapidity heretofore unexampled; and from our geographical position this population has virtually surrounded us; for instance, from Detroit to Queenston the distance is about 200 miles, from De-

troit, to Buffalo 350; the time is not far distant when Detroit, where the correspondence from those States will centre, will be sent through Canada to New York six months in the year; if arrangements can be made with our Department, to which I can see no objection, this Peninsula which is yet scarcely noticed, will be the greatest thoroughfare in any part of Canada. All this you may consider extraneous, but it should produce some effect or is entitled to some consideration, if an increase of population will produce a decrease of Postage.

St. Catharines, 10th Dec. 1840.

[To First Post Masters' Circular.]

My pay and emoluments as Post Master at this place, for the year ending 5th July last, was—5th Oct. 1839, 20 per cent. on amount collected, £13 2s. 11d.; Jan., £11 17s. 8d.; April, £14 3s. 6d.; July, the 5th, £14 2s. 1d., in all £53 6s. 3d.

I allow the clerk the full amount of the per centage received at this Office, which was during the last year £53 6s. 3d., out of which he pays Office-rent £5, and for firewood £2 10s., leaving the net sum of £44 11s. I reserve the benefit of franking my private letters; and attend at the Office to answer any communications and make up the returns. The daily management devolves on the Assistant, who is a competent responsible person, furnishing ample security.

22d March, 1841.

[To Second Post Master' Circular.]

The amount of American or United States Postage was,

For October Quarter 1839, . . .	\$9.53
“ January “ 1840, . . .	9.69
“ April “ 1840, . . .	13.49
“ July “ 1840, . . .	9.50.
	<hr/>
	\$42.51

The per centage on Provincial Postage collected on newspapers, amounts to above £5 per year, and is included in the general returns, but we cannot find a copy of the last four Quarters.

The Quarter ending October, 1840, was £1 4 2
January, 1841, 1 10 5

The average of former years would not exceed the £5.

No. 15.

A. DAVIDSON, Esq., Post Master at Niagara.

Niagara, 17th Nov., 1840.

As to the “remuneration of Officers,” I think the present regulations do not afford any thing like an adequate compensation for their services, especially in small towns and newly settled parts of the country. It is true there is little to be done in such places, but still there is a great deal of responsibility and confine-

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A. Davidson,
Niagara.

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ment attached to the situation or office, and a stated salary ought to be allowed, if for no other reason than the limited nature of the business done producing but a nominal per centage.

It would seem to be unreasonable to abolish the Postage of newspapers, because every service performed ought to be paid for, and besides, newspapers form a great encumbrance to the Mails already, and were they not taxed it is hard to say to what extent this might be enhanced. All the improvement apparently required in this respect is to transfer the payment from the printers to the receivers; at all events to leave it optional with the printers whether they paid or not.

Improvement is wanting in the mode of transmitting the Mails, in fact an extension of the system which already partially prevails. I mean the use of small canvass or leather bags between one Office and another, at least between one Office and others where different Mails branch off. For instance, were I furnished with such a bag, to be used between this Office and that at Hamilton, I would label it Hamilton and Niagara, and enclose all the Mails and newspapers intended to branch off at that place as well as those for the town itself, and so in other similar cases. Could something of this kind be generally adopted, there would be less injury by friction, more certainty of the packets duly reaching their destination, and probably greater safety,

13th Jan., 1841.

Answer to Second General Circular.

[To Second General Circular.]

2.—Probably the clandestine correspondence carried on by means of Steamboats and other vessels, when the navigation is open, is equal, along the frontier, to two thirds of the regular correspondence by Mail. In this persons are influenced by the same motives as in any other smuggling transaction, namely those arising from selfishness or a desire of gain. It cannot be too much borne in mind that this point demands very stringent legislation.

3.—My answer to this question would depend on circumstances. Were the Officers of the Department remunerated according to their respective locality and circumstances, the Mail roads sufficiently improved for speedy correspondence, &c., &c., and after all there was a surplus amount, I would say the Letter Postage ought to be reduced in proportion to this surplus; but until this is the case the rates ought to be kept up. Indeed it would be beneficial to the country to enhance them, if no other means could be adopted to effect those objects.

4.—In an agricultural country like this, a reduction in the rates of Letter Postage would not materially increase the amount of correspondence by Mail. Agriculturists are but seldom disposed to write under any circumstances; and such persons as those engaged in mercantile pursuits are not much affected by the rates; in many cases the Postages paid by them are charged to the public through their customers, and this is infinitely better for all parties than direct taxation, in reference to the improvements above alluded to.

2nd March, 1841.

[To Second Post Masters' Circular.]

1.—A number equal to 520 single letters. I write a great many; perhaps on an average ten weekly.

2.—Probably 416, being eight weekly, some letters I receive not requiring an answer.

3.—Annually 1040, or twenty weekly.

4.—£31 12s. 8d., reckoning the letters sent and received at 7d. each, and 1d. each for Newspapers.

5.—£5.

I have considered the subject of franking, and I arrive at the conclusion that it would be expedient to confine the privilege exclusively to the business of the Department.

No. 16.

Jno. STAYNER, Esq., Post Master at Queenston, Niagara District.

Queenston, 26th March, 1841.

[To Second General Circular.]

2.—I have reason to believe that during the summer season much letter correspondence is carried on otherwise than by Mail, by persons travelling in stages and steamboats.

3.—The Letter Postage is generally complained of, but I do not know what scale of Postage would meet the public wish.

4.—I think a reduction of the rates of Postage would increase the correspondence by Mail; as many people complain of their inability (particularly the poor) to correspond with the frequency they could wish, because of their inability to pay for a Mail correspondence.

5.—I approve of the practice of charging letters by weight, as now acted on in the United Kingdom, in preference to the present charges in our Department.

No. 17.

Wm. HARBURN, Esq., Post Master at Chippewa, Niagara District.

Chippewa, 27th Jan., 1841.

[To Second General Circular.]

1.—The second part of your query I will endeavour to answer by pointing out some of the inconveniences attending the communication between this country and the United States. The Distributing Post Offices are at so great a distance from each other, as to occasion great delay and inconvenience to letters to be sent to the United States; if the intermediate Post Offices had the power and means to receive and transmit as those others, the advantage to the public would be very great. The distance from Fort Erie

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Jno. Stayner, Queenston.

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Wm. Harburn, Chippewa.

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to Buffalo is three miles, yet letters are sent from Fort Erie first to Queenston, a distance of 26 miles, then across the river to Lewiston, one mile, thence to Buffalo, 22 miles; making in all 49 miles. This delay would be obviated had the Fort Erie Post Office the power to forward letters to Buffalo by ferry.

2.—It is impossible to form a correct estimate of the amount of correspondence sent otherwise than by Mail, but that the amount is considerable I can assure you. The route on which this practice is most prevalent I believe to be from this very Office to Buffalo. The reason is obviously the loss of time and inconvenience.

3.—My candid opinion is that the rates of Postage in the Provinces are too high; suppose the Postage for—

30 miles and under 3d.
From 30 " to 50 4d.
" 50 " to 100 5d.

and for every additional 100 miles an additional penny; this would reduce the Postage, say from Chippewa to Montreal, from 1s. 4d. to 10d.

4.—The above reduction would be quite a consideration to persons engaged in mercantile or other business; and even between private individuals the Post communication would be augmented considerably; so the Post Office Department and the public would be mutually benefitted.

5.—The mode of charging letters by weight as in the United Kingdom, is in my opinion, much preferable to charging single, double, &c. &c.; for instance, a letter not exceeding $\frac{1}{2}$ oz., the given weight, is liable to double or treble Postage, because it contains two or three slips of paper. Post charge by weight seems the more equitable arrangement and more likely to give general satisfaction.

No. 18.

Hon. James
Kirby, Fort
Erie.Answer to
First Post
Masters' Cir-
cular.

Hon. Jas. Kirby, Post Master at Fort Erie.

Fort Erie, 8th Feb., 1841.

[To First Post Masters' Circular.]

The pay derived from this Office, as Post Master, for the year ending 5th July last was collected as far as I know from the Postage on paid and unpaid letters received and forwarded from this Office, amounting in all to £20 Ss. 9 $\frac{1}{2}$ d., say £5 per quarter. The whole of which, when I was not in attendance, was paid over to my Deputy.

An allowance of 7s. 6d. currency per quarter, and no more, is allowed the Office for incidental disbursements, which is by far too little. I have sustained a loss thereby but no account has been kept of it.

Previous to last year the Post Office was kept in my Office for upwards of three years, and no Office rent has ever been allowed me or have I ever made a charge for any. I am now in charge of the Post Office for the present quarter, and should I be continued I shall be constrained to employ a Deputy, immediately under my eye, next door to my Office.

4th March, 1841.

[To Second Post Masters' Circular.]

4.—I have supposed my Franking Privilege, including the two newspapers, to be from ten to fifteen pounds Provincial currency.

5.—Whatever the Commission may be pleased to allow me, I shall be perfectly satisfied.

No. 19.

CHAS. BERCZY, Esq., Post Master at Toronto.

Toronto, 25th Jan., 1841.

[To Second General Circular.]

1.—The first part of this question takes a wide range and I am rather at a loss how to answer it. I however beg to observe that much has been done within the last six years towards the improvement of Post communications in the Canadas, but as regards that part below Kingston I can say little; however, above that place, with which I am well acquainted, the number of Post Offices has been more than doubled during that time, and the Post accommodation increased in a much greater ratio; but although I know that much has been done, still I think there remains much to improve; however those improvements cannot be made at once, but must follow with the advancement of the country; and in my opinion to lay the foundation to obtain that object the head of the Department requires more assistance than he has heretofore had, to superintend a Department covering such an extent of country; and how to obtain that end without incurring a greater expense than probably the Department could bear has frequently occupied my thoughts; but not knowing what expense the revenue of the Post Office would justify, I have labored under a difficulty even in settling my own ideas to any plan. It has however struck me that the best and most economical plan would be to divide the whole of the Mail routes into divisions, giving charge to Post Masters at certain points, of such a number of Offices as it would be thought they could superintend, who should hold rather a higher rank in the Department than other Post Masters, and under whom the latter would to a certain extent be, and look to for information to guide them in the performance of their duties. From those superintending Post Masters, Post Office Surveyors might gain information when in their divisions, and they might communicate to them for further inquiry, such information as they had collected on their tour, to be reported upon to the Deputy Post Master General by either of the parties, as the necessities of the service might require. I am aware that before the appointment of Surveyors such a plan was to a certain extent in operation, and that it was found not fully to answer the ends required, but then no specific charge was given to Post Masters, nor were they in any manner remunerated for extra services performed by them; but by the above plan, I propose giving them a specific charge, a higher rank in the Department (to give them more weight in it) and it would also be necessary to give them an extra allowance, according to the extent of their charge, but that allowance need not extend further than would be required to pay a good Clerk and a reasonable sum for stationery. It is with much diffidence that I advance the above opinions, but it appears to me the cheapest and almost the only plan, to ensure a proper supervision of the Department, which experience has taught me is absolutely necessary.

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No. 19.

Chas. Berczy,
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In an answer I wrote to a letter I received from Mr. Secretary Harrison, asking for information regarding the Post Office Department, which I make no doubt is before the Commission, I endeavoured to point out the necessity of placing the Post Masters at large Offices and their Clerks on a more permanent footing as to salary; that appears to me a matter of the utmost importance; and at the risk of being accused of urging that by which I may be supposed to be personally benefitted, I beg to impress upon the Commission the necessity of its being done, but more particularly that of giving proper assistance in such Offices, as otherwise it cannot be ensured that the public will be properly served; at first sight it may appear that it will much increase the expense of the Department, but I can safely say that they will more than save their extra wages, as much is too frequently lost through the inattention or want of capacity of Clerks.

Our present mode of conveying the Mails on the main routes in carriages which carry passengers is very objectionable, as too frequently the conveyance of the Mails is made subservient to the convenience of passengers, and if the service could be performed in carriages solely employed for that purpose much more regularity and expedition would, I am certain, be ensured; such an arrangement would, however, be attended with much more expense, and I fear, with inconvenience to the public, as on many of the roads through the Province (in fact I may say nearly all) stages could not be supported without the assistance they derive from carrying the Mails; therefore, although most desirable for the Department, as it would not only ensure much more regularity in the delivery of the Mails, but also save it from unjust complaints made by passengers, who, although the principal cause of delaying the Mails, make after arriving at their destination a great outcry against the Department for such delay; still I hesitate in recommending it being done, in consequence of the very great inconvenience I think some parts of the country would suffer were the stages withdrawn from the routes.

It appears to me that it would be very desirable to establish in large towns a proper system of Penny Post, and that at certain points, Receiving Offices should be established; those Receiving Offices might be made dependent upon and accountable to the town offices; such a plan properly matured would be a great convenience to the public and I think might be made to work well at Toronto. And as I am convinced that the same benefit would be felt by its adoption at other points, I beg to suggest that it be established in all the large towns, and that authority be placed in the hands of the Deputy Post Master General to extend it as the increase of the towns in the country may require.

As regards the Post communication between this country and the United States, I am sure the Commission must be well informed how it is conducted, and therefore I do not consider it necessary to describe how it is done, but beg to say that very great inconvenience is felt, in consequence of a separate account of United States daily Postage being kept, and therefore most strongly recommend that some arrangement be entered into with the Post Office Department of the United States, which will allow that the Postage on letters or papers from that country be amalgamated with British Postage, after they cross the lines, in which I can see but little difficulty. If possible that arrangement should extend so that British Postage on letters sent to the United

States could be included with their Postage, the United States Post Office Department accounting for the same. Much inconvenience is now felt, in consequence of letters for the United States having to be prepaid to the lines, and a very serious loss is I am sure, made to the revenue by it, not only by Postage upon letters from this country but many letters from Europe for the United States have to be sent to the Dead Letter Office in consequence of British Postage being charged upon them; and many brought from Europe by private hand from the United States, which are dropped into the letter-boxes of Offices in the Canadas, are now lost to all parties in consequence of no Postage being paid on them, which, were they not required to be prepaid, would not only reach their destination, but and a considerable sum to our revenue. It would also I am sure increase the correspondence from Europe to the United States *via* the Canada and Halifax line of Steamers; as my experience in the Post Office justifies me in saying, that it only requires to increase the facilities of correspondence, and the public will take advantage of them.

2.—It is impossible for me to give a correct opinion as to the amount of correspondence at present sent otherwise than by Mail, but I am aware that it is considerable; and I know that a large number of letters have been carried by steamers, and persons travelling in stages. I have also reason to believe that the offices of forwarders and wharfingers have been made to a certain extent receiving offices for letters. As to the reasons why persons resort to such means, I can only say that they in general do so to save expense; until very lately, I cannot but say that they have been justified in so doing during the season of navigation, as they could by sending their letters by steamers gain a considerable time upon the mails; but in making this remark, I beg to observe, that I know, that for the several years past every endeavor has been made by the Post Office Department to secure a regular Post communication by steam on this lake, in which they have failed until this year; but I have now every reason to hope that such arrangements are in progress as will ensure to the public as full Post accommodation as they can obtain in any other manner; but as many other steamers will ply on the rivers and lakes than those employed to carry mails, it is my opinion that it would be advisable to have a man attached to some of the principal offices, whose duty it should be to go on board all steamers the moment they arrive (whether Mail steamers or not) to collect such letters as might be on the vessel. At this Office I particularly recommend that such a person be employed, and unhesitatingly say that the letters he will collect which would not otherwise reach the Office would more than defray his wages.

3.—As regards the rates of Postage, I am of opinion that they are too high, particularly so for distances above 400 miles, which are so high that they stand almost as a bar to correspondence, and I am convinced that making the rates low for those distances would greatly increase the revenue. This I may say I am sure of. But I by no means coincide with the opinions of some, that Postages should be much reduced in distances below 400 miles, as I can see nothing in the present state of the country or in prospective, to justify me in believing that the revenue would increase by such a reduction, at least for a number of years; on the contrary, I feel almost a certainty that a loss would be made by such a reduction. In adopting a new scale of rates, I beg to recommend that fractional parts of a penny

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be avoided, and I can see no reason for altering the opinion I once before gave, that the following would be the best; viz.

	50	miles,	4d.
	150	"	8d.
	300	"	10d.
	400	"	1s.
all above	400	"	1s. 3d.

Perhaps 3d., 6d., 9d., 1s. and 1s. 3d. might be considered better rates, but although by no means riveted to the opinion already given, as the great bulk of the correspondence ranges between the distances from 50 to 300 miles, I am of opinion that it would be advisable to keep the rates for those distances as stated by me, as the trifling difference would be but little felt by single individuals, while on the contrary the Post Office revenue might suffer by the reduction, trifling as it may at first sight appear.

5.—When the system of charging letters by weight was first adopted in England, I thought that it would much increase the labor of Post Masters, and in consequence from the time that it came into operation have watched its working, and am now (after many thousands of letters rated in that manner have passed through my hands,) of opinion that instead of increasing the labor it will have a different effect; and that therefore many more letters can be rated in a given time under that than under our present system; however as to the effect it would have upon our revenue, I am by no means prepared to say, but being impressed with the belief that it would be otherwise advantageous to adopt it, I cannot but recommend that it be done. One strong argument in favor of it is, that by our present system letters are looked into to ascertain whether they are single, double or treble, which may create a temptation for fraud, or a wish to pry into the affairs of others, as no doubt persons, but more particularly in small Offices, take advantage of the right they have to look into letters to pry into their contents.

6.—I am aware what are the charges at present made for the transmission of newspapers and other periodicals by Post. As regards the rate of charge I do not consider it too high, and with the exception of the proprietors of newspapers, although many years most actively employed in the Post Office Department, I cannot say that I have heard any complaint that was made with a shadow of right but by the proprietors of newspapers, and they would not in my opinion have any right to do so, were they not compelled to pre-pay their papers, which no doubt bears hard on them, as in many cases, although they pay the Postage, they are not repaid the same, by their subscribers failing in paying their subscriptions. Still I must confess I can point out no better mode than making them pre-pay their papers, although from the many difficulties that I have encountered in collecting those Postages, and in fact the losses I have made, nothing would give me more pleasure than to have it in my power so to do. I however cannot close this subject without observing that if newspapers are not pre-paid the Mails will be loaded with them, half of which will be refused when arrived at their destination, and having before me the very great inconvenience that the Post Office Department suffers from newspapers being allowed to come from England free of Postage, I cannot too strongly endeavor to impress upon the Commission the necessity of not allowing newspapers to pass free of Postage; but I beg to observe that I consider it advantageous to the public, to allow exchange papers to pass without any charge being made upon them.

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7.—I have already stated in my answer to No. 6, that I do not think the proprietors of newspapers have any claim upon the public service for the transmission of their newspapers free of Postage, and I here beg to state that it is my opinion that were such granted, it would be injurious to the respectable part of the Press, and the country; as it would be the cause of encouraging the establishment of petty presses, that would sap the foundation of all order.

No. 20.

No. 20.

JAS. ASHDOWN, Esq., Assistant Post Master at Vaughan, Home District. Jas. Ashdown, Vaughan.

Vaughan, 23rd Feb., 1841.

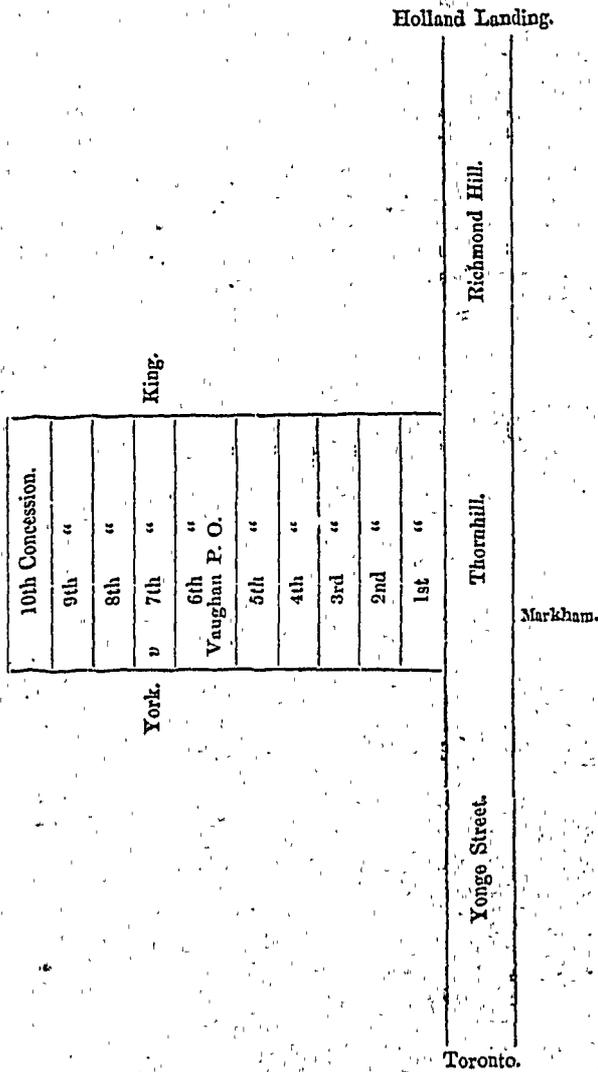
I am induced to trouble you not so much on account of this Office, which is too small to occupy your time, but because I believe there are many, and will be still more, Offices similarly situated. On referring to the annexed sketch, it will be seen that we are about 10 miles west of Yonge Street, near the Thornhill Post Office, to which Office a Mail bag is forwarded every Wednesday and a return bag brought back; in common with other Offices we Mail letters on the different Offices in the Provinces and receive others in return; this causes a trouble by no means equal to the benefit received, and might be considerably abridged and the public much better accommodated, if this Office was placed in the situation that Sub-Offices are in England. I presume you are acquainted with the manner in which they are conducted. I would say, let all letters for Vaughan be mailed at Thornhill, and let Thornhill place in the box for the purpose such letters as belong to 6th, 7th, 8th, 9th and 10th Concession, which are out of their delivery, and on the Wednesday make up a bag for the Vaughan Office, and a bill similar to the Sub-Office bills in England, which bill would on the lower half contain an account of letters forwarded to them on the Wednesday following and be returned with those letters. Vaughan would in this case neither receive nor send bills to any Office but Thornhill, and to Thornhill would it be accountable for the Postage received, instead of as at present making out quarterly accounts to send to Quebec. Thornhill would forward the letters sent to them by the Vaughan Office in the same way as those put in their own letter-box; and to prevent any unnecessary covering the face of the letters with Office stamps, let Vaughan stamp and date on the back of the letter, as is invariably the custom in the old country; the advantages attending this mode and alteration are many. Small Offices might be opened and persons might be found to conduct them, to whom the present method is too perplexing. The Quebec Office would be relieved of considerable labor. The Forward Office (Thornhill) being accountable for the amount of Postages, the whole of the bills now sent to Quebec by Vaughan would be superseded, and instead they would have only 13 Sub-Office bills per quarter to examine, and no account to keep against Vaughan at all; but to the public the convenience would be still greater; at present all letters directed Vaughan, let the Concession be what it may, are mailed upon Vaughan Office, should they happen to be for the 6th to the 10th Concession it is all very well, but if for the 1st to the 5th, inclusive, the probable delay is at least 7 days, and often much longer; as for instance letters are often put into the Toronto Post Office on the Wednesday after the Holland Landing Mail has left, directed to some one in Vaughan, they are stamped "too late" and remain either there or at Thornhill, mailed on Vaughan, un-

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til the next Wednesday; they are then brought to Vaughan. The person they are addressed to may live on the 1st Concession, perhaps within a few rods of the Thornhill Post Office; the most I can do is to send them back as forwarded to Thornhill on the next Wednesday, thus making the delay 14 days; now were all Vaughan letters to be mailed upon Thornhill, it might have been delivered the day after it was put into the Post Office at Toronto. These instances are not few in number; as may be collected from the fact that out of 153 letters mailed on Thornhill, from the 5th January, 1840, to 5th January, 1841, only twenty were put in at this Office, the remaining 133 were all forwarded letters, and at least 130 ought not to come to this Office at all; besides 20 forwarded to Richmond Hill, making a gross amount in this small Office of 150 letters unnecessarily detained, to the great inconvenience of all parties, and which might have been prevented by the mode now proposed. The number of Letter-bills sent and received at this Office was 647; if it were a Sub-Office it would only be 52, and the Quebec Office saved trouble in proportion.



No. 21.

R. Woodhill,
Stanley's
Mills.

R. WOODHILL, Esq., Post Master at Stanley's Mills,
Home District.

Stanley's Mills, 8th March, 1841.

[To Second Post Masters' Circular.]

4.—I consider the yearly value of my Franking Privilege about 14s. or 15s.

5.—I should be willing to accept about 15s.

Answer to Second Post Masters' Circular.

No. 21.

No. 22.

GEO. BELL, Esq., Post Master at Caledon.

Caledon, 17th March, 1841.

[To Second Post Masters' Circular.]

1.—The number of letters sent on my own account is about 6:

2.—The number of letters I receive is 4.

3.—Of late I have received one paper weekly, but whether the Postage is paid or not, I do not yet know.

4.—Being engaged in no business but the duties of my farm, the number of letters would amount to even less than stated above, were it not for my Franking Privilege, but as it now is I think the yearly value of my Franking Privilege to be about 9s.

5.—I would be willing to accept 9s. in compensation for my loss of free Postage.

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(N.) No. 22.

George Bell,
Caledon.
Answer to Second Post Masters' Circular.

No. 23.

ALEX. LEWIS, Esq., Post Master at Mono Mills.

Mono Mills, 10th March, 1841.

[To Second Post Masters' Circular.]

4.—The value of my twenty-six letters and one newspaper, as near as I can remember the places from whence they come, rating them as other letters from the same places, according to miles, would be about £2 5s. 5d.

5.—With regard to the sum I would be willing to receive yearly, it would depend much, I think, on the increase or decrease of letters, so that I could not say at what expense I might be for letters, as some years I might receive more.

There may be many holding the Office of Post Master, such as merchants and men of public business, who may have ten times the amount of free letters, and yet have no more trouble in attending to the Post Office, than those who send but few letters; so that in the event of an allowance being made in lieu of free Postage, there ought to be an equalization between the maximum of free Postage and the minimum of those persons in office who frank so few.

No. 23.

Alex. Lewis,
Mono Mills.

Answer to Second Post Masters' Circular.

No. 24.

J. F. ROBINSON, Esq., Post Master at Bond Head.

Bond Head, 25th March, 1841.

[To Second Post Masters' Circular.]

4. & 5.—I consider my Franking Privilege equal to £20, exclusive of Commission; and as a merchant with an improving business, I should not be willing to accept a sum less than £25 as a compensation for my Franking Privilege, including what I might otherwise charge for Office-hire.

No. 24.

J. F. Robinson,
Bond Head.

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No. 25.

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S. M. SANFORD, Esq., Post Master at Barrie.

Barrie, 8th March, 1841.

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S. M. Sanford, Barrie, Answer to Second Post Masters' Circular.

[To Second Post Masters' Circular.]

4.—My Franking Privilege I should consider about £7 10s. cy.

5.—I would be willing to accept, and should consider the yearly sum of £5 cy. a sufficient compensation for the loss or my present privilege of franking; as, no doubt, a proportion of the Postage accruing from my correspondence would be defrayed by other parties.

No. 26.

No. 26.

J. M. Hamilton, Penetanguishene.

J. M. HAMILTON, Esq., Post Master at Penetanguishene.

Penetanguishene, 25th Jan., 1841.

Answer to Second General Circular.

[To Second General Circular.]

1.—Post Masters should state the hours of departure of Mail Carriers from their Offices to the next Office of delivery, in order that the Receiving Post Master may be enabled to ascertain whether they have made any unnecessary delays on the route.

2.—I have every reason to believe that there is a great deal of correspondence carried on otherwise than by Mail, that the parties doing so are influenced more by the inconvenient and distant situation of the front Offices than by the charge of Postage, though no doubt many do so to save that expense; how this can be prevented I do not know, except by establishing a Post Office in every small settlement; but as it would be difficult to procure proper persons for such important trusts, I fear the loss arising to the Post Office Department must be borne, except in some places where Post Offices can be removed to more convenient situations, and where proper persons can be found to conduct them.

4.—That a reduction in the rates of Letter Postage would in some degree increase the amount of correspondence I have no doubt, but not so much as to increase, but rather lessen, the Post Office Revenue, if any considerable reductions were made; the settlers in the country places of this Province being generally farmers and not in the habit of writing except on necessary business relative to their immediate employments, their correspondence would be nearly the same whether more or less Postage were paid; it is not so in the United Kingdom where so many people of property have little else to do than amusing themselves in writing letters.

No. 27.

No. 27.

James Ellis, Beaverton.

JAS. ELLIS, Esq., Post Master at Beaverton.

Beaverton, 11th Feb., 1841.

Answer to First Post Masters' Circular.

[To First Post Masters' Circular.]

My pay amounted in the year ending the 5th July, 1840, to the sum of £4 9s. 7½d. cy., out of which I have to find whatever stationery may be

required for the use of the Office. Other emoluments I have none whatever, excepting the privilege of receiving and sending my own letters free.

I keep no clerk, but am obliged to have an assistant occasionally, as I have to leave home two or three times in the year on business.

Office rent none.

I have never kept any account of stationery from the time I made a charge of three or four shillings on the Quarter Accounts, which was disallowed. The Eldon Post Master told me he made a similar charge which is allowed.

23rd March, 1841.

[To Second Post Masters' Circular.]

4.—I think I may safely say that the Franking Privilege is worth to me from ten to fifteen pounds per year, as a person in business. In fact, but for the privilege of franking, a Post Office would not be worth attending to in a back country like this, the per centage is so small compared with the trouble and attention required. But that the business of a store requires some person throughout the day in almost constant attendance, it can in no way remunerate a person for his attendance on it alone.

5.—I think that the least sum I ought to get in lieu of the Franking Privilege could not be less than ten to twelve pounds per year. If my business increases it would be worth more hereafter.

No. 28.

No. 28.

DAVID SMART, Esq., Post Master at Port Hope.

David Smart, Port Hope.

Port Hope, 15th March, 1841.

[To Second Post Masters' Circular.]

1.—The number of letters or packets which I have been in the habit of transmitting by Post under my Franking Privilege, as near as I can judge, may average about 800 per annum.

2.—The number of letters or packets which I have been in the habit of receiving might, I suppose, amount to 600 per annum.

3.—The number of newspapers I have of late been receiving free of Postage has been 10 per week.

4.—It is perhaps rather a difficult matter to form a correct estimate, but I suppose, taking everything into consideration, I may value the privilege to me at £50 per annum.

5.—If it be deemed necessary for the economy of the public service, that the privilege of franking should be discontinued generally, I should consider it my duty cheerfully to give up the privilege, and would be willing to accept of £50 per annum in lieu of the same.

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26th March.

(N.)

Answer to Second Post Masters' Circular.

Answer to Second Post Masters' Circular.

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No. 29.

26th March.

E. SANFORD, Esq., Post Master at Peterboro'.

Peterboro', 18th Nov., 1840.

(N.) No. 29.

E. Sanford,
Peterboro'.

I have the honor to state briefly for the information of the Commission, that the Mail routes from this town, especially the main one from hence to Port Hope, is at two seasons of the year (spring and autumn) for about four months in a most wretched state, so much so that a wheel carriage can only travel at the rate of three miles the hour, and the Mail is frequently ten hours in making the distance to and from Port Hope (about 30 miles.) This route passes upon the Division line of Cavan and Monaghan, and through the Township of Hope, three of the finest and best settled in the Upper Province, but the occupants being principally upon the Concession Lines within these Townships, and upon the cross roads, the Statute labor is by no means sufficient to keep the main communication in repair. I beg to call the attention of the Commissioners to this Mail route as being of much importance to this section of the country. A plank road has been in contemplation from this place to Port Hope, which, I think, would pay a fair interest for money invested in the same, and much benefit the Province. The community of this place have asked for a daily Mail from hence to Port Hope and Cobourg, which I am of opinion would be generally beneficial, and should be granted immediately after the separation of the District. I beg further to state that the benefit to this place from the Mail route to Belleville and Brighton is of such trifling consequence to this place that I would recommend a weekly side Mail either to Otonabee or Asphodel. As regards my own Office, it only becomes necessary to state that the duties, when performed by one person, are arduous. The attendance is from 7 o'clock A. M. to 7 P. M., with the exception of one hour to dine. My Quarterly Returns to the General Post Office show that I receive about £30 per annum for my attendance upon this Office, where there are twelve Mails received and despatched weekly.

8th Jan., 1841.

[To Second General Circular.]

Answer to Second
General
Circular.

2.—One-fourth of the correspondence from this place is now sent by private hand, principally to Cobourg, at which place the District Offices and Banks are. This would not be the case were a daily Mail established between Cobourg and this place, not to leave the former until the arrival of the Eastern, Western and American Mails.

3.—I think a uniform rate of Postage should be established, and it appears to me four pence would be a fair rate for a single letter, and one that would pay.

4.—I am of opinion this change would considerably increase the correspondence by Mail.

5.—I would assimilate the practice here to that of the United Kingdom.

6 & 7.—I am aware what are now the charges made for the transmission of newspapers and other periodicals by Post. I certainly consider it just to make a charge upon newspapers, &c. thus transmitted, especially taking into consideration that in this country there is no burthen of Stamp Duty. I am of opinion one-half of the present rate should be

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No. 30.

No. 30.

J. Lockwood, Esq., Post Master at Brighton.

J. Lockwood,
Brighton.

Brighton, 31st Dec., 1840.

The rates of letter Postage, if they could be reduced without embarrassing the Department, would afford great public accommodation; and while I am decidedly against the Penny Post system, I am rather inclined to think a reduction to a reasonable extent would perhaps augment instead of diminishing the revenue. The present rates, I have been told, were adopted in the comparative infancy of the country, when the roads were extremely bad, and the transmission of the Mails was attended with an expense which required such a levy. But circumstances of that nature having now changed, I have been led to doubt the policy of continuing the present charges. One thing I can state as fact, that the present rates have always been, ever since I was Post Master, a subject of complaint. If something like the following scale could be adopted I could point out several advantages which would arise from the measure:

Under 25 miles,		3d.
From 25 to	50	4d.
" 50 "	100	6d.
" 100 "	150	8d.
" 150 "	200	10d.
" 200 "	300	1s. 0d.
" 300 "	400	1s. 3d.
Over 400		1s. 6d.

to any part of British North America for a single letter: one advantage arising from this scale of rates is that the reduction in the lesser distances being from 20 to 30 per cent. would, in my opinion, greatly enhance the business for those distances; and if it would not augment the revenue, it would at least make up for the deficiencies in the longer ones. Another advantage is that it approximates nearer to the scale of rates in the neighbouring country; and thereby stifles feelings which sometimes arise against British Institutions, on account of expenditure; and the last advantage to which I will now refer is, that it does away with the trouble of computing fractional parts of a penny, in mailing, carrying out, and footing the accounts; an improvement which would soon be felt and acknowledged by every Post Master.

It has gone the rounds of the public journals, is currently reported and generally believed, that the Department pays over annually to the Parent State a considerable surplus of Post Office revenue. If this is a fact, I am decidedly of opinion that it is both impolitic and unjust, unless there exists a moral obligation to do so. It is impolitic, because it is levying a direct tax unnecessarily upon the social and commercial transactions of the country, at a time too of unparalleled depression; and it is unjust while those who are the chief agents in collecting this revenue and sustaining the respectability of the Department are so poorly paid. A public Post being instituted principally to give zest and facility to the social and commercial relations of life, the public, it appears to me, should not be burthened with anything more than merely to sustain it. If there exist, however, any necessity to maintain a surplus independent of any claims, it would in my opinion be an accommodation even to the Department itself to have it expended on the Mail routes.

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There exists an absolute necessity that some better provision should be made for ample remuneration of Post Masters. Is it, I would ask, just or equitable that while Mail Contractors and mere Couriers realize often 100 per cent. on their engagements, and other servants of the Crown in the Civil and Military Departments of the State are paid double, triple and quadruple rates for less important services, the poor Post Master, under obligations for instant duty at all hours and under all circumstances, should be content with a pittance insufficient to his comfort and decency? Can there be even a silent demur against the argument that a man whose qualifications for business have cost something, who is willing to sacrifice in a degree his private convenience, and to apply his acknowledged prowess to the public good, should not be even respectably paid? I know there cannot, and I likewise know on this topic I am responded to by every statesman, philanthropist and patriot throughout the world. I make these remarks with a view to press this part of my subject on the good sense and refined feelings of the Commissioners; and in doing so I am prompted not merely by personal interest, and the convenience of Post Masters in general, but by the conviction that that is the only alternative for securing to the public a respectable and efficient Post Office Department.

I would recommend the doing away with the percentage system of remuneration altogether; and that every Post Master should be put upon a salary in proportion to the times per week he has to make up and overhaul a Mail. This plan of remuneration, I am of opinion, would apportion every man's pay to the actual amount of public service rendered, much better than the actual amount of cash collected in an Office. If the Commissioners should request a point from which to construct a scale of remuneration to Post Masters generally, in view of the sentiments here expressed, I should say that the Brighton Office, for instance, ought to be worth to its incumbent at least from £75 to £100 per annum. Though the above scheme of pay would apply very generally to the country Offices, yet I am fully aware that the Offices in the cities and larger towns require a distinct consideration; and a provision I think is also requisite for Assistants where they are indispensable. Before I can dismiss this part of my subject I must be permitted to express the pain which is sometimes felt at the reflections which are often made where the appearance of an Office does not suit the taste of inconsiderate men. These reflections are only silenced by the proverbial reply that "Post Masters are poorly paid," a disparagement which I sincerely hope will be done away with, now the subject is fairly before the Commissioners, and an effectual remedy fully within their power.

If it should be decided to augment the pay of Post Masters and put them upon a salary, then I would suggest the propriety of abolishing all fees, perquisites or emoluments for the delivery of packages and letters over and above the legal rate of Postage charged; and the privilege of franking, except on the *bonâ fide* business of the Department, if it could also be rescinded, would put a stop to a vast amount of abuse. But as the lesser Offices on the bye routes could not be maintained without franking, I suppose it will be found necessary to incorporate the privilege with any new scheme that may be resorted to.

Respecting changes in the leading features of the Department, as a general rule, I am averse to changes merely to try experiments. When a system has been found to work well it should be departed from reluctantly. In every state there are theorists and visionaries whose object appears to be merely to undo and overturn. Principles of tried practical utility are of

small consideration in view of darling schemes, the results of which no one can exactly descry, and which after disappoint the expectations of their most sanguinary supporters. In the discussions which have been had upon the Department, some have expressed an opinion that the connection with the General Post Office in London should be dissolved, and that the Department should be brought under the control of the local Legislature; that there should be one or more Post Masters General in the Colony; the rates of Postage thrown off and the penny system resorted to. In my view there are important reasons for strengthening the ties with the Parent Country, whenever these ties impose no unnecessary burthen on the public; and I am fully of the belief that the present Post Office arrangement might be made to work as well, if not better, than one under the action of the Provincial Legislature, independently of the General Post Office at Home.

If, however, a change is indispensable, and there exists a necessity for a dissolution of the connection, then I should suppose it would be best to place the Department under the action of the Government. I should suppose the Post Master General should then become a Member of the Legislative Council, each Post Master to hold his Commission direct from the Crown, and the Post Office revenue should be brought to account in the same way as other portions of the revenue.

No. 31.

C. BIGGAR, Esq., Post Master at Murray.

Murray, 23rd Nov., 1840.

I think the remuneration of the Officers of the Department quite inadequate to the amount of services rendered, particularly in Offices situated like my own, where the Mails pass and repass in the night, which disqualifies the Assistant for the duties of the day. The rates of Postage to any part of British North America should not exceed the present charge on a letter for Europe. Well authenticated losses of money should be refunded, and the balance of the revenue expended on roads, being well convinced that nothing accelerates the settlement of the country more than the establishment of Post routes to every settlement.

No. 32.

A. McFAUL, Esq., Post Master at Wellington.

Wellington, 1st March, 1841.

[To First Post Masters' Circular.]

My commission of 20 per cent., for the year ending the 5th July last, was £6 11s. 10½d.

The management of my Office principally devolves upon an Assistant. I have not for many years made any charge for stationery, nor have I incurred any additional expense for Office rent, as the Office is kept by my Book-keeper in my own Office.

We have a Mail every day, and the down Mail generally arrives here before daylight in the morning.

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26th March.

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No. 31.

C. Biggar,
Murray.

No. 32.

A. McFaul,
Wellington.Answer to
First Post
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17th February, 1841.

26th March.

[To Second Post Masters' Circular.]

(N.)

Answer to Second Post Masters' Circular.

- 1.—I sent from the 5th July, 1839, to the 5th July, 1840, 361 letters under my Franking Privilege.
- 2.—During the above period I received 633.
- 3.—I receive four newspapers free of Postage annually.
- 4.—I consider the yearly value of my Franking Privilege to be £25.
- 5.—I would be willing to accept yearly £25.

No. 33.

No. 33.

Wm. Rorke, Picton.

Wm. RORKE, Esq., Post Master at Picton.

Picton, 26th Dec., 1840.

The remuneration to Post Masters (not alluding to those in the principal Offices) is admitted by all having knowledge of the matter to be totally inadequate to the services performed by those Officers; some of whom on the main route, who have Distributing Offices and have harrassing night duties, deserve especial notice. The amount of emoluments, in a great majority of the Offices, is no inducement for holding them, and I am sensible that many of the present incumbents retain them from causes apart from their pay, such as from solicitations of their neighbors, a desire to increase public resort to their localities, and other reasons that might be mentioned, causing them much inconvenience, and in some instances pecuniary loss. Indeed it has been a matter of surprise to me, being personally acquainted with many of them, that such a number of respectable, efficient men as are to be found amongst them, are willing to give their time for the salaries they receive. It furnishes in my opinion a strong argument in favor of the character and standing of the Department to see them do so, as surely such men would not, under these circumstances, continue to identify themselves with a Department they considered ill-conducted or unpopular.

Although out of the revenue arising from the Post Office in this thinly settled country, and where small Offices are springing up, it cannot be expected that a large increase can be made to the salary of its Officers, yet I have no doubt that sufficient information will be obtained by the Commissioners to satisfy them that a more liberal allowance than the present should be made; one nearer to fair compensation for services rendered. I would therefore respectfully submit the following for their consideration.

The Offices to be divided into two classes :

1st. Those where the sum collected does not exceed £400 per annum.

2nd. Those where the amount collected exceeds that sum.

To those of the first and most numerous class, I would propose an allowance of 50 per cent. on their collections until the salary amount (as the customs) to £100. per annum, with the present allowances for stationery, &c., with a small additional sum to Distributing Offices in proportion to the extent of this extra duty. Offices which would become entitled to this maximum

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are such as generally receive daily Mails, and the duties whereof require the entire attention of the Post Master and frequently that of an Assistant; and taking into account that all this class have to provide an Office, fuel, candle light, &c., it will perhaps not be considered too large a salary.

On the allowance for Offices of the 2nd class I am not qualified to give an opinion, as I am unacquainted with the amount of collections made in any one that comes within the description; those might perhaps be better paid with fixed salaries in proportion to the extent of business done by them at this time, with authority to the Head of the Department to increase the same as the duties increased in such Offices.

The propriety of making a change in the present rates of Postage has frequently engaged my attention, and I am induced to believe that a reduction to some extent might be made which would be a relief to the public without occasioning a material reduction of revenue from the Department. I would suggest the following tariff, viz :—

Single letters under 20 miles,	2d.
20 and under 50 "	3d.
50 " 100 "	5d.
100 " 200 "	7d.
200 " 300 "	9d.
300 " 400 "	1s. 0d.
Over 400 miles,	1s. 3d.

All letters with enclosures under half an oz. to rate as double, with an additional rate on every half oz. or fractional part thereof.

British and Colonial newspapers and pamphlets 2d., and foreign 1d. per sheet. At present letters subject by the above tariff to a Postage of 2d. are seldom mailed, and I would expect a great increase of those coming short distances, should a reduction take place; as at the present rates every opportunity of sending by private hand is seized on.

Next to a reduction of Postage nothing would give more general satisfaction than the employment of Steamboats for transport of Mails whenever they can be made use of to advantage; it would give a check to the prevailing practice of sending privately by them, which is often done as much for the sake of expedition as of saving.

The propriety of the Department being accountable to individuals for money lost by the transmission by Mail is insisted on zealously by many, and, if adopted, would probably greatly increase the business, but it is encumbered with so much difficulty I would not recommend its adoption, although it doubtless would be an advantage in country places where persons are not within reach of Banks to obtain drafts, and who are in a manner compelled to entrust their money in the hands of, to them, unknown persons.

13th March, 1841.

Answer to Second Post Masters' Circular.

[To Second Post Masters' Circular.]

1 & 2.—I send 400 letters annually and receive 584.

4.—The amount yearly, if taken for three years past, exceeds £20.

5.—£20.

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26th March.

W. BOWEN, Esq., Post Master at Frankford, Midland District.

(N.) No. 34.

Frankford, 29th March, 1841.

W. Bowen,
Frankford.

Answer to Second Post Masters' Circular.

[To Second Post Masters' Circular.]

4.—Averaging letters sent and received at 7½d., and considering it is the only emolument I have worth enjoying at present, although this is a place of great promise, I think the value of my Franking Privilege is worth £25 per annum.

5.—I think about £25 would be a fair equivalent, per annum; but as the privilege of franking does not injure the public revenue, I am of opinion that the privilege had better be continued than that any fixed sum should be substituted in lieu of it.

No. 35.

No. 35.

D. Cameron,
Belleville.

D. CAMERON, Esq., Post Master at Belleville.

Belleville, 19th Feb., 1841.

Never having been engaged in business myself, the limited experience to be gained by attending to the usual routine in such an Office as this, is hardly such as would warrant me to recommend changes to the Commission. I may mention, however, that from conversations with almost every one with much correspondence here, I do not think that the present rates of single Postage are much complained of, but the complaint appears universal of double and treble Postages as at present rated; and I believe were letters rated as Old Country letters now are, by weight, it would give very great and very general satisfaction.

The trifling remuneration of the Post Master of this place must certainly strike the Commissioners. This Office is peculiarly situated, the Mails both from the East and West arrive late in the evening. Regularly in the spring and fall, or at any season when the roads are bad, there are two arrivals and two departures during the night; now it would be almost impossible for one person to give the close attendance required in the Post Office during the day and do all the night work too. Hence an Assistant is almost indispensable.

No. 36.

No. 36.

J. M'Kenzie,
Madoc.

J. M'KENZIE, Esq., Post Master at Madoc.

Madoc, 18th Feb., 1841.

Answer to First Post Masters' Circular.

[To First Post Masters' Circular.]

The amount of my emolument for the year ending 5th July last, was £1 17s. 10d., derived from the commission on Postages usually allowed, and from no other source.

Owing to the situation I hold, as Clerk to D. M'Kenzie, Esq., I have no Office rent to pay; but as I have occasion to be absent a good deal, the Post Office duty devolves upon an Assistant, whose pay amounts to more than all the emoluments I ever received from

the Office. It is not for personal benefit that I act as Post Master, but for the public, as the duty is very responsible, and attended with a great deal of trouble and inconvenience, the remuneration for which is so very inadequate.

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11th March, 1841.

[To Second Post Masters' Circular.]

4.—I receive or send very few franked letters, unless on Post Office business, as near as I can judge about 20 a year. I receive no newspapers free of Postage.

5.—The value of my Franking Privilege is so small that I cannot name it, but I would rather have the privilege than double the value; the real value as far as I can judge is about 10s. per annum.

Answer to Second Post Masters' Circular.

No. 37.

No. 37.

JAS. FIDLAR, Esq., Post Master at Marmora.

James Fidler,
Marmora.

Marmora, 17th Feb., 1841.

[To First Post Masters' Circular.]

My salary or commission for the year ending the 5th July last, from the General Post Office at Quebec, comes to 15s. 10d.; and for commission on United States Postage, in account with the Post Offices at Queenston and Kingston, 2s. I attend to the Office myself and have no Office rent or Clerk hire to pay.

Answer to First Post Masters' Circular.

16th April, 1841.

[To Second Post Masters' Circular.]

1.—I send to different places about fifty-two letters under my Franking Privilege annually.

2.—I receive to the best of my knowledge 120 annually.

3.—I receive 468 newspapers free of Postage annually.

4.—I consider my Franking Privilege, with regard to newspapers and letters sent and received, worth £10 per annum.

5.—I would not accept less than £20 per annum for the loss of my present Franking Privilege; I would rather give up the Office.

Answer to Second Post Masters' Circular.

No. 38.

No. 38.

ALLAN MACPHERSON, Esq., Post Master at Napanee.

Allan Macpherson,
Napanee.

Napanee, 4th Jan., 1841.

The date of my first Commission as Post Master here, is the 9th May, 1820, and I have continued in office ever since. For the first year or two my commission of 20 per cent. on the proceeds varied from

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12s. 6d. to 15s. per quarter, including a small allowance of 10s. per quarter for stationery. The Mail now runs daily on the main route, and twice a week through Camden East, Loughborough, &c. The allowance for stationery now is only 15s. per quarter, a sum not sufficient to pay for the sealing-wax consumed; consequently I am obliged frequently to make use of old envelopes to cover the Mails. My commission as Post Master has never yet amounted to £25 per annum, including stationery, and there is no allowance made for Office rent, fuel, &c. I deliver about 200 Provincial newspapers per week, exclusive of foreign papers and pamphlets, and for this service we have no allowance whatever; and it is attended with a vast deal of trouble, as it frequently happens that in the course of the week half a dozen persons from a neighborhood call for the same paper.

From the above statement it will be seen that the allowance to country Post Masters is not at all equivalent to the immense labor they have to perform; and a great part of that labor has to be performed every hour of the night, in overhauling the Mails whenever they arrive.

It is a matter of great surprise that the Mails, unprotected as they are, are not more frequently robbed. I would humbly recommend that the Mails through the main routes through the Provinces be protected with guards as in the Mother Country, and that these guards be composed of men of sobriety and integrity, in the confidence of the Department, and altogether unconnected with the stage contractors. It is a matter well known that during the late troubles in 1837-8 a great majority of the stage drivers were foreigners; that their stopping places were invariably at houses kept by foreigners; and I believe it to be a matter beyond doubt that these drivers were in the confidence of the disaffected, and that they carried dispatches to and from them throughout this Province.

Many are of opinion that the Postage on newspapers is too high, and that the Postage ought to be collected at the place of issue. I am not prepared to give an opinion as to the sum that ought to be charged for the Postage of papers, but it is a well known fact that the expense of carrying newspapers is more than three times that of the conveyance of letters, the weight of papers being more than six times that of letters; and notwithstanding the frequent complaints made we see new papers springing up almost daily. Whatever the rate of Postage may be I think it ought to be paid as at present by the publisher, as it would be almost impossible to collect it in the office of delivery, as persons are seldom prepared to pay a half-penny or a penny for a paper; hence the delivering Post Master must either open an account with every one who gets a paper, and run the risk of getting the Postage at the end of the quarter, or he must give offence to every one who gets a paper for refusing to trust them the trifling sum of a half-penny.

It is further to be remarked that since the new regulations on Old Country letters sent by Halifax has come into operation, there is much additional trouble attendant on making up of those Mails, as considerable writing in the letter bill more than in the ordinary form (besides making Mails for these letters) is required to accompany each bill, and then not appearing in the books of Mails sent, the Post Master is consequently without remuneration of any kind for this additional trouble, except in cases of letters pre-paid, which very seldom happens.

No. 39.

Hon. J. McDONALD, Post Master at Gananoque.

Gananoque, 18th Feb., 1841.

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(N.) No. 39.

J. McDonald,
Gananoque.

I consider the improvement of the Mail roads of the very greatest importance to make available to Her Majesty's subjects the full benefits intended for them by the Mails, and although I am in favor of a low rate of Postage, particularly on newspapers and periodicals, I would be in favor of continuing the present rates if the revenue thereof is applied to the improvement of roads and increase of Post Offices. I own a considerable extent of real estate, and would most cheerfully submit to a direct tax on it for the improvement of the Mail roads, believing that good roads have a great tendency to promote education and religion, and consequently to enlighten and improve the state of society, and be a means of perpetuating good government. This of itself would be a sufficient inducement for me to support such a measure; but viewing it in a pecuniary point of view, I believe that such a tax would be repaid tenfold in the enhanced value of the lands. It may be somewhat difficult to make this tax bear equally on all, as lands in remote parts might not benefit in so great a degree as those in the immediate vicinity of such roads, but I think there might be a scale by which they might be equalized. I am well aware many have a strong objection to direct taxation; and if money can be raised at once for the construction of good roads and an appropriation made from lands, import duties, from the revenue of the Post Office, or from any other source, for the payment of interest and the re-payment of the debt or principal, all the better.

In the present deplorably bad state of the roads I am unable to suggest any improvement in the mode of conveying the Mails, although it is my impression that from competition, Mail contracts are taken too low, which does not enable the contractor to put on the line light strong carriages and good horses; which would enable them, even on bad roads, to go through quicker than at present; but I do not wish to be understood as making a complaint against the manner in which the Mails are at present carried.

18th Feb., 1841.

[To First Post Masters' Circular.]

In compliance with your request, I have the honor to annex for the information of the Post Office Commissioners, a return of my pay and emoluments as Post Master at this place for the year ending 5th July last; also the other information required.

My Office for my own business is open every day in the week, Sundays excepted, from sun-rise in the morning until 9 o'clock at night, in this office. I also keep the Post Office, and the duty is performed by myself and two of my confidential clerks, who are sworn as my Assistants. Those clerks do the most of the duties of the Office under my own supervision, and the Quarterly Returns have never once been made without my examination and signature.

As my Office and clerks are the same used in my other business, the extra expense is not much. The Mail passes each way, east and west, six times in each week, and part of the season at all hours of the night, breaking my rest or that of one of my clerks, and causing the consumption of extra lights and fuel; this night

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work is my greatest inconvenience. The same attention is paid to the duty on the Sabbath as other days, when the Mail arrives on that day, which is the case the present season.

The per centage or commission received would not remunerate me for the responsibility and expense and trouble, but being a merchant and owning flouring mills causes a considerable correspondence, which by virtue of my office is free; and the commission, and saving of Postage on my own letters, amply pay me for the expense and responsibility.

It is only merchants, or persons in business like myself, who have a large correspondence, who are benefitted in this way; and consequently there is a disproportion in the remuneration to Post Masters as they are now paid; and it has occurred to me that if a salary was attached to the Office in accordance with the amount of business done at this Office, without any Franking Privileges to the Post Master except strictly on the business of the Department, it might be as well as the present system.

Many Post Masters are induced to act as such to oblige the neighborhood in which they reside, to enable their neighbors and themselves to receive newspapers and letters, more than for the emoluments of the office.

Public and private business often call me from home, and sometimes one of my clerks is away on my business; and to insure always the attendance of one duly qualified, I received the consent of the Deputy Post Master General to allow two to be sworn as Deputies, and not on account of the amount of business done in this Office; as you will see by the Returns it is but trifling, although it requires nearly the same attendance as if the business was much more.

I am unable to state the exact amount saved in Postage by virtue of my office. A considerable part of my correspondence is with Post Masters and would be free to me were I not a Post Master myself; but if no Post Master had the privilege, my impression is that my Postage would amount to at least seventy-five pounds per annum.

26th February, 1841.

[To Second Post Masters' Circular.]

In a former letter I stated my own Postage at £75 per annum, but on more strict investigation I am of opinion my own Postage would approach very nearly to £100 per annum, if paid for.

- 1.—1550 letters and packages.
- 2.—1450 letters and packages.
- 3.—Average ten, including monthly publications.
- 4.—One hundred pounds.
- 5.—Seventy-five pounds.

No. 40.

No. 40.

Benj. Tett,
Newboro'.

BENJ. TETT, Esq.; Post Master at Newboro'.

Newboro', 4th Dec., 1840.

With regard to the remuneration of the Deputy Post Masters at the minor Offices, I cannot but think that they are very inadequately paid. On the other

side will be seen a statement of the per centage received by me as Post Master at Newboro' for the last four years, viz. from 5th October, 1836, to 5th July, 1840; besides which, as Post Master, I only receive 2s. 6d. per quarter for stationery, and am entitled to send and receive my own Postage, to the amount of double letters, free.

The duties and responsibilities of Post Masters are great, and the labor of receiving and making up the Mails, the expense for Office, fire-wood and candles, with a constant and unremitting attention to the duties, render it altogether an arduous undertaking, and such as no one could think £12. 11d. per quarter a fair remuneration for. Let me not be considered as murmuring at the duties the Office involves, indeed, rather than be without the Office, I would perform the duties gratis, for generally where a Post Office in remote places is established, the roads, agriculture and business improve, and the Mail brings with it a desire for information and knowledge, which extends more or less to all classes of the community and proves a blessing to the neighborhood. The approbation and feeling of thankfulness with which the inhabitants of remote places have experienced the willingness of the Deputy Post Master General to establish Post Offices in many such places, shew that the advantage is felt and appreciated. While, therefore, I would hope that the Post Office revenue will soon afford a more adequate payment for the duties performed at the minor Offices, yet should the state of the revenue require it, I would, as an individual, continue to perform the duties even for the present inadequate remuneration; being persuaded that the establishment and proper management of Post Offices affect and promote the prosperity and well being of the neighborhood.

21st January, 1841.

[To Second General Circular.]

Answer to Second General
Circular.

1.—I have no suggestions to offer with a view to the improvement of the internal Post communications of these Provinces, except a direct route between Perth and Kingston, which I think may be carried into effect by establishing two Offices more than at present exist, viz. one at Lyndhurst and one at Brewer's Mills, on the Rideau Canal; which would greatly add to the convenience and benefit of an extensive and increasing population between Beverly and Kingston; the Mail may at present be sent from Perth to Vestly, from thence direct to Beverly, Lyndhurst, Brewer's Mills and Kingston. This route in time of war would be safe from the incursions of an enemy, being from 20 to 25 miles in rear of the St. Lawrence, whereas the front route would always be liable to interruptions near the American frontier.

2.—I can give no opinion as to the precise amount of correspondence sent otherwise than by Mail, but am apprehensive that many persons avail themselves of private conveyance, particularly between Kingston and Bytown, and intermediate villages, viz. the Rideau Canal. The reasons which induce people to resort to these means of conveyance are probably because the Steamboats pass through much quicker than the Mails, and I believe such letters are carried without charge.

3.—Judging from the amount of Postage received at the Newboro' Post Office, I should think the present rates of Letter Postage in these Provinces, quite reasonable and moderate.

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4.—I do not think that a reduction of the rates of Letter Postage would materially increase the correspondence by Mail in these Provinces at the present time. When the Provinces become more densely populated, I think a reduction of the present rates may be beneficially adopted.

5.—I think the system of charging letters by weight (as is now the practice in the United Kingdom) might here be advantageously substituted for the present mode of rating by single and double letters.

* * * * *

7.—I do not think that the proprietors of newspapers or other periodicals in British North America have a claim on the public service for the transmission of the same entirely free of Postage; but I do think that the community enjoying the reading of well selected periodicals are greatly benefitted, and the Post charges on the same should be as low and reasonable as possible.

No. 41.

Henry Jones,
Brockville.

No. 41.

HENRY JONES, Esq., Post Master at Brockville.

Brockville, 4th March, 1841.

Answer to Second Post
Masters' Circular.

[To Second Post Masters' Circular.]

1.—I send about 1250 free letters per annum, as near as I can estimate.

2.—I receive about 1250 free letters per annum.

3.—I receive about 636 newspapers per annum.

4.—If the letters and papers received and sent by me free of Postage were rated with the regular rates of Postage, they would probably amount to £90 per year; you must be aware if I had not the privilege of franking nearly one-half of these letters would be sent by private conveyance.

5.—I should be willing to accept of £60 per year in compensation for the loss of my free Postage.

I would beg to remark for the information of the Commissioners, that this Office is a Distributing Office for all Offices situated to the north of this; say on the routes to Newboro', Perth, Merrickville, Fitzroy Harbor and Bytown; which is attended with much trouble, and for which I ought to be allowed a yearly compensation in addition to my salary of a commission on letters and papers; but in consequence of my extensive correspondence for my mercantile and forwarding establishments, which causes a large amount of free Letter Postage, I have refrained heretofore from asking any remuneration, to which I know I am justly entitled for my services in attending to a Distributing Office.

No. 42.

A. Jones,
Prescott.

No. 42.

A. JONES, Esq., Post Master at Prescott.

Prescott, 19th Dec., 1840.

Answer to Second General
Circular.

[To Second General Circular.]

2.—I am of the opinion that one-third of the correspondence between Quebec and Toronto is performed otherwise than by Post, say by private conveyance; and that the privilege extended to the Contractors for carrying the Mail from Montreal to this place, viz.,

their correspondence free on the business of the line, is very much abused; for it is extended to their private correspondence as well as that of their extensive business as forwarders; they, the Contractors, being allowed a private side bag to which the Post Masters have no access, and over which they have therefore no control.

3.—I am of opinion that the rates of Letter Postage are too high; but am not prepared to suggest an improved scale. I leave that to more experienced hands.

4.—A very considerable reduction in the rate of Letter Postage, particularly on letters weighing over $\frac{1}{2}$ or $\frac{3}{4}$ of an ounce, would very materially increase the correspondence, and consequently add to the Post Office revenue.

5.—I do think that the system of charging letters by weight (as is now practiced in the United Kingdom) might here be very advantageously substituted for the present mode, as it would have the direct tendency of making it an object to correspondents to embrace the Post communication in preference to that of a private nature.

6.—I am aware of the charges at present made for the transmission of newspapers and periodicals by the Post, and consider the rate too high (say 50 per cent.) and the mode of payment objectionable. I would advise their being transmitted by Post, subject to the payment of a reduced rate of Postage by the subscribers. It would be only an act of justice to the publishers, who unavoidably are subject in many instances to the total loss of their subscriptions; notwithstanding in 99 instances out of a 100 their papers, &c., would be taken out of the Office, and the Postage paid, if sent subject thereto.

7.—I am not of opinion that the proprietors of newspapers and other periodicals have a reasonable claim on the public service for the transmission of the same free of Postage; but on the contrary, am of opinion that the impost on such papers, &c., is quite as equitable as that on letters; neither do I think that in the event of such a claim being acceded to, their circulation would be materially if at all extended; therefore no advantage would be obtained commensurate to the abandonment of a very considerable revenue; but, as stated in my answer to the 6th query, I think the present charge too high by 50 per cent.

5th March, 1841.

[To Second Post Masters' Circular.]

Answer to Second Post
Masters' Circular.

1.—The number of letters and packets, as near as I can judge, independent of letters on the business of the Department, that I send by Post under my Franking Privilege annually, is about 522.

2.—The number I receive is about 522.

3.—The number of newspapers I receive is as follows, viz. Montreal Herald, 234; The Church, 52; Patriot, 156; Statesman, 52; British Whig, 52; and Globe, 52; making in all 598 annually.

4.—I consider the yearly value in money of my Franking Privilege, having regard to newspapers as well as to letters sent and received, to be £40.

5.—I would be willing to accept yearly, in compensation of my present privilege of free Postage, £20.

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I say I am willing to accept yearly, in compensation for the loss of my present privilege of free Postage, the sum of £20, because I send and receive a great many letters and parcels by Post that would not be sent or received if I were not Post Master; consequently the Department neither gains nor loses by the excess.

No. 43.

G. C. Wood,
Cornwall.

No. 43.

G. C. WOOD, Esq., Post Master at Cornwall, Eastern District.

Cornwall, 13th Dec., 1840.

Answer to Second General Circular.

[To Second General Circular.]

1.—The present mode of carrying the Mails, in the public stages with passengers, I consider should be avoided if possible, particularly during the winter season.

Much delay must unavoidably take place from the calls or stoppages of the several passengers, and the necessary time required for preparing and taking their Mails, &c. on the route.

During the summer season, or so long as the steamers can be employed, there is no doubt but that mode of conveyance must be preferred, as being by far the most expeditious, more especially for the conveyance of the grand or general Mail bags.

This plan or mode of conveyance, I believe, has been adopted by the present Deputy Post Master General as far as has been found practicable.

2.—From my long residence in these Provinces, and the many opportunities I have had of observing the practice of forwarding letters by almost every passenger in the stages and steamers, I am persuaded that throughout the year at least one-half if not more of the correspondence, particularly from the mercantile houses in Montreal (with very few exceptions), is carried in this manner.

On several occasions I have been particular during the summer season, on my way up from Montreal, to endeavor to ascertain from the several passengers the number of letters conveyed by them in this way, and am confident that it would amount to, if not exceed, the number and amount of Letter Postage that was contained in the Mail of that day.

3.—I consider the present rates of Postage throughout these Provinces reasonable, and have not at this Office had any particular complaint made against them.

4.—I am decidedly of the opinion that a reduction in the present rates of Letter Postage would not increase the amount of correspondence, but on the contrary reduce the amount of revenue.

5.—I am not of the opinion that the system as is now practiced in the United Kingdom, of charging letters by weight would prove an advantageous measure to be adopted in these Provinces, with so extended and scattered a population.

That the present system of charging or rating by single and double is to be preferred.

6.—I believe that the present rate or charge made for the transmission of newspapers by Post in this Province is 4s. per annum. With this charge the public

generally find fault. If the rate or charge could be reduced to 2s. or 2s. 6d. per annum, it would be desirable.

I see no objection to the present mode of payment; on the contrary I consider it the best and most correct method to secure to the Department the amount which it may consider just and equitable to demand.

7.—I do not consider that the proprietors of newspapers or other periodicals in British North America have any reasonable claim on the public service for the transmission of the same free of Postage. Should this be admitted, I see no good reason why, on the same principle, that book-binders and venders of books should not in a certain degree claim the privilege on the broad principle of diffusing or disseminating knowledge of various kinds throughout the Province.

8.—I can only reply by stating my knowledge as to the usages as regards charges made in the United States on newspapers and other periodicals. I am aware that a charge is made on all newspapers and other periodicals sent by Post in the United States; but as to the exact rate or charge I cannot state. It appears, however, from the rate charged on all these papers coming into this Office, that it is nearly the same rate or very little below what is now taken in this Province.

No. 44.

FRAS. ALLEN, Esq., Post Master at Perth, Bathurst District.

No. 44.

Francis Allen,
Perth.

Perth, 6th April, 1841.

[To Second Post Masters' Circular.]

Answer to Second Post Masters' Circular.

1.—I send about 250 or 260 letters annually under my Franking Privilege.

2.—I receive about the same number.

3.—I receive 320 newspapers annually.

4.—I consider my Franking Privilege worth £30 annually.

5.—I would be willing to accept £25 yearly for the loss of my Franking Privilege.

No. 45.

G. W. BAKER, Esq., Post Master at Bytown.

No. 45.

G. W. Baker,
Bytown.

Bytown, 9th Jan, 1841.

[To Second General Circular.]

Answer to Second General Circular.

1.—I can only speak of my own locality, and think it would be a great improvement if the Mail for Montreal were carried *via* L'Orignal on the south bank of the Ottawa, which is high; that to Kingston, Toronto, &c. *via* Prescott, through the Townships of Gloucester and Osgoode, would shorten the distance materially, but the roads are not yet opened out.

2.—During the summer season a number of letters are sent to nearly all parts of Upper Canada by the steamboats on the Rideau Canal, to save time and

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Postage. It is calculated that the steamers reach Kingston in two days; the Mail is the same time reaching Brockville.

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3.—I think the present rates of Letter Postage are as reasonable as can be expected, considering the expense and difficulty of transport.

4.—I do not think a reduction in the rates of Letter Postage would increase the amount of correspondence by Mail; because it is immaterial to men in business, and the bulk of the population are too ignorant, or too much spread over the surface of the country, or too much engaged in their several avocations, to render it a matter of moment to them.

5.—I think charging letters by weight as practiced in the United Kingdom, might be advantageously substituted for the present system. Letters are frequently so folded from carelessness or ignorance, that it is impossible to rate them correctly as single or double, and also if they contain only one or two notes of hand or bank notes, the overcharges and undercharges are very troublesome accounts to the Department.

6.—The charges for the transmission of newspapers by the Post within the Provinces are one penny each, other periodicals one penny per sheet, both in advance.

I do not consider the rate of charge or mode of payment objectionable; newspapers form by far the largest bulk in the transport of the Mail, which sometimes creates a difficulty when it is carried on horseback.

The number of newspapers from the United Kingdom has considerably increased since the Postage was withdrawn.

7.—I do not think that proprietors of newspapers or other periodicals have any claim on the public service for their transmission free of Postage; in fact I think their own interests would be prejudiced by such an abatement, by a diminution of the circulation in the country, because subscribers in the towns where the papers are published would forward them to their friends in the country if they could do so free of Postage; and the bulk of the Mails would be considerably increased.

In conclusion I beg to repeat that it is my firm belief that it would greatly benefit the public service if all letters were pre-paid upon some scale like the one I formerly suggested or the following: Letters of ½ ounce,

Under 50 miles,	3d.
From 50 to 100 miles,	6d.
“ 100 to 150 “	9d.
“ 150 to 200 “	1s. 0d.
Above 200 miles,	1s. 3d.

additional weights in proportion.

Stamps in sheets to be furnished to each Post Master and to be accounted for quarterly; this system would obviate the necessity of the present voluminous accounts; and an occasional visit from the Surveyor to the several Post Offices, to check the Stamps in hand with the returns of expenditure to the General Post Office, would be the easiest check on the Post Master. Newspapers and other periodicals should be rated as they are at present.

19th March, 1841.

[To Second Post Masters' Circular.]

- 1.—Letters sent annually, about 360.
- 2.—Letters received annually, about 360.
- 3.—Newspapers and other printed publications received, 1 quarterly, 2 monthly, 3 semi-weekly, 4 weekly, and 2 daily for six months, and tri-weekly for six months.
- 4.—Franking Privilege worth at least £50 per annum.
- 5.—I am willing to accept £50 per annum for the loss of my Franking Privilege.

In addition to the above I send and receive a great number of letters purely on Post Office business, respecting letters advertized in the Office, and enquiries about letters to persons temporarily absent, which I cannot calculate.

Newspapers and other publications are also frequently sent for the purpose of pushing them into circulation.

No. 46.

No. 46.

THOS. H. JOHNSON, Esq., Post Master at L'Original, Ottawa District.

THOS. H. JOHNSON, L'Original.

L'Original, 13th Jan., 1841.

[To Second General Circular.]

2.—It is out of my power to form any correct opinion as to the probable amount of correspondence sent by land routes otherwise than by Mail, but from my knowledge of such matters I am led to believe that the amount sent by the different Steamboats free of any charge must be at least one-eighth of the whole internal correspondence of the two Provinces. The Masters of Steamboats are in the habit of receiving and delivering letters to individuals at every stopping place on their respective routes; and were there a Legislative enactment on the subject prohibiting such a course, and compelling them to keep a letter-box on their boats, which box should, on the arrival of the boat at the end of her route, be immediately delivered to the Post Master in order that each letter should be rated with the usual Letter Postage, this arrangement would be attended with more safety to the public, and would materially enhance the revenue of the Department.

3.—I consider that a small reduction on the present rates of Postage would be advisable; and that a proper scale of Postage, varying from 3d. to 1s. 6d. on a single letter passing (in similar proportions with respect to distance to the present arrangement) to the extent of the whole British North American Provinces, would be attended with beneficial results.

4.—I am of opinion that the stop that would be put to the private carriage of letters and the increased correspondence that would be occasioned by the reduction in the Post Office tariff which I have suggested, would give public satisfaction, and would increase the revenue of the Department.

6.—I am decidedly of opinion that no Newspaper Postage whatever ought to be allowed; this charge

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amounts to a direct tax upon knowledge and general information, which, in a new country like this, I consider to be very objectionable.

7.—I am not of opinion that the proprietors of newspapers or other periodicals in British North America have any reasonable claims upon the public service for the transmission of their papers free of Postage, but the reduction in their charge to each subscriber in the event of the Postage being disallowed, would be the means of placing their papers within the reach of thousands of individuals, whose circumstances can now ill-afford the expense.

There is one subject more to which I beg leave to direct the attention of the Commissioners, that is, to the present system of franking, which is extended to the different Post Masters in these Provinces. Many instances have come to my knowledge of Post Masters who, regardless of the sacred oath they have taken, are in the habit of franking letters for their friends and neighbors, and of receiving letters which are enclosed in a wrapper to themselves and distributing them free of charge, thereby defrauding the revenue of the Department.

I am therefore of opinion that if each Post Master were remunerated with a respectable fixed salary and allowed no perquisites whatever, it would do away with many abuses in this respect, and would in the end be no detriment to the revenue of the Department.

2nd March, 1841.

[To Second Post Masters' Circular.]

Answer to Second Post
Masters' Circular.

1.—On referring to my book of Mails sent, I find that the total number of free letters and packets sent from this Office during the year ending the 5th January last, is 428, from which deduct 90, supposed to be sent to Post Masters under their Franking Privilege, leaves 338 sent by me.

2.—The total number of free letters received at this Office during the above term, is 315, from which deduct 50 for letters from other Post Masters to individuals here free of Postage, leaves 265 received under my Franking Privilege.

3.—The only newspaper which I receive regularly free of Postage is the Montreal Gazette. I receive occasionally newspapers and pamphlets from the United States and Great Britain free of British Postage; and the total number of sheets so received annually is about 250.

4.—I consider the yearly value to me of my Franking Privilege to be about £20, and would be willing to accept that sum as a compensation for it.

No. 47.

J. KEARNES,
Plantagenet.

No. 47.

J. KEARNES, Esq., Post Master at Plantagenet.

Plantagenet, 26th Jan., 1841.

Answer to Second General
Circular.

[To Second General Circular.]

1.—It appears to me that it would be advantageous to the Colony if the management of the Department and the control of the revenue derived from it were

confided to the local Legislature; by pledging these resources I think that sufficient funds might be raised from capitalists in Britain and elsewhere to materially improve our Post Roads.

2.—The amount of correspondence sent otherwise than by Mail must be very considerable; fully equal, I should say, to that by Mail; it would of course be less if there were a reduction in the rate of Postage, which at present is generally believed to be much too high.

3.—The present rate is in my opinion too high, and could well bear a reduction of one-third or perhaps one-half.

4.—The reduction of a third might, I think, be made without injury to the Department.

5.—I think it would be more satisfactory to the public to have letters charged by weight; mistakes frequently occur in the present mode of charging, which would be less apt to prevail if the practice in England were substituted.

6.—I do not consider the charge upon newspapers and periodicals objectionable, on the contrary I look upon it as just and reasonable; but on the other hand I think the compulsory pre-payment of Newspaper Postage is improper. The present mode operates very hard upon the proprietors of papers, and although it would be attended with additional trouble to the Post Office Clerks, it should in my opinion be charged to the people who receive them.

No. 48.

No. 48.

E. PRIDHAM, Esq., Post Master at Grenville, District
of Two Mountains. E. Pridham,
Grenville.

Grenville, 16th Nov., 1841.

I am of opinion that a salary would be preferable to a per centage on letters received, especially at such Offices where the responsibility is great; for instance, this Office is an Exchange Office, the main Mail from Montreal for the Upper Country on the Ottawa exchanging here, and this village, being situated at the head of the Long Sault Rapids, there is three times the number of letters mailed at this Office, to what there is received; the per centage has been about £15 to £16 a year this few years past, and it is now likely to be less since a reduction on British letters has taken place.

22nd Dec., 1840.

[To Second General Circular.]

Answer to Second General
Circular.

2.—I cannot say the exact amount, but there is considerable; the route on which this practice is most prevalent is between Montreal and Bytown; it is no doubt done to save Postage.

3.—I think the present rates of Postage reasonable.

4.—I do not think that a reduction in the present rates of Postage would materially increase the correspondence.

5.—I think that charging letters by weight is preferable, as in the United Kingdom.

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6.—I believe the common charge for newspapers is a penny a copy or sheet, which I think is a reasonable rate.

7.—I do not think it reasonable that newspapers or other periodicals should go free of Postage.

No. 49.

No. 49.

John Robertson; Three Rivers.

JOHN ROBERTSON, Esq., Post Master at Three Rivers.

Three Rivers, 23rd Nov., 1840.

There has been very little improvement made on the Mail road from Montreal to Quebec for a number of years past; but the Mail road on the Stanstead route has been I believe greatly ameliorated; although in several parts, particularly between La Baie and Drummondville, considerable repairs are still required. Under this head I may further observe, at this season of the year, as well as in the spring, when the roads are breaking up, the Mails are generally late and irregular in the time of arrival; but the reverse is the case when the roads are good, and the Mails are always received in proper condition, owing to improved vehicles lately introduced by the Deputy Post Master General, on the route between Montreal and Quebec.

I am of opinion that on the principal Post routes the Mails ought to be carried by two horses, and should be accompanied by guards, who would not only protect the Mails, but be of great assistance when delays or accidents might occur, such as snow drift storms, breaking down of vehicles, sickness of horses, &c.

No. 50.

No. 50.

Benj. Holmes, St. Luc.

BENJ. HOLMES, Esq., Post Master at St. Luc, District of St. Johns.

St. Luc, 24th March, 1841.

Answer to Second General Circular.

[To Second General Circular.]

2.—There are a great many letters sent by private opportunities, and I am of opinion that if the rate of Postage were reduced, there would be more conveyed by Mail.

3.—I am of opinion that there ought to be a general reduction in the Postage of all letters.

4.—The reduction on the rate of Postage will necessarily increase the communications by Post.

5.—I should think that the mode of charging Postage on single or double letters is quite satisfactory, and that the mode of weighing will not give any advantage.

6.—I am not aware of the charges on newspapers, but I have heard complaints against them.

7.—I am of opinion that the proprietors of newspapers or other periodicals in British North America have no reasonable claim on the public service for the transmission of the same free of Postage; but would suppose, as these papers are calculated to diffuse general knowledge, and prove of public benefit, they ought to be as much as possible encouraged. I think a more

moderate charge would increase their circulation, and ultimately not diminish the revenue yielded by the present rates, which would not only be giving the publishers fair indulgence, but likewise extending the same benefit to the public.

No. 51.

No. 51.

C. PATTEE, Esq., Post Master at St. Johns.

C. Pattee, St. Johns.

St. Johns, 25th Dec., 1840.

[To Second Circular.]

Answer to Second General Circular.

2.—So far as my knowledge extends, the greater part of the letters sent otherwise than by Mail, are those letters sent from this vicinity to the United States, which in many cases is done to save time; according to the present arrangements, all letters intended to go to, or through the United States, if mailed south of Montreal must be sent there, and return again by way of St. Johns, which retards their progress in many instances two days; and all letters from the States intended for this place and vicinity, first pass through this place to Montreal, and then return, occupying one day after their first arrival here before the owners can obtain them.

3.—I consider the present rates of Postage reasonable.

4.—I do not think a reduction in the present rates of Postage would be of any advantage to the public in general, or to the Post Office Department; it would undoubtedly be the means of increasing the correspondence between that class of people, whose letters now, to a very great extent, are consigned to the Dead Letter Office, not being called for.

5.—I do not think that charging letters by weight would be advantageous to the Department, as the charge would fall most weightily on that class of people who correspond the least, (they being in the habit of using the coarser paper,) and are those whose letters are sent to the Dead Letter Office.

6.—The charge on newspapers and other periodicals is one penny per sheet to any part of the British Provinces, which I consider reasonable, and the system of paying when the sheets are mailed, good, for these reasons; many of the subscribers are in the habit of leaving their papers in the country Post Offices for weeks and even months, and when they call for them if there were any charge, they would not be redeemed.

7.—I do not consider that newspapers or periodicals should go by Mail free of charge.

8th Mar 1841.

[To Second Post Masters' Circular.]

Answer to Second Post Masters' Circular.

1.—I send 250 letters and packets, supposing them all single letters, as nearly as I can judge.

2.—I receive nearly as many.

3.—Three newspapers, and occasionally some from the United States and Upper Canada.

4.—I consider my Franking Privilege worth £11.

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5.—I would take £15 per annum in compensation for the loss of my Franking Privilege.

I consider that in future my correspondence will become much more considerable, and that I would lose much by the loss of my present privilege of free Postage.

No. 52.

W. H. Dixon,
Chambly.

No. 52.

W. H. DIXON, Esq., Post Master at Chambly, District of St. Johns.

Chambly, 7th Dec., 1840.

There is one thing which I should suggest as an accommodation to the country Post Masters more especially. It is now ten years since the Post Office Directory now in use, was compiled, and it would be well if a new edition were published, containing in due alphabetical order, all the additional Post Offices that have been commissioned since the publication of the last, which in small Offices where there is not room to place the tables in due order on the walls, would be infinitely superior to consulting Table A, B, C, &c.

As to the remuneration of the Officers of the Department, it is decidedly inadequate to the duties they have to perform, and in many country places not more than would pay the rent of an Office and supply firewood. In my own case, were I to keep regular hours as is done in large towns, my time would be entirely occupied with the duties of the Post Office, and had I to pay Office rent, the furnishing of fire wood and candles would leave but a very scanty pittance to support an appearance of respectability.

The rates of Postage in this country are generally exclaimed against as exorbitantly high: but till the mode of transit for the Mails is improved and greatly expedited, I do not see how the rates of Postage could with propriety be reduced, as I am certain that some routes do not pay the expenses of transporting the Mails. It would likewise militate against the interests of Post Masters generally, unless there were a certainty of a proportionate increase of letters being sent by Mail to make up the difference in the per centage; or that otherwise a permanent salary on a graduated scale were allowed according to the business transacted at each Office, and the onerous nature of its duties, with an allowance for Office rent, &c., upon the same footing as other Public Departments.

No. 53.

Anthony Delisle,
Boucherville.

No. 53.

ANTHONY DELISLE, Esq., Post Master at Boucherville, District of Richelieu.

BOUCHERVILLE, DISTRICT OF RICHELIEU,
3rd Feb., 1841.

Answer to
First Post
Masters' Cir-
cular.

[To First Post Masters' Circular.]

My pay and emoluments as Post Master at Boucherville, according to my commission, consist in the right of retaining 20 per cent out of the produce arising by the Postage of letters received by me, and 1s. 3d. for wax and waste paper per quarter allowed to me by the Deputy Post Master General, by a letter of the 27th April, 1831, the whole amounting to between

£3 15s. and £4 currency annually. With these emoluments no expenses have been incurred for Clerk hire, Office rent, &c.

I afford my personal services to the duties of the Office which prevents my going out two days in each week.

18th March, 1841.

[To Second Post Masters' Circular.]

4.—The value of my Franking Privilege is £11 currency per annum.

5.—I would be willing to receive £15 annually in compensation for the loss of my present privilege of Free Postage.

I consider that in future my correspondence will become much more considerable, and that I would lose much by the loss of my present privilege of free Postage.

(Translation.)

No. 54.

Jos. MARCEAU, Esq., Post Master at Varennes.

Varennes, 22nd March, 1841.

[To Second Post Masters' Circular.]

- 1.—I have sent about 18 letters.
- 2.—Received 20.
- 3.—One newspaper.
- 4.—I consider that the Postage amounts to 30s.
- 5.—I would ask for 40s.

(Translation.)

No. 55.

Hon. J. B. R. H. DEROUVILLE, late a Member of the Legislative Council of Lower Canada, and Post Master at St. Hilaire de Rouville.

St. Hilaire, 27th Feb., 1841.

[To First Post Masters' and First General Circular.]

My emoluments as Deputy Post Master do not exceed 20s. to 30s. per quarter out of the 20 per cent allowed, which does not give me more than £5 to £7 10s. per annum, and 2s. 6d. per quarter, for stationery, which costs a great deal more.

I expend more than £25 per annum for a Clerk, and for the Office, Firewood, keeping of the Office, and the Clerk's board, as a person is constantly required in the Office to answer those who come to deposit or ask for letters, as well as papers, and also for lighting the said Office on Post and other days.

I beg you will state to the gentlemen composing the Commission, that I am constantly at my Office, and

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Answer to Se-
cond Post Mas-
ters' Circular.

No. 54.

Jos. Marceau,
Varennes.Answer to Se-
cond Post
Masters' Cir-
cular.

No. 55.

Hon. J. B. R.
H. DeRouville,
St. Hilaire.Answer to
First Post
Masters' and
First General
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that nothing is done unless I am present, and that I carefully examine everything which is not done by me; and I flatter myself that my Office is one of the best kept in the Province, though it is far from being lucrative to me.

I think that before concluding, I ought to observe for the information of the Commissioners, that at least three Post days per week would be required, if not every day, from Sorel or Berthier to Chambly, (that line being of the greatest importance from its communication with the States and with Quebec,) without being obliged to send letters for the States to Montreal, as is actually the case, and which occasions a great deal of prejudicial delay to the trade of this Province; and I could venture to assure you, that if that plan were adopted, the revenue from that line would be treble and quadruple between this and twelve months.

I have often represented this to the Deputy Post Master General, but without success; the bad economical system which obtains, always presents unsurmountable obstacles to the improvement of the Post Offices in this Province, in the same manner as the poor emoluments granted to the Deputy Post Masters have been another reason for preventing and stopping the so much desired and advantageous improvements in this Department.

To have Post Offices kept in good order and on a good footing, it would be necessary to give liberal emoluments to the Deputy Post Masters, so as to give them a spirit of emulation, and take away every cause or reason of corruption;—and to be more particular in the choice of the Deputy Post Masters; and also to be more strict as to the places where their Offices are held, so that they may not be kept, as they are in certain places at present, in grocery stores, where people drink, &c.; and that no stranger be allowed to take or touch, or have access to the letters and papers in the said Offices, except the Deputy Post Master and his Clerk, well and duly sworn; that neither he nor his Clerk should have the impertinence to open papers not addressed to them, as unfortunately it too often happens; that the Deputy Post Masters should be obliged to substitute an envelope immediately when one is torn; and that no favor should be shown to one Deputy Post Master more than to another, in the execution of his duty, or when he points out any abuse to the General Post Office in the execution of a duty so sacred as that, as unfortunately is sometimes the case; nor show more preference to one than to the other, as it unfortunately has too often happened.

27th Feb., 1841.

Answer to Second Post Masters' Circular.

[To Second Post Masters' Circular.]

4.—I consider my privilege of sending and receiving letters and papers free, to be worth to me from £25 to £35 per annum, and in some years much more.

3.—I might perhaps accept as a compensation the sum of from £45 to £50.

No. 56.

No. 56.

W. U. Chaffers,
St. Césaire.

W. U. CHAFFERS, Esq., Warden of the District of St. Hyacinthe, and Post Master at St. Césaire, District of St. Hyacinthe.

St. Césaire, 12th Jan., 1841.

Answer to First Post Masters' Circular.

[To Second General Circular.]

2.—The correspondence here sent otherwise than by Mail, must necessarily be very limited, the inha-

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bitants being chiefly French Canadians, unable to write and making use of verbal communications in a great measure, which they deliver one for the other with great exactitude.

3.—I consider the actual rates of Postage sufficiently reasonable, now that the emigrants receive their letters from the Mother Country at the rate of 1s. 4d. Cy. Prior to the reduction the charge amounted to 5s. 3d.; and it was painful to witness the distress endured by some of the poorer settlers to redeem their letters; I have known many a poor fellow, with hardly a rag to his back, hire himself out for 3 or 4 days, to raise the price of his letter, such was his anxiety to obtain intelligence of those he had left behind.

4.—It is not my opinion that a diminution of the rates of Postage would be followed by an increased correspondence, sufficient to make up anything approaching to the loss the Post Office revenue would suffer, the whole of which is no doubt much needed for the opening new communications and for affording greater facilities to older ones; nor would I recommend such a reduction unless some plan be first devised for supplying the deficiency.

I would here take the liberty of intruding my opinion that the Post Office in every country, but more particularly in newly settled ones, should be rather assisted when possible, by the general resources, than be made a branch of revenue, and that the facilities afforded by the additional means of communication, ought in such case, to be considered as eventually refunding to the general revenue, in the increased prosperity of the country, the sums apparently drawn from it.

5.—I have my doubts whether the practice of charging letters by weight would be found to answer here. The Mails, I am afraid, would become too bulky, particularly when it is taken into account, that in many parts, particularly in Spring and Fall, the Mails are conveyed on horseback; this independently of the consideration whether it would not materially diminish the revenue. The plan adopted in England can hardly yet be said to have had a sufficient trial.

6.—The practice of charging the proprietors of newspapers with the Postage, I look upon as quite objectionable; it imposes on them the burthen of collecting the Post Office dues at their own risk, and in the case of delinquent subscribers, at their own loss; if I have been correctly informed, it has been left to each establishment to furnish to the Department the account of the quantity they circulate, which I consider a defective method. Newspapers should be either prepaid, or not, at the option of the sender, and when not paid, the rate should be collected from those to whom they may be addressed.

7.—I am of opinion that the proprietors of newspapers, &c., have no claim on the public service for their transmission free of charge; it is desirable that literary matter should be communicated at as easy a charge as possible, and I should say that one half penny per number (sheet or half sheet) could not be considered burthensome to the public; as regards their being sent altogether free I do not think it advisable at the present moment; it would tend to deluge us more and more, with the paltry 1d. trash of a degraded press, already a grievous nuisance.

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No. 57.

26th March.

EDW. BAKER, Esq., Post Master at Dunham, District
of Missisquoi.

(N.) No. 57.

Edw. Baker,
Dunham.Answer to
Second Post
Masters' Cir-
cular.

Dunham, 5th March, 1841.

[To Second Post Masters' Circular.]

4.—I should think the value of my Franking Privi-
lege to be about £1.5.—I would be willing to take £1 incompensation
for the loss of my privilege of free Postage.

No. 58.

No. 58.

Gilbert Frary,
Sutton.

GILBERT FRARY, Esq., Post Master at Sutton.

Sutton, 11th March, 1841.

Answer to
Second Post
Masters' Cir-
cular.

[To Second Post Masters' Circular.]

1.—The letters and packages sent otherwise than to
Post Masters I should not think amounted to more
than 8 or 9 per annum.

2.—I receive about the same number per annum.

3.—I receive no paper regularly, but perhaps 8 or
10 a year.If I keep the office, I shall be willing to accept of
12s. per annum in compensation for the loss of my
Franking Privilege.

No. 59.

No. 59.

P. Hubbard, Jr.,
Stanstead.P. HUBBARD, Esq., Junior, Post Master at Stanstead,
District of Sherbrooke.

Stanstead, 16th Jan., 1841.

Answer to Sec-
ond General
Circular.

[To Second General Circular.]

2.—I am not aware that letters to any large amount
are, in this vicinity, sent otherwise than by Post, but
a small number may probably be sent by friends or ac-
quaintances occasionally travelling.I have sometimes found it necessary to correct a
mistaken opinion, somewhat prevalent, that "Couriers
may carry unsealed letters."Although the Department rule, incorporated in the
Courier's oath, requires them to submit to the inspec-
tion of a Post Master all packages of goods, parcels,
&c. carried by them, that he may be satisfied they do
not contain letters, and although this language is very
plain and explicit, yet I do not think it is sufficiently
regarded by the Couriers.3.—If under the present arrangement there be any
surplus revenue, or if there be good grounds to believe
that the Provincial Post Office Department would not
run in debt by a moderate reduction of the rates of
Letter Postage, I would recommend such a reduction,
but not otherwise; but I am unable to judge what
would be the standing of the revenue under a reduc-
tion of Postage.It ought always to be borne in mind that the Cana-
das are comparatively new and thinly settled, and that
it will be requisite for a long time to come to extend
Mail accommodation to new settlements upon routes
yielding little revenue; and besides, it would be desir-
able not to diminish the small perquisites of country
Post Masters.Perhaps a moderate reduction on Letter Postage
might wisely be adopted; something like the following
has occurred to me as desirable, if it be thought safe:

60 miles and under,	4d.
61 " to 100	6d.
101 " to 200	8d. or 9d.
201 " to 400	10d. or 1s.
401 and upwards,	1s. or 1s. 3d.

4.—A reduction in the rates of Postage would some-
what increase the amount of correspondence, but I
cannot imagine that the increase would be in sufficient
proportion to sustain the previous revenue; upon some
of the large routes (between Montreal and Quebec for
instance) the rate of increased correspondence might
be very considerable, but upon a large number of the
unproductive routes, the proportion of increase would
be very small.5.—It might be more convenient in some respects,
but I am inclined to think the present mode more just.6.—The rate of Postage on newspapers, &c., I con-
sider mainly just. It might perhaps be better in cases
where they are conveyed a short distance, to reduce
the charge to half a penny. It would be well to alter
the mode of payment, so far as to allow the Postage to
be paid by the person receiving the paper.

7.—Decidedly not.

No. 60.

No. 60.

ALEX. REA, Esq., Post Master at Hereford.

Alex. Rea,
Hereford.

Hereford, 10th Feb., 1841.

[To Second General Circular.]

Answer to Sec-
ond General
Circular.1.—I would strongly suggest the establishing of an
Office of transmission across the line at Hereford, being
at and near the head of the Connecticut River, where
three American Post routes connect, which run twice
a week, viz: through the State of New Hampshire,
twice, through Vermont and through Maine, twice;
the Office in Hereford would be about 40 miles distant
from Stanstead by any Post route now in existence,
and that is the nearest Office on the line to the West,
and about one hundred and fifty miles from the Office
on the Kennebec road, the nearest on the line to the
East. I would recommend the Office at the town of
Sherbrooke being made a Distributing Office, and the
Mails West, South, East and North, at all events on
short routes, to be made up there, and the contracts on
routes to start from that Office. There ought to be a
line through from thence to Quebec, *via* Dudswell
and Ireland, so soon as a contract on reasonable terms
can be made; in the mean time the Township of
Dudswell ought to have an Office and Mail route.2.—I have reason to think that one half the corres-
pondence in the Eastern Townships for short distances
is forwarded otherwise than by Mail, and the reason is
the high rates for short distances, anything under 60
miles paying 4d., whereas all under 30 miles at 2d.Appendix
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would create a much greater rate by Post. I have no particular fault to find with the rates until you get up to 1s. 3d., which I think ought to take a half ounce letter to any part of British America, more particularly as its being higher produces an invidious comparison against the Department in the Provinces in favor of the United States, and latterly of Great Britain; in fact, all things considered, I see no reason why 1s. 3d. should not suffice for half ounce letters for the maximum distance, and 2d. for the minimum.

3.—I would divide the rates of Postage into five classes, as follows: under 30 miles, 2d.; under 60 miles, 4d.; under 120 miles, 6d.; under 300 miles, 9d., all over that distance at 1s. and 1s. 3d., which you will find very nearly corresponding with the rates of the United States, where they are governed by the principle of raising a revenue nearly, if not quite, sufficient to cover the disbursements of the Department. Were not that to be a consideration, the three classes first named would suffice, and would facilitate our Post communications in a manner that would undoubtedly tend to the improvement of the country, and highly to the satisfaction of the community and public at large.

4.—I am clearly of opinion that a judicious reduction would increase the amount of correspondence, and I decidedly think a uniform rate on a low scale would have that effect, though for some years the decrease in the revenue on the uniform principle would be considerable; but under the classification I have given in No. 3, I think it would in a very short time increase the receipts of the Department.

5.—I see no reason why the weighing system would not apply, if any thing, better for the Department, when once the principle becomes known and in use in this country; it would certainly prevent the mistakes that often occur in rating letters as at present practiced, and the consequent annoyance to both parties in correcting the same.

6.—I have a tolerable knowledge of the charge on newspapers sent per Mail, both in the Provinces and the United States, and must say the charges in the Provinces are high and the mode of collecting objectionable. I certainly conceive that were proprietors of newspapers relieved from the responsibility of this charge they would be able to afford their publications at a less price even than the said charge would increase them, for they would then be relieved from risk in more ways than one, viz., the advance for the Postage; also any neglect that might apply to the Post Master in notifying the refusal of taking out of a paper; also the legal recourse obtained against a subscriber who has not only taken out his paper but has paid the Post charge thereon. I think the charge should be on weekly papers (which are generally sent short distances,) sent under 500 miles, sixpence currency per quarter, over that distance ninepence, on semi and tri-weekly, and on daily papers, an advance of 20 and 25 per cent for the former and 33½ for the latter on these amounts, to be paid to the Post Master of the vicinity quarterly in advance, by the persons receiving the papers. Transient papers to be paid for on delivery at a half penny each; pamphlets and other periodicals and printed papers half a penny to a penny each, according to size, to be paid by those receiving them.

7.—I certainly think it would be full as reasonable for any person engaged in general business to expect to have their letters free of Postage, as for proprietors of papers or periodicals who are paying no excise, (as is the case in Britain,) to expect their productions to be circulated free of expense; but at the same time I must enter my decided dissent to collecting the Postage of the proprietors or publishers of them.

No. 61.

JOSHUA FOSS, Esq., Post Master at Eaton.

Eaton, Feb., 1841.

1.—I would suggest the propriety of extending the Mail route from this place to Lennoxville, as far as Sherbrooke. Our principal business correspondence is with Montreal, and according to the present arrangement, letters that are mailed at this Office on Saturday remain at Lennoxville till Tuesday noon, whereas, if the Mail were carried through to Sherbrooke on Saturday evening, or early on Monday morning, they would be in Montreal *vi* Granby, on Tuesday at 3 P. M.; the same delay occurs with our Tuesday's Mail.

2.—The amount of correspondence otherwise than by Mail in these parts, I think, very trifling; what little there may be is doubtless to save Postage, and perhaps sometimes to forward letters sooner than they could go by Mail.

3.—I am of opinion that the present rates of Postage are rather high. It might perhaps be an improvement to form a scale varying from 3d. as the lowest rate, to 1s. 3d. as the highest rate, and this last for any distance over 400 miles.

4.—I am of opinion that the reduction of Postage according to the plan suggested, in the answer to the 3rd query would increase the amount of correspondence, and that the Department would not experience any material diminution in the amount of its receipts.

6.—I think the rate on newspapers, &c. rather high, and that the Postage ought to be collected at the Office where the papers are delivered, instead of being collected at the Office where they are mailed, as the present mode gives the distributing Post Master all the trouble and none of the pay.

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(N.) No. 61.

Joshua Foss,
Eaton.

No. 62.

S. C. ALLIS, Esq., Post Master at Danville.

Danville, 2nd Feb., 1841.

With regard to rates of Postage, it does seem that some alteration could be made for more favoring the public, without allowing the Government to suffer, in particular the rates of Postage on letters after they get to a certain amount. It strikes me the charge for carrying letters small distances is not much out of the way. Many letters carried from one to five miles might be charged as low as 3d., and the 7d. and 9d. charge reduced a little; but the higher rates in particular are much too large; the possibility of the Postage on a single letter amounting to 2s. 3d. or 3s. in British North America ought to be done away with.

If the extent of charges on letters in the North American Provinces were limited, the lowest to 3d. and the highest to 1s. 6d., I think it would be a reform which would be highly appreciated.

With regard to newspapers I would say, instead of 1d. each for States' papers, that are carried but short distances, let them be reduced to one half penny; this is a branch which I think ought to be kept sight of, all our best scientific, religious and agricultural publications coming from the south of 45°.

No. 62.

S. C. Allis,
Danville.

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No. 63.

26th March.

SMITH LEITH, Esq., Post Master at Port St. Francis,
District of Nicolet.

(N.) No. 63.

Smith Leith,
Port St. Francis.
Answer to Second General
Circular.*Port St. Francis, 12th Jan., 1841.*

[To Second General Circular.]

2.—I am not aware of any correspondence sent otherwise than by Mail excepting by Steamboat.

3.—I think the rates of Letter Postage in these Provinces reasonable, considering the outlay.

4.—I do not think that a reduction in the rates of Letter Postage would materially increase the amount of correspondence by Mail.

5.—I do not think that the system of charging letters by weight could be advantageously substituted for the present mode of rating by single and double letters.

6.—I do not consider the rate of charge or the mode of payment objectionable.

7.—I am not of opinion that the proprietors of newspapers or other periodicals have a reasonable claim on the public service for the transmission of the same free of Postage, but I would suppose, as their papers are calculated to diffuse general knowledge, and prove of public benefit, a moderate charge would increase their circulation and ultimately not diminish the present revenue, which would be not only giving them fair indulgence, but extending the same benefits to the public also.

4th Feb., 1841.

[To First Post Masters' Circular.]

The pay I received for the year ending 5th July last, was £2 7s. 6d., being 20 per cent on unpaid letters received and paid letters sent.

*26th Feb., 1841.*Answer to Second Post
Masters' Circular.

[To Second Post Masters' Circular.]

1.—I send 156 letters annually.

2.—I receive 312 letters annually.

3.—I receive 5 or 6 newspapers.

4.—I consider the yearly value of my Franking Privilege to be £13 13s.

5.—I would be willing to receive in compensation for the loss of my Franking Privilege £25 per annum.

My reason for asking more than the present probable value of the Franking Privilege is my not conceiving that privilege to be sufficient for the trouble; anything less than that sum could be no object. I accepted of the situation at the suggestion of Captain Coleclough, expecting at the time that the remuneration and privilege would exceed the sum of £25. The Franking System I much dislike, some people thinking that if they receive one frank it ought to be continued as a general rule.

No. 64.

THOS. MACKIE, Esq., Post Master at St. Sylvestre,
District of Chaudière.*St. Sylvestre, 5th March, 1841.*

[To First and Second Post Masters' Circular.]

1.—As nearly as I can judge I send from 15 to 20 letters.

2.—I receive from 10 to 15 letters.

3.—I do not receive a single newspaper.

4.—My Franking Privilege is worth from 10s. to 15s.

5.—I am willing to receive £2 in compensation for the loss of my Franking Privilege.

My salary for the year ending July last, was £4 6s. 4d., and my expenses about 10s.; with reference to Clerk hire and Office rent, I have none. I attend to the duties of the Office myself.

(Translation.)

No. 65.

E. TREMBLAY, Esq., Post Master at Murray Bay,
District of Saguenay.*Murray Bay, 2nd March, 1841.*

[To Second Post Masters' Circular.]

1.—I receive about 125 letters.

2.—I also send about 125 letters.

3.—I receive one paper.

4.—I consider my privilege of receiving letters, &c. free of Postage, to be worth to me for the last year, about twenty five pounds currency, as almost all my letters are money letters, which would be certainly charged treble Postage; and are sent to different parts of the Province; they are my almost daily correspondence, as well in my capacity of Notary as of Agent to five persons in important business of different natures, especially as Agent to two large Seigniories; you see from these reasons how an amount like the above is made up.

5.—I will answer that if an indemnity or compensation is allowed me instead of receiving my letters and papers, &c. free, I would accept about thirty pounds for future years, as my correspondence increases daily for the above reasons.

(Translation.)

No. 66.

FELIX TÊTU, Esq., Post Master at Trois Pistoles, Dt.
of Rimouski.*Trois Pistoles, 9th Dec., 1840.*

It would be desirable that the Mail should come twice a week through this part of the country, instead of once as it does at present.

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(N.) No. 64.

Thos. Mackie,
St. Sylvestre.
Answer to
First and Second Post
Masters' Circulars.

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E. Tremblay,
Murray Bay.Answer to Second Post
Masters' Circular.

No. 66.

Felix Têtu,
Trois Pistoles.

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The remuneration now granted to Post Masters is not sufficient for the trouble incurred in the execution of their office; as here the Postage on letters amounts to very little.

It happens that in certain seasons of the year the alteration in the Post days forces us to wait 15 days for our answers, which is very detrimental to commercial affairs particularly.

The Postage on public papers as well as on letters ought, in my humble opinion, to be reduced; and I think that a reduction, which would be advantageous to each one in particular, would produce at least the same revenue at the Post Office, in consequence of the greater quantity of public papers and letters which would circulate through that Office.

12th Feb., 1841.

[To First Post Masters' Circular.]

I only receive 20 per cent on the monies I collect, and, in the year ending 3rd July last, I transmitted to the Deputy Post Master General only £13 18s. 6d., which gave me only £3 9s. 8d., commission for one year, arising from letters received at and sent from my Office. I only receive from the Deputy Post Master General 8s. per annum for sealing wax, &c., and I furnish from my own money all papers for wrapping up, &c., and moreover a small convenient apartment for the purpose of keeping all the Office papers. The Clerk whom I employ in my commercial business often assists me in the Post Office, to the damage of my own affairs; however, I am oftener alone performing the duty, as I have not time to absent myself from home.

3rd March, 1841.

[To Second Post Masters' Circular.]

I have received 232 letters free, since January, 1840; during the same period I have sent 266, making altogether 498. On this quantity let us suppose (and it is the case) that one half these letters are charged 4d. and the remainder 9d.,—that makes £13 18s. per annum; but I will take the liberty of remarking, that several persons and friends take advantage of the Post to write on business of little importance, and the number would not be half as great if my friends or myself were obliged to pay for all our letters. This is very easy to understand. Ever since I have been Deputy Post Master I have received only 2 papers, but for the last two months I have received 3. If the Deputy Post Master General, or those whose duty it is, would grant me an annual sum of £30, I would willingly give up my privilege; but if £30 cannot be granted me, I would rather retain it.

quence of all European letters addressed to any part of the Canadas being mailed in the Quebec Office; a reference to the enclosed letter from an extensive mercantile establishment in this quarter will more clearly show the evil complained of.

2.—I am not aware of letters passing through this County in any other way than by Post, although I have been informed that large numbers of letters and packages are brought by vessels trading between this County and Quebec during the summer season.

3.—I do not think the present Letter Postage between Quebec and Gaspé too high, as the heavy sums paid to Couriers between Metis and Gaspé must nearly double the amount received from letters.

4.—I believe that a reduction of the rates of Letter Postage would increase the amount of correspondence.

5.—I am not aware that there would be any advantage in substituting the practice of charging letters by weight for the present mode.

[Enclosure in No. 67.]

Enclosure in
No. 67.PASPEBIAC, BAY CHALEURS,
27th November, 1840.

Sir,—We beg to call your attention to the delays and inconvenience experienced by the inhabitants of this section of the Province in the receipt of letters from Europe, from the fact that the Mails for all parts of the Canadas are made up in England for Quebec direct, and that letters for this District have to travel 600 miles away from their destination, which occupies generally a space of 20 days from the time they leave Halifax until their delivery; whereas if a Mail were made separate for Bay Chaleurs and Gaspé, or the letters mailed in England for Halifax, they would be received over-land through New Brunswick in five or six days, and this portion of the Lower Province would then partake of the general improvement which has taken place by the establishment of a line of steam packets.

May we request that you would lay this matter before the Deputy Post Master General in Quebec, or before the Commissioners lately appointed to inquire into the Post Office Regulations, Routes, &c., with a view to remedy the annoyance complained of. This we imagine to be the most direct mode of proceeding, and we feel assured will be attended to.

Meanwhile we remain, Sir,

Your most obedient servants,

CHARLES ROBIN & Co.
Per John Hardley.

No. 67.

No. 67.

Jas. Meagher, JAS. MEAGHER, Esq., Post Master at Carleton, Bonaventure.

Carleton, 15th Jan., 1841.

Answer to
Second General
Circular.

[To Second General Circular.]

1.—Much delay and inconvenience is experienced by merchants in this section of the Province, in conse-

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(O.)
Extracts from
Letters of Edi-
tors, &c., on
Newspaper
Postage.—Ca-
nada.

APPENDIX (O.)

EXTRACTS FROM LETTERS OF EDITORS AND PROPRIETORS OF NEWSPAPERS AND OTHER PERIODICALS, ON THE SUBJECT OF NEWSPAPER AND PAMPHLET POSTAGE.—CANADA.

[NOTE BY THE COMMISSIONERS.—In this and the corresponding Appendix for the Lower Provinces, we have inserted so much of every letter received from any Editor or Publisher as has reference to this subject.]

No. 1.

H. C. Grant,
Sandwich.

H. C. GRANT, Esq., Editor of the Sandwich Observer.

Sandwich, 25th Dec., 1840.

I disapprove altogether of the present mode of payment, for the following reasons: First, because it is frequently difficult for me to obtain means to pay on mailing my papers, and when the account is suffered to run on for a quarter, the difficulty of payment is still greater: Second, because, when dishonest subscribers, or those too poor to pay, fail in paying their subscriptions, I not only lose the cost of my paper and labor, but also the amount of Postage disbursed thereon, which is cash out of hand: Third, because, from the circumstance of my receipts being almost insufficient to pay the ordinary expenses of my establishment, the weekly or quarterly Postage tax robs me of a portion of my capital, and tends much to increase the difficulties I have to struggle against.

The only remedy I have to suggest is, to make the Postage payable by the receivers of papers, demanding from those subscribers residing within the District where a newspaper, &c., is published, a half-penny currency; and from those residing out of such District, one-penny. This latter measure would prove beneficial to proprietors of newspapers printed in isolated country towns, as it would offer an inducement to the local inhabitants to patronise the paper published in the midst of them; instead of the metropolitan journals, which, from their number and cheapness, interfere very much with the circulation of the ordinary District journals.

The rate of Postage charged on magazines, pamphlets, &c., at one-penny per sheet, is so high a charge as almost to equal, and sometimes to exceed the original cost of such publications; which rate, I think, might be reduced at least one-half; and such publications should go free to newspaper proprietors.

As a proprietor, I only ask a change in the mode of collecting such Postage, viz: from the recipient instead of from the publisher.

No. 2.

T. Lemmon &
Son, Brantford

Messrs. THOMAS LEMMON & SON, Proprietors of the Brantford Courier.

Brantford, 11th Jan., 1841.

We object to both the amount and mode of payment; the sum should be a little less, say one-half;

and that paid by the receiver, and not by the publisher; of periodicals in general.

We cannot say that, as proprietors, we have any claim upon the public service for the transmission of periodicals free of Postage, unless it be to afford our paper at a cheaper rate.

No. 3.

BENJAMIN BIRKHOLDER, Esq., Editor of the Waterloo Morning Star.

Waterloo, 10th Feb., 1841.

The present rather high rate of Postage on newspapers undoubtedly impedes the circulation of the same. I should suppose that 2s. 6d. currency would be a handsome rate of Postage on newspapers; and I must here also join my cotemporaries of the press against the system of taxing newspaper editors with the Postage on all papers they send through the Mail, instead of making those pay who receive them.

No. 4.

E. W. PETERSON, Esq., Editor of the Berlin Canada Museum.

Berlin, 22nd Jan., 1841.

As to the amount 'tis too high; a half-penny per copy of journal, and a half-penny per sheet, of magazine and pamphlet, would be preferable, and the receiver or subscriber to pay the Postage, and not the publisher or printer. Payment to be made as now, either quarterly or by No., as may best suit the Post Master and subscriber.

Proprietors of newspapers and other periodicals have decidedly a claim for the transmission of the same free of Postage: because intelligence is the life of liberty, ignorance its death and overthrow. And by no means is intelligence and knowledge more effectually disseminated than by public journals, magazines and pamphlets, when sent free of Postage.

No. 5.

W. M. WILSON, Esq., Clerk of the Peace, and Editor of the Simcoe Observer.

Simcoe, 9th Jan., 1841.

Of course with all other editors, I object most strongly against the tax on newspapers; at all events, if a tax must be laid on this species of information, it is but fair that the subscriber should pay it. Every paper has a greater or less number of supporters who never pay anything, so that the unfortunate editor has to put this down to profit and loss.

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No. 3.

Benj. Birkholder,
Waterloo.

No. 4.

E. W. Peterson,
Berlin.

No. 5.

W. M. Wilson,
Simcoe.

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No. 6.

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G. P. BULL, Esq., Editor of the Hamilton Gazette.

Hamilton, 18th Dec., 1840.

(O.) No. 6.

G. P. Bull,
Hamilton.

We complain of paying Postage for subscribers, who very often leave the papers in the Office when they get into arrears; and we have repeatedly forwarded papers for three or six months ere we have been informed that the papers were lying dead; and do not even then receive our papers back.

The Postage on newspapers might be lowered one-half, and should be paid by the subscriber or publisher, optionally.

No. 7.

No. 7.

E. C. Thomas,
Hamilton.

E. CARTWRIGHT THOMAS, Esq., M. D., Government Emigrant Agent, late Editor of the Hamilton Journal.

[See Appendix M., No. 15.]

No. 8.

No. 8.

Rev. A. N. Bethune,
Cobourg.

Reverend A. N. BETHUNE, Editor of the Toronto Church.

Cobourg, 29th Dec., 1840.

The present arrangement for the transmission of our journal, we consider to be fair and liberal under existing circumstances. My opinion is, that the proprietor of the paper should in all cases be accountable for the Postage chargeable thereupon, and not the individuals to whom it is sent. This is an arrangement which would be more beneficial to the revenue, would save confusion in collecting, and conduce in my estimation to the greater respectability of the papers circulated.

I certainly think that the Postage charged of 4s. per annum upon each newspaper is exorbitantly high, and such as no paper, where the accountability of payment rests upon the proprietor, can afford to pay; yet I believe it has in no case been exacted to the letter.

It strikes me that it would be better to fix the rate of Postage upon some such scale as the following:

For circulating per Mail of 250 copies, and under, the proprietor to give testimony to the actual amount on oath.....£25 per annum.

For 500 copies.....	45	"
" 750 "	60	"
" 1000 "	65	"
" 1500 "	70	"
" 2000 "	75	"

And for any intermediate number, upon a scale graduated from the aggregate charge above suggested.

A larger proportional tax is recommended upon the paper of small circulation, than upon those that have a larger one; because the inconvenience and expense to the Post Office Department is not increased in proportion to the ascending scale of circulation; and because the general good, both moral and political, is as a general rule best consulted by not affording to

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the petty village print (often got up for a merely local and mischievous purpose) the same facility of circulation as to the larger and more widely diffused journal which professes to subserve the general mercantile, political, religious or literary interests of the whole country. I would merely add in reference to this question, that the Postage above recommended should be collected from the proprietors generally, one-half in advance.

In regard to magazines, reviews and pamphlets published within the British Provinces, I cannot see any reason why the same rule should not be adopted as above recommended in reference to newspapers; nor could any objection be felt to the adoption of a similar arrangement in regard to the same description of publications from the Mother Country, as by the scale suggested, the charge for Postage upon them would be reduced to something less than one half-penny per sheet: the discouragement to the circulation of English periodicals of that class, in consequence of the present Post Office arrangement, is really a detriment to the cause of literature in these Provinces, and serves to throw the almost exclusive patronage of the public to a much inferior order of periodical literature, and that too, often of a mischievous tendency, from the United States.

I see no reason whatever, since the Post Office Department involves a vast expenditure, why newspapers and other periodical publications, which are for the most part a mere speculation for gain, should any more than letters be wholly exempt from the charge of Postage. The stamp duty upon newspapers in England is a much heavier tax than the proposed demand for Postage upon similar publications in this country; and I am not aware that it militates there in the slightest degree against the diffusion of either political, literary or religious intelligence upon the widest scale.

No. 9.

No. 9.

JOHN WAUDBY, Esq., late Editor of the Canada Monthly Review.

Jno. Waudby,
Toronto.

Toronto, 8th Jan., 1841.

I am aware that 4s. per annum is exacted for each copy of a weekly newspaper transmitted by Mail, and higher sums for more frequent issues. The amount is paid by the publishers, generally, I believe, at the end of each quarter. The charge is objectionable, in that it is too high, is paid by the publishers instead of the receivers of papers, and especially, in that the whole sum thus paid is made a perquisite of the Deputy Post-Master General. Every penny earned by the Department should be added to its revenue; newspapers and other periodicals form on the average about three-fourths of the weight and bulk of Mails, and consequently form a large addition to the expense of transporting them; therefore the Department has been heavily taxed for many years, to the amount of this additional expense, in order to form a perquisite for one of its officers. This is neither wise nor just.

I am not of opinion that newspapers and other periodicals should be carried free of Postage, even if the finances of the Department would admit of such a thing.

There can be no doubt that it is the duty of the State to promote education and the spread of knowledge among its people; but whatever it does in this

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matter, should be under its own control, both to ensure the wise management of its resources and to guard against its liberality being abused, and its intentions frustrated. I cannot imagine any valid reason for supposing that the State is under obligation to give gratuitous circulation to anything that any man may choose to consider knowledge, for it may often be knowledge of evil rather than good. It may directly tend to injure the State, and she would thus be accessory to her own destruction; or it may be an infamous libel on individuals, and she would thus be a party to a breach of her own laws, and the injury of those whom she ought to protect. Most certainly all the operations of the State should be considered with each other and the general design; not pulling down with one hand what had been built up with the other, by employing part of her means and energies in making the people wiser and better, and another part in making them worse. Vast quantities of printed trash and printed wickedness, and even printed incentives to crime, are afloat on the stream; but they should not be taken into the Government vessel and furnished with a free passage to their destination at Government expense. I should as soon think of paying the passage of brutes, of robbers and murderers, knowing their character and design.

A gratuitous circulation of papers and periodicals could be founded only on a censorship of the press; or at least, must be confined to such publications as had in some way received the sanction of the State. The first could not be endured, and the second would create jealousy in the excluded parties.

No. 10.

Mrs. S. Dalton,
Wm. Toronto.

No. 10.

Mrs. S. DALTON, Proprietress of the Toronto Patriot.
Toronto, Dec., 1840.

The present depressed state of the country and the great difficulties proprietors of newspapers have to contend with, in a new country, where the population is naturally very scattered, in collecting their dues, render it desirable that a very small rate of Postage (if any) should be exacted. It is proposed by some that the subscriber should pay the Postage of his paper (a half-penny) on taking it out of the Office; this would be a very troublesome mode, and would also be attended with much additional expense to the country; extra clerks would be required to count the number contained in each package, and keep account of the half-pence received; besides, if a reduction is to be made, this would be a change of very little consequence, for the Postage would then be 2s. 2d. for each weekly publication, and 4s. 4d. for the semi-weekly.

There are no daily papers published in this Province.

If it is judged requisite to change the Postage, we consider that it should be just so much as would cover the actual expense of transport.

We have nothing to urge in favor of the free transmission of newspapers in Canada, further than that they are transmitted free of charge in England.

No. 11.

JOHN CAREY, Esq., Editor of the Toronto Globe.

Toronto, 17th Dec., 1840.

I approve of the mode of transmission. The Officer here, Mr. Berezy, so far as my knowledge extends, gives general satisfaction, but the Postage is enormous, more than one-half the net profit on each paper; and it ought not to be any more illegally exacted.

I am told the United States' Government derive no advantage from the Post Office; their object is to enlighten the minds of their citizens by facilitating the free communication of thought; the Postage on their journals is but one-half the sum charged here, which sum is paid at the Office of delivery by the subscribers.

I think that proprietors of newspapers, &c., have a claim for the transmission of the same free of Postage, for various reasons: First, because those at the head of affairs by enforcing payment, as has been the case, from certain journals, and allowing others to pass free of Postage, tends to destroy that sacred palladium, the liberty of the press. It is nonsense to boast of the free communication of public opinion, or the liberty of the press, so long as an individual at the head of affairs has it in his power to exact Postage from a man opposed to his policy, and to compel his subordinate Officers to withdraw all public and private patronage from an editor who conscientiously opposes his policy, and fearlessly, as I do, performs his duty.

No. 12.

R. D. CHATTERTON, Esq., Editor of the Cobourg Star.

Cobourg, 30th Dec., 1840.

I have no objection to offer as regards the amount of Postage on newspapers and other periodicals, thinking it reasonable that some charge should be made for the service rendered; and the question how much? may be safely and properly entrusted to the Legislature; but I beg very decidedly to disapprove of the mode in which it is at present collected, as constituting a heavy and arbitrary tax upon the proprietors of newspapers, for which, commonly in three cases out of five, they get no return whatever: Moreover it imposes upon them, without requital, and subject to a very unusual responsibility (that of personal liability) the duty of collecting the public revenue, which would properly seem to belong, as in the case of letters, to the paid servants of the Government.

No. 13.

WILLIAM FURBY, Esq., late Editor of the Port Hope Gazette.

Port Hope, 17th Dec., 1840:

I would state that the Franking Privilege should be granted to all publishers of newspapers, during the time of such publication; and this, though it might seem at first view too great a tax upon the Post Office, would I am sure, be fraught with important advantages to the community.

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John Carey,
Toronto.

No. 12.

R. D. Chatterton,
Cobourg.

No. 13.

William Furby,
Port Hope.

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(O.) No. 14.

G. Benjamin,
Belleville.

No. 14.

G. BENJAMIN, Esq., Editor of the Belleville Intelligencer.

Belleville, 12th Dec., 1840.

I think that all public newspapers should pass free of Postage to all parts of the British Dominions. In a new country like this, there can be but one reason for imposing a tax on newspapers, which is the necessity of a fund for defraying the Mail expenses; this not being the case in Canada, I see no reason why the tax should be continued. Taxes can only be justly imposed, if required to meet expenses incurred in any Department of the Government, and not for fees to Officers in the employment of Government; and the general impression is that the Postage on papers belongs to the Deputy Post Master General.

If the tax is to be continued, I do not think it could be put on in a more advantageous manner; that is, I do not believe that it would prove any more advantageous to the publishers of newspapers by having their subscribers pay for their papers as they take them out of the Post Office, than by our paying for them when we Mail them.

I am of opinion that the proprietors of newspapers and other periodicals in British North America have a reasonable claim on the public service for the transmission of their publications free of Postage. I think that it is an advantage to the country that the general information furnished by a periodical press should be as widely circulated as possible, and to this end I think it is absolutely essential to maintain and keep up the Press. It is not in Canada as in the Old Countries, where the chance sales of newspapers are always as great at each publication as the regular sale to subscribers. Even the town and city populations of the Provinces will not furnish any encouragement of this kind, and it therefore becomes of great necessity that every obstacle should be removed that stands in the way of an extensive circulation of the various periodicals published in the Provinces. There are many who would subscribe and pay 15s. for a newspaper for one year, and will not pay 20s.; and here we have the difference of Postage. There is another very cogent reason why this tax should be taken off; in the neighbouring States newspapers are published at a very low rate, owing to the immense circulation which they obtain, and it is constantly thrown in the teeth of Canadian publishers that their (the Canadian) charges are so much higher than the charges in the States; but if the 5s. a year were taken off from weekly newspapers in Canada, as well as from all other publications, this great obstacle would be obviated.

No. 15.

E. J. Barker,
Kingston.

No. 15.

E. J. BARKER, Esq., M. D., Editor of the Kingston British Whig.

Kingston, 2nd Dec., 1840.

The present system of charging the Postage of newspapers on their publishers may possibly be erroneous; but the liberal policy pursued by the late Post Master at Kingston, the Hon. J. Macaulay, and also by the present Post Master, Mr. Robert Deacon, and I presume I might add the Deputy Post Master General, towards the Kingston Press, leaves me as a publisher nothing to complain of.

No. 16.

S. ROWLANDS, Esq., Editor of the Kingston News.

Kingston, 10th Dec., 1840.

Although not prepared to enter into the minutiae of Post Office Government in these Provinces, I cannot allow the present opportunity to pass without recording my conviction that an alteration in the existing regulations relative to newspapers has become absolutely necessary; and suggesting that as the total abolition of Newspaper Postage can in no wise affect the Post Office Revenue, the present charge on newspapers conveyed by Mail should be withdrawn, and that the dissemination of knowledge among the inhabitants of this infant and thinly settled country should be free and unrestrained.

The result of the present system has been to cripple the enterprise of newspaper publishers, obliged as they have hitherto been, to pay at the rate of 4s. 2d. annually for every paper sent by Mail, and to increase the amount of their subscription to a proportionate ratio; and in consequence American publications furnished at a lower price and free from the disadvantages alluded to, are circulated by thousands through the Province, a fact in itself sufficient to induce the Government to withdraw every impediment to the circulation of Canadian papers, tending as they do to forward the interests and develop the resources of the Colonies, as well as to check the introduction and dissemination of principles opposed to our feelings as Britons, and to the maintenance of our connexion with the Mother Country. In conclusion, I feel satisfied that by giving a free transit to newspapers, the Government will meet the fervent wishes of the people, and confer the greatest boon upon the inhabitants of these Colonies which can be bestowed.

No. 17.

Major J. RICHARDSON, Editor of the Brockville News Era.

Brockville, 30th Nov., 1840.

The next subject of interest connected with the Post Office which appears to me to require the notice of the Commission, both as regards the public and more particularly the Press of the Country, is one which has been lately agitated between the Montreal Gazette and Morning Courier. I am far from being of opinion that it is either reasonable or just, that the accommodation afforded to the Press by the Post Office in taking the trouble to secure, stamp, assort and deliver a mass of newspapers, should be without remuneration; but it certainly does occur to me that the present charge of 1d. on each newspaper is much too exorbitant; for instance, if a weekly newspaper, to which I will presume there are a thousand subscribers throughout various parts of the Provinces, is transmitted by Post, the editor sustains a dead loss of upwards of £200 a year, and so in proportion to the circulation. In the two Provinces there are at this moment not less than fifty newspapers printed, each paying on an average to the Post Office (so at least I have been informed,) £20 a year; making in the whole, £1000 a year. Now were this amount reduced one-half, a very handsome profit or rather bonus would still be left to the Post Office. The tax, as it now exists, is a direct tax upon knowledge and much general information; while moreover the manner of collecting it is highly injurious to the interests of the

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S. Rowlands,
Kingston.

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Press, which, in a new country, ought to be supported. If newspapers are to be paid for, (and as I have before stated, I think it but reasonable that such should be the case,) the party paying should be the party receiving. A penny or a halfpenny, taken in the abstract, is comparatively nothing, and falls lightly on one of many individuals; whereas, such an amount paid by the editor or rather publisher, who in addition to the large amount of Postage claimed from him not unfrequently pays for papers that are never accounted for, is extremely onerous indeed. Were the Post Office to adopt this plan, they would moreover confer a great benefit upon the Press in another point of view. It often occurs that newspapers sent to parties by Post are refused to be paid for under the plea of never having been either ordered or received; of course no account being kept at the Post Office where they are delivered, there is no evidence of delivery, and the publisher has no means of redress. If on the other hand, the party receiving should be compelled to pay, the account of the Post Masters would at once form an efficient testimony.

Under these circumstances it would rather be an advantage to the Press than otherwise, that there should continue to exist a nominal Postage on newspapers.

No. 18.

No. 18.

Messrs. Harris
& Co., Brock-
ville.Messrs. HARRIS & Co., Proprietors of the Brockville
Statesman.*Brockville, 14th Dec., 1840.*

We disapprove most decidedly both of the amount of Postage and mode of payment; the first being oppressive, and the latter unjust and unprecedented; unprecedented, because not demanded from the party sending upon other packages or letters when forwarded by Mail, nor upon packets, letters or papers forwarded by stages, steamboats or other ordinary conveyances of the country. We object to the charge wholly; but should any part be continued, it ought to be reduced to the lowest possible amount, and be paid by the party receiving the paper or periodical.

We are of opinion that newspapers and all periodicals having a tendency to diffuse knowledge, and to promote the cause of literature and science, ought to be permitted to pass through the Post Office free of charge, and that such is the opinion of every disinterested and intelligent man in Upper Canada, may be ascertained from the fact, that an address to Her Majesty to this effect was passed by the Representatives of the Province in Parliament assembled on the 14th March, 1839, with only one dissentient, Mr. Burwell, who was himself a Deputy Post Master.

No. 19.

No. 19.

James Thomp-
son, Perth.

JAMES THOMPSON, Esq., Editor of the Perth Courier.

Perth, 15th Dec., 1840.

We feel it an oppressive and pinching burden to have to pay for the transmission of papers to subscribers who come under the appellation of "bad payers."

We think the revenue arising from the transmission of letters ought to make a sufficient fund to remunerate those employed in the forwarding of newspapers.

The Press being the fountain of knowledge, and the means of disseminating useful information around amongst a population which would otherwise be ignorant and unenlightened, so far at least as political government is concerned, we think it ought to be the study of the Government to secure the Press the boon at least of sending papers Postage free; for the security of the State, we conceive, depends upon every exertion being made by it, and every encouragement given for the spread of knowledge, which often prevents political brawlers from raising tumults among the people.

No. 20.

No. 20.

Dr. H. J. CHRISTIE, Editor of the Bytown Gazette.

*Bytown, 15th Dec., 1840.*Dr. H. J.
Christie, By-
town.

My ground of disapproval being the exaction of any Postage whatsoever upon the transmission of newspapers and other periodicals within this Colony, it is hardly necessary to state objections to the amount or mode of collecting it. No method of levying it can render an exaction which is deemed unfair or impolitic acceptable to him who pays it, and that the Newspaper Postage in Canada is an exaction of this description we are fully prepared to shew from the following reasons. First: By the system of pre-paying his Postages the publisher of a journal is subjected to greater and more frequent losses than those incidental to his trade, as he cannot in this way meet the fluctuations in the number of his subscribers, and is besides compelled to launch out of his pocket the Postages for papers sent to the Heads of Departments and other officials to whom he transmits his publication as a matter of courtesy, without expecting or receiving any return. Second: Any postage upon newspapers and periodicals is considered as a tax upon the diffusion of information, and thereby operates in keeping the great mass of the people in ignorance. Third: The revenue arising from the Post Office in British North America is understood to produce a handsome surplus after defraying the expense of its management, and this without referring to the Postage on newspapers and periodicals (Provincial) which, it is said, never finds its way into the general revenue. From these facts it appears there is no necessity for exacting this Postage to supply a defective revenue, and its continuance cannot be justified on these grounds. Fourth: Nor is the levying of a Postage for newspapers or periodicals in Canada warranted on the principle of this transmission by Mail occasioning any greater expense to the Department. The same ground has to be gone over, the same means of transport employed, and the same amount paid for it, whether the Mail bags contain a single newspaper or not. Fifth: The exceeding unpopularity of this tax has made it a subject of frequent discussion through the medium of the public prints; the principle of exacting it, the mode of collecting it, and the appropriation of the amount, have all been objected to. In remarking upon this last, the Deputy Post Master General, who is said to pocket it as a perquisite of office, has come in for a liberal share of animadversion, and we are inclined to think in some cases unfairly, as in the appropriation that gentleman, we apprehend, has done nothing more than follow the examples of his predecessors in office; but, it is respectfully submitted that this can furnish no excuse for continuing the exaction of this obnoxious demand. Mr. Stuyner must be aware that as matters now stand, it exposes him to unmerited reproach; when rigidly exacted he becomes liable to the imputation of sordidness, when loosely collected it subjects him to the charge of partiality;

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considerations which, there can be no doubt, would lead that gentleman to wish for its being abolished. If the salary allowed him from the Post Office revenue be too small, let it be augmented from the legitimate source, but do not place an Officer of his high and respectable standing, dependant upon a perquisite so liable to vary in its amount. Sixth: It must be obvious that the present mode of imposing and collecting this Postage places virtually under the control of the Deputy Post Master General a power which ought not to be invested in any individual, namely, the power of checking or dispersing the circulation of the productions of the press, as it may suit his views or caprice at the time.

It is my decided opinion, and in this I will be borne out by that of every journalist in British North America, that the proprietors of newspapers or other periodicals in British North America have a reasonable claim on the public service for the transmission of the same free of Postage. In a country situated as Canada is, where the diffusion of information, and particularly that of a sound moral and political character, is so much required, it will not be denied that the man who devotes his time, talents and capital to effect this object, has a fair and reasonable claim on the public service to aid his exertions; and in no way can this claim be so easily and cheaply satisfied as by extending to the publisher the means of distributing gratis information of this description. Every honest journalist is in this situation and has such a claim on the public service. It will no doubt be alleged and cannot be denied, that the publisher of unsound political and moral doctrine, yea, even the disseminator of downright treason, might take advantage of a free transmission to spread their opinions through the country. But we would ask, has the plan of exacting Postage on such publications prevented their being diffused through the country? On the contrary, it is a well established fact that restrictions on the dissemination of improper publications have always tended to widen their diffusion, and while the libellous and seditious publisher can boldly claim the assistance of Her Majesty's Mail to disseminate his poison because he pays the exacted Postage, the honest journalist who labors to diffuse the antidote, is to be placed upon the same level and compelled to pay an equal sum for his more honest endeavours to correct the evil.

As it would appear that the publishers in the United States are allowed to circulate their papers and publications (albeit some of them are not of the most spotless character) within these Provinces, without paying anything beyond the American Postage, it cannot but be considered unfair that a British publisher within a British Colony should be subjected to an arbitrary exaction from which a foreigner is exempted.

No. 21. JOHN G. BRIDGES, Esq., Editor of the Caledonia Springs Mercury.
Caledonia Springs.

Caledonia Springs, 22nd Jan., 1841.

I cannot but believe in the expediency of transmitting newspapers, magazines, reviews and pamphlets generally, free of Postage. I view it now as a restraint upon the means of imparting knowledge. It is not the proprietors of newspapers who would be most benefitted, but the public, by its placing in their power to subscribe to useful periodicals. If the Postage be taken off, the price will necessarily be placed at a

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lower rate; consequently the public will derive the benefit; and, moreover, it will relieve proprietors of newspapers of a grievous burden, paying Postage for transmission of papers to the extent of at least one-third of their subscription list, from which they never receive any returns.

(Translation.)

No. 22.

No. 22.

F. CINQ MARS, Esq., Editor of L'Aurore des Canadas. F. Cinq Mars, Montreal.

Montreal, 5th Jan., 1841.

I greatly disapprove of the present system. The rates are too high. The cause of education and of the diffusion of political knowledge and science in general, would be greatly served; by entirely taking off the Postage from newspapers. If liberality is not to be so far shown, I think the present rates should be diminished at least one-half. Proof now exists that it would not diminish the revenue. In our opinion the Postage should not be paid by the proprietors of papers either, but by the subscribers; because it happens that the proprietor annually loses not only the price of a great many numbers of his paper from negligence on the part of subscribers to pay, but because he has paid Postage on those numbers. By the contrary method, the rights of the Post Office would be equally assured, and proprietors of newspapers would not be every year exposed to certain and often considerable losses.

No. 23.

No. 23.

R. D. WADSWORTH, Esq., Secretary to the Committee of the Montreal Canada Temperance Advocate. R. D. Wadsworth, Montreal.

Montreal, 1st Feb., 1841.

I am directed by the Committee of the Montreal Temperance Society to request that the Temperance Advocate, a paper published not for profit but for the moral improvement of the community, should henceforth be transmitted through the Post Office free of Postage. It may be remarked that the annual loss to the Committee is considerable, and must be so long as the paper is published.

No. 24.

No. 24.

REV. BENJAMIN DAVIES, Editor of the Montreal Baptist Magazine. Rev. Benj. Davies, Montreal.

Montreal, 22nd Dec., 1840.

I disapprove both of the amount of Postage on newspapers and other periodicals, and of the mode of payment.

I cannot see why the Deputy Post Master General makes any charge at all, since he pays no part of the expense of the Mails. The Government ought to get whatever Postage is paid by the public. The Baptist Magazine from its size might well be counted as one sheet and should pay Postage only at that rate, i. e. 1s. a volume. The subscribers should be allowed to pay the Postage, whereas at present it is demanded from

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the publishers. It is evidently too hard to make the publisher (as it often happens at present) throw away money on the Post Office, as well as lose the value of the periodical, when subscribers prove delinquent.

I do not suppose the free Postage of periodicals practicable, on the ground of national economy; but we need reform especially as to the transmission of periodicals between here and Britain, for the Postage now demanded forbids such transmission though evidently adapted to promote important ends. The Baptist Magazine is actually charged for each number 4s. in London; very many at home would take it were it not for this charge, which is a great vexation. Why not charge one penny a sheet on all periodicals transmitted between Britain and these Colonies?

24th December, 1840.

Relative to the transmission of periodicals between Britain and these Colonies, I would most decidedly advocate a uniform charge of one penny per sheet on all Literary and Religious Periodicals that are sent to Britain or received from Britain, by the Halifax Royal Mails; various reasons may be given in favor of such an arrangement. First, the Editors of Periodicals both here and at home require it. On this point I write most feelingly, because, being Editor of the Canada Baptist Magazine, I am cut off from using various British Magazines that would be exceedingly desirable as exchanges, if the present heavy Postage of 4s. per ounce were not demanded; at this time I am actually cut off from receiving even one, and hence I must, quite against my English predilections, make use exclusively of American exchanges, which may be had without trouble or expense. Till lately I could get a London Magazine *via* New York for about 7d. a number, but now that channel of communication is virtually closed. I may also mention that two London Editors now desire to take my Magazine in exchange for theirs, but the Postage forbids the barter. Is not this a grievance? Second, political considerations demand this reform. The manifest desire and policy of Government is to strengthen the tie that binds the Colonies to the Mother Country; but the present plan of the Post Office, with regard to magazines, reviews, &c., (letters are a happy exception) is directly opposed to this patriotic policy, for while it wisely encourages epistolary correspondence, it virtually lays an interdict on literary intercourse. Is it politic to withhold from Canadian readers the wholesome periodicals of dear Old England? and in consequence to compel them to peruse the unsound, and often pestilential publications which swarm in the United States, and which may be procured here for a song? Is it seemly that Britons are constrained to use American re-prints of our standard reviews and most popular magazines?

As Editor of a Religious Miscellany, it is my fixed and earnest purpose to promote British feelings and usages among the community by whom it is read; but how can I effect this purpose, if I am forbidden to call English Periodicals to my aid? if I am driven to seek help from Yankee exchanges? Is it any wonder that under the present system Yankee predilections should be entertained by many, notwithstanding our efforts to counteract them? It is my ardent desire that Canada may be British in the full sense of the term; but how can this noble end be secured, while there still exist such grievous obstacles to literary intercourse with our Father-land?

Again, were our periodicals allowed to circulate at home, it would awaken a general interest in the Co-

lonies. For instance, were the many friends in Britain who have expressed a desire to subscribe for my Magazine, allowed to take it, they would unquestionably take a benevolent interest in the country, and provide means for promoting knowledge and religion among its destitute inhabitants.

There are various benevolent Societies in Canada which would be vastly benefitted if their organs of intelligence were allowed to reach the people at home. Emigration, too, would doubtless be promoted by the circulation of our periodicals in the Mother Country.

No. 25.

No. 25.

J. S. WALTON, Esq., Editor of the Sherbrooke Journal and Gazette. J. S. Walton, Sherbrooke.

Sherbrooke, 11th Dec., 1840.

Having the privilege of sending my paper by the Couriers, the present arrangement and mode of payment does not materially affect me. As a general thing, however, the exacting the Postage from publishers in advance, that is before they receive pay from their subscribers, appears to me very objectionable. Printers often lose not only the Postage, but the subscription for their papers.

The Postage I think should be collected from those to whom papers are sent, the same as Postage on letters.

I see no reason why publishers should be constituted a privileged class; but as the circulation of well conducted journals has a beneficial tendency upon the community, the Postage should be fixed as low as possible, consistently with the expenses of the Establishment.

No. 26.

No. 26.

JOHN NEILSON, Esq., Editor of the Quebec Gazette. John Neilson, Quebec.

Quebec, 1841.

The payment of the Postage for the transmission of our journal ought to be made by the subscriber. The Gazette never required the payment of any subscriptions in advance. The expenses and loss in collecting are unavoidably great, and the publisher pays for a number of subscribers from whom he collects nothing. The payment by the publisher gives no check to the subscriber on the delivery from the Post Offices, and frequent and troublesome complaints are made to the printer on that head; the receivers of the article ought to pay the person who does the service, which ought to be rendered at as low a rate as possible. It ought to be as cheap as the printers by combining could effect the distribution by riders, which they have a right to do; a small payment on each delivery of a newspaper would be the best.

British North American Provincial publications in pamphlet form might go by Post for the same charge as newspapers, as they are not likely to overburthen the Mails; others ought to pay by weight.

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No. 27.

26th March.

WILLIAM KEMBLE, Esq., Editor of the Quebec Official Gazette.

(O.) No. 27.

William Kemble, Quebec.

Quebec, 16th Dec., 1840.

It appears to me that the Postage on newspapers, &c., should be paid by the subscriber on receiving his paper; as regards this paper, 1d. per week paid by the subscriber would make but the slight difference of 4s. 4d. in the year.

So far as regards the Quebec Gazette published by Authority, as being the medium of conveying Proclamations and other notices of the Government to the public, I think that those who receive it should be put on the same footing with those who receive written communications from the Public Offices, and those are, I believe, always free of Postage, or at least printed at the expense of Government.

No. 28.

No. 28.

Thomas Cary & Co., Proprietors of the Quebec Mercury.

Quebec, 19th Dec., 1840.

The increase upon the charge of Postage is a heavy tax upon the proprietors, who charge their subscribers only the same price that they did when the paper issued but once a week, that is 25s. currency.

There can be no doubt but the circulation of both newspapers and periodicals would be increased if they were transmitted free of Postage.

(Translation.)

No. 29.

No. 29.

Messrs. Fréchet & Co., Quebec.

Messrs. FRÉCHETTE & Co., Proprietors of the Quebec Canadien.

Quebec, 18th Dec., 1840.

If every consideration of public interest is set aside, it is certain that the present rates of Postage on public newspapers are moderate enough when compared to the Letter Postage. As to the mode of collecting it, proprietors of papers would rather be exonerated from the responsibility of the Postage especially as they are exposed to lose their subscription besides the Postage which they pay for some of their subscribers who become insolvent. If the present rates remain as they are, it would be a great relief to the printers if the subscribers were alone responsible for the payment of the Postage. Printers have enough to do to get their subscriptions paid. For the security of the Department, the Postage might be made a privileged debt, recoverable in a very summary manner, if it were found too troublesome to be obliged to pay on delivering each paper.

We think that the rates of Postage on periodical papers ought not to be governed by the number of times each paper issues per week, but on the number of times the Mail passes through each locality respectively. Under the present system, there are some

places which have a daily Mail. It seems to us that equal justice is not done in an arrangement of that nature.

18.—It is with some diffidence that we answer this question in the affirmative, fearing lest private interest should influence our decision, for proprietors of papers have a direct interest in being exempted from Postage. We think, however, that there are very strong public reasons in favor of a free delivery of the periodical papers through the Post. The press has become the great civilizer of the modern world, the light of the people, and the stimulus of industry; under these circumstances, should not the public or the Government do everything in their power to favor the operations of the periodical press and its free access to the abode of every one? Should not they do so, especially in a new country like ours, so much in want of help and of stimulus of every sort? We would not even fear to advance that, in the end, the Post Office Department would gain considerably by the system of free circulation of papers, by the impulse which these publications must necessarily give to commerce and industry in every class of society to which they will have access. We are sure that correspondence on business will increase with the facilities granted to the periodical press.

If it were not thought proper to exempt papers entirely from Postage, these publications might be greatly favored by a reduction of the present rates, especially on those which are published at a moderate price and at long intervals, such as the "*Coin du Feu*," the Postage on which amounts at present to almost one-half of the cost of the printing and the paper. The disproportion is not so great nor so heavy for papers published several times a week and at a higher price. It is a great disadvantage to the country parts, where fortunes are generally very moderate, and consequently to a class of men within whose reach every possible means of instruction and advancement should be placed.

APPENDIX (P).

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EXTRACTS FROM LETTERS OF DEPARTMENTAL OFFICERS, ON THE SUBJECT OF OFFICIAL FRANKING AND POSTAGE.—CANADA.

Extracts from Letters of Departmental Officers on Official Franking and Postage.—Canada.

[NOTE BY THE COMMISSIONERS.—In this and the corresponding Appendix for the Lower Provinces, we have inserted so much of every letter of this class as has reference to the question of Official Franking.]

No. 1.

No. 1.

Honorable S. B. HARRISON, Secretary for the Province of Canada, late Civil Secretary for Upper Canada.

Hon. S. B. Harrison, Toronto.

Toronto, 18th Jan., 1841.

I am not of opinion that the practice of paying Official Postage is inconsistent with the interests of the public service, excepting in so far as the system of Official Franking, is, I conceive, more convenient for the public service, and more conducive to that

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unembarrassed communication with Government, which is at all times desirable; both systems are perhaps equally liable to abuse; and the interests of the revenue must mainly repose on the probity of the Heads of Departments having the authority, in the one case to mark paid on their letter, and in the other to frank by their signature. It may be remarked in the latter case, that if the franking of a letter strictly private were declared by Act of Parliament to be a fraud on the revenue, it is not likely that any such abuse would occur; if, however, the reduced rate of Postage now established in the Mother Country should in time be extended to this Colony, little precaution would be necessary, as the temptation to elude the charge of Postage would be almost extinguished, and there could be no longer any question upon the expediency of adopting the system of Official Franking.

No. 2.

No. 2:

Hon. R. A.
Tucker, To-
ronto.

Honorable R. A. TUCKER, Registrar for the Province of Canada, late Provincial Secretary for Upper Canada.

Toronto, 19th Jan., 1841.

It is, I conceive, absolutely necessary that the Postage on the letters of certain public functionaries should either be paid in the manner it now is, or that those functionaries should be invested with the privilege of franking; for independently of the extreme difficulty, I might perhaps say the impossibility, of covering a charge of this nature by an average annual allowance, it is manifest that such a system would be wrong in principle; inasmuch as the Officer to whom this allowance was granted, would have a direct interest in reducing the amount of his Postage as much as possible, and would thus act under an influence adverse to the satisfactory discharge of his duty.

Between the present system and franking, I cannot discover any very important distinction; they have each the same tendency to lead to abuse, and the same or similar precautions against those abuses will, I apprehend, in each case be necessary; but on the whole, I am inclined to give a preference to franking: First, because the natural order of the public business is a little disturbed by the present system, which draws an undue proportion of the public correspondence into the channel of those Departments to which the privilege conferred by that system is confined: Second, because the present system being somewhat restrained in its operation, by a limit assigned to it under the grant of a specific sum, official correspondence is thereby rendered less free than in some instances the public service may perhaps require.

No. 3.

No. 3:

Hon. J. Mac-
caulay, To-
ronto.

Honorable JOHN MACAULAY, Inspector General of Public Accounts for the late Province of Upper Canada.

Toronto, 6th Jan., 1841.

There are two views which may be taken of the subject of Official Franking.

Were Official Postage sanctioned, much time and labor would be spared to Post Masters in rating letters with public Postage, entering such Postage in making

up Mails, and keeping and collecting the accounts relating to it, while at the same time the Departments would not incur the necessity of making sundry payments and transfers of public monies for this purpose.

On the other hand, the practice of franking is exceedingly liable to run into abuse. It is also to be considered that by requiring an account for Postage to be paid by each public Office out of its contingent fund, annually provided, a strong desire to keep within due bounds will be encouraged in each Department, and act as a check on any tendency to laxity, or unnecessary transmission of letters by Post.

It is true that the collection of Postage on public correspondence serves to swell the aggregate yearly receipts of the General Post Office, and thus presents a view somewhat deceptive of the real produce of the Department, since much of it would consist of monies drawn by other Departments from the Provincial Funds; yet if any substantial advantage should be considered as resulting from a tax on that correspondence, any misapprehension relative to the real amount of public income contributed by the Post Office in one year, might be obviated by an explanatory remark in the accounts of the Deputy Post Master General.

No. 4.

No. 4:

H. CAMERON, Esq., late Acting Surveyor General for Upper Canada.

H. Cameron,
Toronto.

Toronto, 18th Jan., 1841.

Whether the practice of paying Official Postage be in any respect inconsistent with the interest of the public service generally, I am not prepared to say; the objection to it is the portion of the time of the Officers of the various Departments consumed in keeping, settling and auditing the accounts, and thereby causing an interruption at stated periods to the progress of important matters when there may be a great press of business. It is susceptible of abuse, and so also is the system of Official Franking. It is, however, obvious to those acquainted in some degree with the amount of Official business transacted in the Civil Departments of Upper Canada, that the sums charged to those Departments or paid by individuals in correspondence with them on subjects of private interest, must form a very important item of Post Office revenue, while in particular reference to the Department under my charge, the amount of Postage properly chargeable to the public account is comparatively small. Letters forwarded from this Office on public business only are Post paid, it being generally understood that letters relating to private affairs must be pre-paid by the parties sending them; any omission to do so is usually noted in the Official reply to an unpaid letter.

Upon the plan pursued, private individuals as well as the public bear as nearly as practicable their due proportion of the expenses attendant on Departmental Correspondence.

It is possible that a good deal of convenience would result from a system of Official Franking, but I am persuaded that other consequences of a prejudicial character would inevitably ensue, which would more than counterbalance its supposed advantages.

If it should be proposed to regulate and confine its operation by certain rules, it would undoubtedly be still liable to objection; if limited to letters sent from the Public Offices, there can be no sufficient reason why the public at large should defray the charge of

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transport upon letters of private concern; and were it privileged to a limited extent, but not strictly confined to correspondence of a purely public character, it would most probably be very little exercised in favor of those who from their circumstances and situation in the community are least able to defray the expense.

Were Official Franking to enable individuals to forward their letters to the various Public Departments, and to receive the replies free of charge, the most trivial circumstance would often form the subject of correspondence, and much of the time of public Officers would be unnecessarily occupied in personal matters of no moment; the business of the Post Office Department would be increased in the same proportion without any additional means being obtained for meeting the additional expenditure consequent thereon.

General Official Franking would not I think be productive of any public benefit, such as alone could warrant the introduction of the system, and I am of opinion that a reduced scale of Postage would effectuate the transmission of Official Correspondence upon equitable terms without eventually materially interfering with the revenue of the Post Office Department.

No. 5.

No. 5.

William H. Lee, Toronto.

WILLIAM H. LEE, Esq., Acting Clerk of the Executive Council.

Toronto, 11th Jan., 1841.

I consider the system of paying Official Postage by the Department beneficial to the interests of the Public Service.

No. 6.

No. 6.

Jas. FitzGibbon, Toronto.

JAMES FITZGIBBON, Esq., Clerk of the House of Assembly.

Toronto, 11th Jan., 1841.

Should the Parent State be desirous of relieving the finances of the Province of the burden of paying an amount of Postage more than equivalent to the expenses incurred, I would consider the practice of paying Official Postage inconsistent with the interests of the Public Service of the Province, inasmuch as the amount paid is so much taken from the Provincial funds.

Were the surplus of the Post Office revenue collected in these Provinces, after paying the expenses incurred by the Imperial Government, equitably divided between them, then I should see no objection to the paying Official Postage; but should such surplus not be so divided, then I would be of opinion that the amount of Official Postage should be refunded to the Provinces.

To a system of franking I entertain strong objections, because I have seen and otherwise learned enough to convince me that the privilege would be abused.

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S. P. Jarvis, Toronto.

S. P. JARVIS, Esq., Chief Superintendent of Indian Department.

Toronto, 6th Jan., 1841.

The practice of paying Official Postage bears very heavily on the revenue of this Province, and must continue to do so as long as the present Post Office regulations exist.

Official Franking by the heads of Departments appears to me to be impracticable, unless the Home Government are prepared to surrender to the Province the surplus revenue of the Post Office raised within it, which, under the present system, is annually I believe, paid into the Imperial Treasury.

No. 8.

No. 8.

C. L. COLVILLE, Esq., late Assistant Military Secretary for Upper Canada.

C. L. Colville, Toronto.

Toronto, 14th Jan., 1841.

I consider the practice of paying Official correspondence beneficial, as by not paying the Postage of their letters, it is an easy method of checking any frivolous correspondence which many persons are too fond of carrying on.

No. 9.

No. 9.

Colonel E. L. L. FOSTER, Assistant Adjutant General to the Forces in Canada.

Col. E. L. L. Foster, Toronto.

Toronto, 7th Feb., 1841.

I do not consider the practice of paying Official Postage to be in any respect inconsistent with the interests of the public service. For my own personal convenience and accommodation, and to remove the responsibility from my shoulders of keeping accounts to a large amount for the Postage of Official letters, I would much prefer that all Official letters, packets and packages going from or coming to my office should pass free, a mode of proceeding which would be of the utmost relief to all Staff Officers when travelling on the public service throughout the Province, instead of their being, as at present, obliged to defray the expense of all their Postage *en route*, and sometimes to their great inconvenience, out of their private pockets.

Upon the whole, I am of opinion that the system of Official Franking would work well in, and prove beneficial to, the military service.

No. 10.

No. 10.

F. E. KNOWLES, Esq., Deputy Commissary General, Toronto.

F. E. Knowles, Toronto.

Toronto, 14th Jan., 1841.

I am not aware that the practice of paying Official Postage is in any respect inconsistent with the interests of the Public Service.

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No. 11.

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JAMES A. HARVEY, Esq., Deputy Ordnance Store-
keeper, Toronto.

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James A. Har-
vey, Toronto.

Toronto, 18th Jan., 1841.

I consider the practice of paying Official Postage to occasion a considerable increase of labor in all public offices where the correspondence is extensive, such as in this office. Much time and careful examination is required in making out the Postage accounts, and in keeping a correct check against the Post Master; and I am of opinion that if Official Franking were generally resorted to, it would tend much to simplify the Postage accounts, and a vast deal of labor would be saved in all public offices where the correspondence is extensive.

No. 12.

No. 12.

John Shortt,
Toronto.JOHN SHORTT, Esq., M. D., Assistant Inspector Ge-
neral of Hospitals.

Toronto, 7th Jan., 1841.

I am not aware of any inconsistency with respect to the interests of the Public Service, or any inconvenience resulting from the present mode of paying Official Postage.

No. 13.

No. 13.

Captain Bour-
chier, King-
ston.

CAPTAIN BOURCHIER, H. P., Town Major, Kingston.

Kingston, 7th Jan., 1841.

I do not consider that the interest of the Public Service is at all injured by paying the Postage of Official letters; if they were not paid for they would be franked, which amounts to the same in the end.

Neither do I consider that the system of franking would altogether do away with that of paying, as I conclude the Heads of Departments only would have that privilege; consequently all the minor Offices and Officials would still have to pay and keep the Postage account of all letters on the Public Service, not emanating from those authorities empowered to frank.

No. 14.

No. 14.

James Wind-
sor, Kingston.JAMES WINDSOR, Esq., Ordnance Storekeeper,
Kingston.

Kingston, 11th Jan., 1841.

I consider the practice of paying Official Postage to be in many respects inconsistent with the interests of the Public Service; for instance, I have sub-accountants at Prescott and Cornwall, who have to send to this office all their cash vouchers for approval and order of payment; these orders have to be sent back for the receipts of the parties, and again returned to Kingston; their respective store accounts have also to be sent to this office, and each packet charged at letter rate, the regulations of the Service requiring for the better security of such documents and the observance of greater despatch in carrying

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on the duties of the Department, that these accounts, &c. should pass through the Post Office. The detail also of keeping the accounts of Postage occupies much time, and is attended with considerable difficulty in guarding against mistakes, and I have not an opportunity at all times of checking the charges made upon the packets of various sizes received and issued daily; and more particularly during such times as the Service is more than ordinarily pressing, my establishment not being adequate to keep the accounts of Postage in a manner so satisfactory as I conceive to be indicated by the system of Official Franking, which appears to me to be admirably adapted to remove the present disadvantages, and to meet the Service in the most efficient and economical manner.

No. 15.

No. 15.

F. RAYNES, Esq., Barrack Master, Kingston.

F. Raynes,
Kingston.

Kingston, Jan., 1841.

I do not consider the practice of paying Official Postage to be in any respect inconsistent with the interests of the Public Service.

No. 16.

No. 16.

T. W. C. MURDOCH, Esq., Chief Secretary.

T. W. C. Mur-
doch, Mont-
real.

Montreal, 2nd March, 1841.

I think that of the three systems, viz.: daily payment, franking, or periodical payment, the last as it is now followed, though it may save some trouble to the subordinate Officers of the Government, is the least advantageous to the public. The expense of Agency for the Civil Secretary's Office during the last year amounted to £38 10s. and considering the extent of the correspondence with the other Government Departments, and the great increase in it which will be caused by the Union, the amount paid by the whole for the Agency must now be considerable, and will hereafter be much more; all this might be saved by making it the duty of the Messenger who takes the letters to the Post Office, to pay for them at the time, and the risk of fraud or mistake might be obviated, by requiring the Post Office Clerk who receives the payment to enter the amount of it in a book to be kept for that purpose by the Messenger; even were it necessary to employ an additional Clerk at the Post Office, which I do not think it would be, his salary would be less than the sum now paid for Agency.

In respect to Franking, I believe it can, under no circumstances, be advantageous to the public; it is sure to be abused (as is also to a certain extent the present system) by the transmission under Official covers of private letters; I know that every effort in England to prevent this abuse was unavailing, notwithstanding that great vigilance was used and heavy penalties attached to any offence of the kind. At the same time it is impossible not to see that an arrangement which should relieve this Office of a charge of £1500 a year, leaving the Civil List uncharged, would be exceedingly convenient, though I know of no other benefit from such an arrangement.

Daily payment in the manner I have glanced at is the only plan, in my opinion, fair and advantageous to the public.

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Hon. D. Daly,
Montreal.

HONORABLE D. DALY, Secretary for the Province of Canada, late Provincial Secretary for Lower Canada.

Montreal, 2nd Jan., 1841.

I consider the power of sending and receiving letters free of Postage by the Public Departments to be indispensably necessary to their efficiency.

I am of opinion that a system of Official Franking would be preferable to the present mode of paying from one Treasury into the other; if the effect that would thus be produced would not operate injuriously by diminishing to too great an extent the general revenue of the Post Office.

No. 18.

No. 18.

Hon. R. B. Sullivan,
Montreal.

HONORABLE R. B. SULLIVAN, President of the Executive Council.

Montreal, 2nd March, 1841.

The lessening the contingent expenses of the office in any way would of course be desirable to the person in charge; but as I am of opinion that the general rates of Postage on private correspondence, particularly as regards the transmission of legal and mercantile papers, are so high as not only to be burdensome to the parties paying the Postage, but also as to be injurious to the interests of the Post Office Department by causing evasions of the law in every practicable way, besides causing abuses of the Parliamentary privilege of franking, and as a reduction of these rates may involve a necessity of aid from the Provincial revenue of the Post Office, I am unable without a knowledge of data to which I have no access, to offer an opinion satisfactory to myself, or useful to the Commissioners. If, however, a necessity for aid from public Provincial funds should be found to exist, I may say that I know of no mode in which the proportion to be borne by the public can be so certainly and conveniently assessed as by the payment of Official Postage.

Moreover, I am of opinion that Official Franking and freedom from Postage of letters addressed to Officers of the Government, both of which privileges I apprehend would lead to unavoidable abuses, small at first, but almost of necessity increasing; and therefore, so far as I can form an opinion on the subject, upon which I know so little, my present impressions are against the system of Official Franking.

No. 19.

No. 19.

Joseph Cary,
Montreal.

JOSEPH CARY, Esq., Inspector General of Public Accounts for Lower Canada.

Montreal, 2nd Feb., 1841.

In cases, as in this Department, where the Postage is entirely within the Province, I am of opinion that to allow the Official Postage to be free, would tend to diminish the business and expense of keeping and rendering accounts, and of transferring monies from one branch of the Public Service to another.

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T. Boutillier,
Quebec.

T. BOUTILLIER, Esq., Assistant Commissioner of Crown Lands for the Province of Canada.

Quebec, 5th Jan., 1841.

The payment of Official Postage consumes annually a part of the Provincial revenue, which franking would naturally leave at the disposition of the Legislature, and viewed in that light, I would rather be disposed to recommend Official Franking, if the revenue of the Post Office Department would admit of it.

No. 21.

No. 21.

Colonel JOSEPH BOUCHETTE, late Surveyor General for Lower Canada.

Col. Joseph Bouchette,
Quebec.

Montreal, 3rd March, 1841.

I do not think that paying Official Postage is at all injurious to the Public Service, and not being much acquainted with the Post Office regulations as far as franking is concerned, I cannot give an opinion on the subject.

No. 22.

No. 22.

JEFFERY HALE, Esq., Receiver General for the late Province of Lower Canada.

Jeffery Hale,
Quebec.

Quebec, 4th Jan., 1841.

I am not aware of any objection in principle to the system of paying Official Postage, or of Official Franking; but in practice both are liable to great abuse, in being carried beyond the limits of *bona fide* Official correspondence. I do not know what, or whether any, check to this abuse has ever been found efficient.

No. 23.

No. 23.

HONORABLE F. W. PRIMROSE, Inspector General of the Queen's Domain, [Lower Canada,]

Hon. F. W. Primrose,
Quebec.

Quebec, 8th Jan., 1841.

It would appear to me that Official Franking, if it could be kept from abuse, is a more correct principle than that of paying Official Postage; because by the latter the public must find the means to pay the cost, and it would be less expensive and less troublesome to provide at once for the free conveyance. The abuses, too, which arise out of Official Franking probably exist to an equal degree, where there exists the practice of Official Postage; and therefore I should prefer the franking system, confining the privilege to as few Departments and Officers of Departments as possible, with some check, by solemn declaration or otherwise, to prevent as far as it can be, its being made the vehicle of private correspondence.

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W. B. Lindsay,
Montreal.

W. B. LINDSAY, Esq., Clerk of the House of Assembly, late Clerk to the Special Council for the Affairs of Lower Canada.

Montreal, 5th Jan., 1841.

I do not consider the practice of paying Official Postage to be in any respect inconsistent with the interest of the Public Service. The Members of the Special Council residing out of Montreal, where the Sessions are usually held, receive no allowance for their attendance thereat, and I consider it but fair that the Postage of their letters should be paid by the public.

During the sittings of the late Legislature, the Postage of the letters to and from the Members of the Legislative Council and House of Assembly was defrayed out of the public funds of the Province.

No. 25.

Lieut. Col. P. Young, Montreal.

No. 25.

Lieut. Col. P. YOUNG, late Deputy Adjutant General of Militia for Lower Canada.

Montreal, 4th Jan., 1841.

The practice which at present prevails of franking letters connected with the Public Service, I cannot consider objectionable; but it would not only reduce the amount of Postage very materially, but also facilitate the conveyance of the Mail, if the use of envelopes, except on unavoidable occasions, were to be prohibited.

No. 26.

D. C. Napier,
Montreal.

No. 26.

D. C. NAPIER, Esq., Secretary for Indian Department, [Lower Canada.]

Montreal, 18th Jan., 1841.

I do not consider the practice of paying Official Postage to be in any respect inconsistent with the Public Service, inasmuch as the Postage of the Indian Department is defrayed from the Parliamentary grant for the service of the Indians, and the surplus revenue of the Post Office is supposed to be paid into the Imperial Treasury.

I have to profess my inability to offer any opinion as to the system of Official Franking.

No. 27.

H. Jessopp,
Quebec.

No. 27.

H. JESSOPP, Esq., Collector of Customs, Quebec.

Quebec, 14th Jan., 1841.

I do not consider the practice of paying Official Postage to be in any respect inconsistent with the interests of the Public Service.

In respect to introducing a system of franking in lieu of paying Official Postage, I doubt whether any advantage would arise therefrom. The system which at present prevails, is tantamount to a Franking Privilege.

No. 28.

Lieut. Col. Sir C. R. O'DONNELL, late Military Secretary to the Commander of the Forces.

Montreal, 16th Jan., 1841.

The payment of Official letters certainly seems to me a great inconsistency; I am not aware how it affects the revenue generally, but I have not yet been enabled to learn what advantage is derivable to the public from such a measure; on the contrary, I am satisfied that peculation and losses may arise from it.

It will be observed that the per centage charge for my Department only, for the year ending 5th July, 1840, is nearly £40; this I consider a positive loss to the public, and which would not be necessary by the system of Official Franking.

No. 29.

Lieut. Col. JOHN EDEN, C. B., Deputy Adjutant General to the Forces.

Montreal, 8th Jan., 1841.

I am at a loss to give an opinion on the subject of Official Franking, as I conclude from the alteration in the system which has lately taken place in England, that the practice of charging the Postage of letters against the Departments instead of allowing them to pass free of Postage is necessary, and attended with advantages of which I am ignorant; but under ordinary circumstances I should have considered Official Franking under certain restrictions to be much more simple than the system of charging the Postage.

No. 30.

Sir R. I. ROUTH, Commissary General.

Montreal, 2nd Feb., 1841.

I understand that the principle of the payment of Official Postage is this, that the whole duty of the Post Office might be made to appear: in point of fact, the Postage is paid from one branch of the Government to another, and it would seem to be an extra and unnecessary labor, if the extent of the Post Office duty could be made to appear by any simpler method.

The practice of franking would go far to protect the public against the possibility of private correspondence becoming a public charge: this would be the effect between the Official authorities within the Province; but it must be remembered that a great volume of letters are received from persons of other classes and other countries, to which the system could not apply; but this would only be the case with letters received, and not with letters sent.

The subject is certainly worthy of consideration.

Montreal, 2nd June, 1841.

I have the honor to return you the Bill for the management and regulation of the Post Office in

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(P.) No. 28.

Lieut. Col. Sir
C. R. O'Donnell,
Montreal.

No. 29.

Lieut. Col. John Eden,
Montreal.

No. 30.

Sir R. I. Routh
Montreal.

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Lower Canada, with the following remarks: You appear to entertain some doubt if it was intended to include the Commissariat in this arrangement, because the Commissariat are not specially named among the Offices detailed in page 72; but I beg to point out to you that the Commissariat is a branch of the Treasury at home, having their chief Office in the same building, and all public letters bearing the signature of one of the Secretaries: therefore it is virtually included under the term Treasury.

With respect to franking letters I conceive that the principle adopted should be, that the Senior Commissariat Officer at each post only should have the power of franking, and the Senior Officer in charge of the Commissary General's Office, the latter Office being moveable, and the correspondence of a confidential nature, which could not be communicated to the Officer casually in charge of the Station: all letters so franked by the signature of these Officers should also be addressed, on Her Majesty's service, and that all other letters addressed to any member of the Department, not franked or addressed in this form, should be payable at the Post Office.

The Commissary General should apprise the Post Office of the names of the different Officers in charge, and of the different changes from time to time occurring thereon.

It is to be observed, however, that a variety of letters are addressed to the Commissary General, and to the Officers in charge, from Contractors, from Half-Pay Officers, from Pensioners, and from other claimants, which undeniably belong to the Public Service, but which would frequently reach their destination without this form of address; I conceive that the Postage of such letters, in the monthly or periodical settlement with the Post Office, should be remitted upon the production of a certificate upon honor of the Officer empowered to frank, that these letters were exclusively of a public character; indeed, the letters themselves might be produced in evidence to the Post Office, if such a proof is necessary, and if the Commission think it would be free from the effect of compromising the good faith of such correspondence, or involving too great a loss of time. I mean by this to say that this Department would in no manner object to such arrangements, or to any other which the Post Office may require for their satisfaction.

No. 31.

Lt. Col. T.
Oldfield,
Montreal.

No. 31.

Lieut. Col. T. OLDFIELD, Commanding Royal Engineers.

Montreal, 22nd Jan., 1841.

The payment of Official Postage I consider inconsistent with the interests of the Public Service; it increases unnecessarily the amounts of the Ordnance estimates, gives much trouble in keeping accounts, and is a clear loss to the public of at least 2½ per cent.

No. 32.

Col. F. Camp-
bell, Montreal.

No. 32.

Colonel F. CAMPBELL, Commanding Royal Artillery.

Montreal, 25th Jan., 1841.

I consider the practice of paying Official Postage so far inconsistent with the interests of the Ordnance

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Department, which has to make provision in the estimates brought before Parliament for the Colonial Postage in these Provinces, which, as on the Ordnance service exclusively, I think should be paid by the Colony. I see no objection to Official Franking, if well defined and properly regulated.

No. 33.

F. Sisson, Esq., Ordnance Storekeeper at Head Quarters, Montreal.

No. 33.

F. Sisson,
Montreal.

Montreal, 1st March, 1841.

Paying Official Postage without doubt entails much additional trouble on the Post Office as well as on the Department, by the time taken up in ascertaining, receiving and paying the Postage twice a day; as also on this Department in keeping the accounts.

As to Official Franking, in my opinion, such would be a decided advantage to the service generally (under proper restraint checking its abuse) since, no benefit being derived in a pecuniary point of view, an inconsistency does appear in paying the amount from the public to the public; but on the other hand, as under the present system every Department is strictly enjoined to keep down the amount of Postage as much as practicable, were franking adopted, such course no longer being requisite, an increase of correspondence might be the result, thereby entailing additional trouble and perhaps expense on the Post Office.

No. 34.

R. PENN, Esq., Ordnance Storekeeper at Quebec.

Quebec, 13th Jan., 1841.

No. 34.

R. Penn, Que-
bec.

The only objection I can offer to the practice of paying Official Postage is, it causes an increase of Office duties without the public benefitting thereby. Official Franking under proper regulations would, I am induced to think, be a convenience to the public service.

No. 35.

THOMAS TRIGGE, Esq., Barrack Master at Quebec.

Quebec, 13th Jan., 1841.

No. 35.

Thos. Triggs,
Quebec.

As the Official correspondence of my Office in this country is very limited and mostly pre-paid, I find no inconvenience under the present arrangement.

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General Cor-
respondence—
New Brun-
swick.EXTRACTS FROM GENERAL CORRESPONDENCE.—NEW
BRUNSWICK.

No. 1.

No. 1.

J. A. Mac-
lauchlan,
Madawaska.J. A. MACLAUCHLAN, Esq., Warden of the Disputed
Territory.

Madawaska, 13th January, 1841.

Answer to Se-
cond Circular.

[To Second Circular.]

1.—I must recommend the completion, as soon as possible, of the Post communication from Fredericton to the St. Lawrence by the route of Lake Temisquata, which may be easily effected during the ensuing summer, provided a sufficient appropriation for that purpose is made by the Government. I am of opinion that Her Majesty's Mail may then be conveyed between Halifax and Quebec in *five* days.

2.—It is out of my power to furnish the probable amount of Postage. However, I am well aware that *numerous* letters in this Province are annually forwarded by private conveyance, steamers and stages; owing principally to the general opinion that the rates of Postage are much too high.

3.—I am of opinion that the rate of Letter Postage is extravagantly high, and should be reduced one-half, or at least a third.

4.—I do, inasmuch as there would not be that inducement for persons to seek private conveyance for their letters. A reduction of rates would besides enable many others to correspond more frequently with their friends than they are now able to do in consequence of the Postage.

5.—I am not in possession of the system of charging by weight; but I think the mode of rating by single or double Postage would probably afford equal satisfaction to the public.

7.—I think every facility should be given to the circulation of newspapers and periodicals, which, however, cannot be done unless a reasonable amount for Postage is taken. For it is well known that neither the editor nor the printer pays this expense, but the subscribers, who are consequently limited to the number of them, and frequently much to their annoyance. If the Postage was less, the number of subscribers would, no doubt, be greater, and the price of the paper reduced.

No. 2.

No. 2.

J. M. Connell,
M.P.P., Wood-
stock.J. M. CONNELL, Esq., M. P. P., for the County of
Carleton.

Woodstock, 25th November, 1840.

There are at present but two Post Offices in this County, (Carleton) one at this place, the other at Grand Falls. The duties of the former, the only one with which I am particularly acquainted, I believe to be faithfully discharged.

Between this and Fredericton, a distance of sixty miles, the road passing through a settled and fast improving country, there is no Post Office; and I think it highly desirable that at least one should be established, and in the course of a short time it will be found necessary to have one between this and the Great Falls. The Office at this place I should think entitled to at least £150 or £200 per year; at the Great Falls about £30, and the others alluded to, if established, in the same proportion. As the Mails from the United States are received and forwarded here, and the business of the place itself is much larger than that of any other in the County, the remuneration must of course be much greater; and it will also be recollected that the duties of the Woodstock Office have been rapidly increasing.

With reference to the rates of Postage, they are certainly far too high, and I think might be greatly reduced without diminution of the revenue. I would suggest the following rate as a substitute for the present, say:

For 75 miles and under, 2d. per single letter; over 75 miles to any part of the Province, 3d., and to any of the North American Provinces, 4d.; each single letter being half an ounce, and so in proportion.

The transmission of the Mails from Halifax by way of the Bay of Fundy is highly desirable. The distance to this place, about 200 miles, may, after next summer, be travelled by night or day at the rate of eight miles an hour. The road from Halifax to Annapolis is good; thence across to St. John; by the Nerepis there is then a good road to Fredericton, and on the same side of the River St. John a new road to Woodstock will by next fall be completed. From this to the Grand Falls an alteration for the better is contemplated in the road, which Mr. Russell has examined and highly approved of. When completed to the foot of the lake, the whole route may be travelled at the rate above stated.

1st January, 1841.

[To Second Circular.]

Answer to Se-
cond Circular.

1.—If there was a daily line carrying the Mail between Woodstock and Houlton, (which is only 12 miles,) a great deal of increase might be expected; provided the American Government would establish the same between Houlton and Bangor.

2.—The amount of correspondence between this place, Fredericton and St. John, is more than one-half carried by stages and other conveyances, owing to the high rate of Postage, and the number of stages and private conveyances running thereto.

3.—I am of opinion that the present rate of Postage is far too high, and that it should be reduced to 2d. or 3d. under 70 miles; about 4d. to any part of the Provinces of New Brunswick, Nova Scotia and Prince Edward's Island; 10d. to Lower Canada, and 1s. to Upper Canada.

4.—I think reduction in Postage would increase the amount of correspondence; for it would induce people to write more frequently. People would rather send their letters by Post, because they would be more punctually delivered than by private hand.

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5.—The system of charging letters by weight I think would not be any improvement upon the mode now adopted, as then they could send always two letters.

6.—I think that newspapers are generally charged half a dollar per year. Perhaps it might be as well to let them go free, and also the Journals of the Assemblies, as it would be an inducement to people to read more, and get more information of the Province.

N. B.—I am of opinion that should a daily line be established between Woodstock and Fredericton, drawn by four horses, (which would then supersede the stage driven by a company,) the letters would all go by Mail. I think the present mode of carrying the Mails very insufficient, as delays often occur on account of the Courier not having sufficient horses.

No. 3.

Charles Connell,
Woodstock.

No. 3.

CHARLES CONNELL, Esq.

Woodstock, 4th December, 1840.

It will in all probability be found advisable to establish an Office at the Tobique between the Grand Falls and Woodstock; also at Prince William between the latter place and Fredericton, or to have places of deposit established at the several stopping places between Fredericton and the Grand Falls. Such an arrangement would be a great convenience to people on the road; would be an advantage to the Post Office, and would be attended with very small expense.

A reduction of Postage would cause an increase in the business, and in all probability would create an increase to the funds of the Department. I am of opinion, that should the Postage be reduced to 3d. for 75 miles, and so in proportion to the extent of 500 miles, and no extra charge beyond that distance within the Provinces of Canada, New Brunswick, Nova Scotia and Prince Edward Island,—such a rate of Postage would be an inducement for an increased communication by Mail.

The new line of road from Fredericton to Woodstock is now in a state of forwardness, and will, in all probability, be completed in the month of July next; a new line from the latter place to the Grand Falls has lately been explored, and is highly approved of, and should a liberal appropriation be made, might be completed in the season of 1842. When completed there will be no difficulty in transporting the Mail at the rate of 8 miles an hour, day or night. The present and former mode of carrying the Mails (with few exceptions) is very insufficient; punctuality and dispatch not being enforced. In fact, under the present system it is impossible it should be otherwise. I am of opinion that the Mail from Fredericton to the Grand Falls should be drawn by four horses. There would not be much difficulty in doing so even on the present route; and when the new line is completed, it can easily be done at all seasons of the year. The only impediment now in the way is, in the fall and spring, the badness of the roads and the difficulty of crossing the ferries. From the Grand Falls to the Lake Temiscouata, a good line of road may be made on the east side of the River St. John, by throwing a bridge across the river at Grand Falls; which it is said could be done at a moderate expense.

No. 4.

G. F. WILLIAMS, Esq.

Woodstock, 7th Jan., 1841.

[To Second Circular.]

1.—During next summer a new line of road from Fredericton to this place, on the western side of the Saint John River, will be completed. Thus the difficulties connected with crossing the river here as at present will be avoided; and the new road is much more level than the present one. From Woodstock upwards a new line has been lately explored to the Grand Falls, which I understand Mr. Russell who examined it highly approved of. In the event of a liberal grant being made for this road, it may be completed in the summer of 1842. The land in the vicinity is of good quality, indeed rather superior, and will readily be settled upon. Despatch in the transmission of the Mails being an object of importance, I conceive the readiest mode of effecting this is to convey them from Halifax to Annapolis in Nova Scotia, by land; thence across the Bay of Fundy to St. John by a steamer; and thence by land on this side of the river. Woodstock may then be reached in 2½ days from Halifax; as the road may be travelled at any time from 8 to 10 miles per hour. The Mails ought to be conveyed by four-horse teams; and every contractor should not only be a sober respectable man, but he should be bound under heavy penalties to employ none but such for drivers. I am particular in inviting your attention to this, as I conceive it to be important; and I am certain you will coincide in the opinion that too much precaution cannot be used, for the Mails when in charge of a half-drunken driver, are exposed to the tender mercies of every villain who will treat the courier and then seize an opportunity of robbing the Mail; and a single instance of misconduct may prove ruinous to individuals, and detrimental to the Public Service. It is desirable that a daily Mail be conveyed from Woodstock to Fredericton at all seasons of the year; and it will be found necessary to establish an Office on that route, say half-way. The duties of the Office here, are I believe properly discharged. The salary should not be less than £150 per annum. The letters and papers passing to and from the United States materially increase the service at the Woodstock Office. I would recommend the establishment of one or two Post Offices with small salaries, along the river from this to the Grand Falls, in the course of a year or two.

2, 3 & 4.—From my own experience and observation, I feel assured, that the transmission of letters by private conveyance obtains to a great extent; in fact when and where opportunity is afforded. I certainly think that two-thirds of the correspondence by letter is maintained in this way. Private modes of conveyance from this place to Fredericton by stage at all seasons, and from that to St. John either by steam in summer or by stage in winter, are so frequent that persons do not hesitate to avail themselves of them to avoid payment of postage. I believe the sole cause of this is the present high rate of Postage, of which the following is a specimen, viz:—

From Fredericton to Woodstock, or vice versa,	7d.
(62 miles.)	
From St. John	10d.
(127 miles by land, 150 by water.)	

You will at once perceive that besides being high, the scale is an unequal one. It may be urged that even if the Penny System were adopted, there are some who would be at no small pains to avoid even this; which I admit, but individuals of this stamp are

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(Q.) No. 4.

G. F. Williams,
Woodstock.
Answer to Second Circular.

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rarely to be met with. I am of opinion that if a reduced rate can be brought into operation, private modes of conveyance will be generally dispensed with. A reduction would serve as an inducement to mercantile men, friends and others, to Mail their letters; especially as that mode is the safest. I beg leave to suggest the following as a scale of rates, viz:—

75 miles and under,	3d. per single sheet.
From 75 to 150 miles,	4½d. “
Over 150 miles, and within the Province,	6d. “
To any of the British Provinces,	9d. “

Double letters in proportion. For larger letters or parcels I would propose the following, viz:—

1st rate, distance as before,	7½d. per oz.
2nd “ “ “	10l. “
3rd “ “ “	1s. 3d. “
4th “ “ “	1s. 9d. “

This, I think, would afford an inducement to those who have small sums of money or papers to send, to do so by Mail rather than risk a private hand. I should not feel willing to recommend a lower scale than the foregoing, at least until its working has been well tried; and if found necessary or prudent, a further reduction can be hereafter made.

5.—I cannot recommend the charging letters by weight, if less than one ounce; as in that case I should think it necessary to increase the above proposed rate for a single letter (or ½ oz.) to 5d. the first rate, and so in proportion; and the reduction would then, with many who do not consider the difference, appear so little as not to be worthy of notice. I conceive each sheet ought to be considered a single letter, especially if the intended reduction be a material one, unless each single letter be considered at ¼ ounce.*

6.—With reference to newspapers I believe the usual charge is 2s. 6d. per year for each paper; paid by the publisher, who charges in town, 15s., and by mail, 17s. 6d. The extra charge of 2s. 6d. for Postage is thus paid to the printer by the receiver. I am aware that newspaper proprietors bitterly complain of the tax; yet I see no injustice in it. They do not obtain, in my opinion, one less subscriber therefor.

No. 5.

Hon. W. F. Odell, Fredericton.

Answer to Second Circular.

No. 5.

Hon. W. F. ODELL, Provincial Secretary.

Fredericton, 24th Dec., 1840.

[To Second Circular.]

1.—I think it would greatly facilitate the transmission of the Mails, if the couriers were better paid and required to keep better horses, which should be changed at much shorter stages than at present. They should also be required to keep good carriages, with means to shelter the Mails from the weather. One courier, I believe, on the Halifax route, drives a miserable cart, with only one lame horse, a distance of 60 miles.

* If ¼ oz. be substituted for a single sheet as a single letter, perhaps charging by weight may be found beneficial; but if ½ oz., I think it would not answer a good purpose.

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2.—I cannot give any specific information upon this point (correspondence not by Mail) but I believe the amount is very great, owing to the high charge for Postage.

3.—I think the rates of Postage too high; but as I am not aware of the expenses incurred by the Post Office, I am unable to suggest a scale.

4.—I think a reduction in the rates of Postage would materially increase the amount of correspondence by Mail, as the security afforded would lead people to prefer it to the chances of private conveyance, which the present high rates induce them to adopt.

5.—I think the system of charging letters by weight would be advantageous.

7.—I do not know of any particular claim the proprietors of newspapers, &c., have for their free transmission.

No. 6.

No. 6.

EDWARD WARD, Esq., Government Emigrant Agent and Editor of the Fredericton Sentinel. Edward Ward, Fredericton.

Fredericton, December, 1840.

I consider that the Post Office, in this and the neighbouring Colony of Nova Scotia, is conducted in a manner not at all calculated to give general satisfaction or to ensure public confidence; and this is not to be attributed so much to a want of inclination on the part of the Head of the Department at Halifax and his subordinate here, as to the absence of ability and tact, and that acquaintance with the localities of the country, which is essential to the establishment of a good Post communication.

I observe by the Yarmouth papers, which place is a moderate day's ride from Digby, that with one exception, the news of the arrival of the English steamers has been received *via* Boston; when by a proper line of communication it should arrive in two days or two and a half from Halifax.

With reference to the administration of the Department, I am of opinion there should be one superintending and controlling power, vested in an Officer at the Seat of Government in Canada; and although there is a great feeling against large salaries, yet that gentleman and his subordinate officers should be freely and liberally paid. There should be two Heads of Departments under him, one at Halifax and the other at Fredericton, whose income should be from £400 to £500 a year, exclusive of office rent, and payment of clerks.

The per centage on letters should be decidedly abolished, as I am satisfied the desire to obtain that leads to discouraging the mailing of un-paid letters for Great Britain and Ireland. In country places from £25 to £30 would ensure the performance of the requisite duty by competent persons, such as Clerks of the Peace or Keepers of Records; but letters should on no account any longer be deposited in shops.

There are cases, however, in the country, where a high salary would be necessary; as at Dorchester, and other places where the Mail arrives during the night.

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I certainly consider that a person, as is the case at Dorchester, who has to get up twice a week to receive or despatch Mails, should have annually £100.

In making these large allowances, I consider that the point to be settled should not be affected by a mere question of pounds, shillings and pence; but that a comprehensive system is to be introduced, which will be in operation when these Colonies shall have greatly advanced in wealth and importance; and which will supersede the necessity of alteration when such improvements shall have taken place.

In order that the Post Office Revenue may derive all the benefit from the conveyance of letters, I think a Provincial Act should pass, prohibiting the carriage of letters by private conveyance, in stage coaches and steamboats; provided a moderate rate of Postage were fixed. These rates should be made as low as possible, although the principle of uniform Postage as introduced in England will not do here for many years. Probably that adopted in the United States, and not to exceed six-pence inland Postage when sent through these Provinces, would answer.

The direct distance from this to Chatham (Miramichi) is 115 miles. I have been very anxious for some time to see a Mail sent by that route, and Post Offices established on that line; and at length Mr. Howe has agreed to give the driver of one of the stages £100 to carry a Mail twice a week, but still there is no Office between Fredericton and Newcastle in Miramichi, although the country is thoroughly settled. It was only last week that a gentleman living about half way (Mr. Drake, a Magistrate) had to come to Fredericton in search of a letter connected with a Chancery suit, which he could obtain in no other way.

County couriers crossing the country, I am of opinion, should be supported from the Provincial funds; but in every instance the amount should be voted to the Lieutenant Governor, to be handed over to the head of the Post Office Department. I have seen very mischievous results in this Province, in an instance where the Legislature has voted a sum for the establishment of a local Post, to be expended by the Magistrates of the County.

No. 7.

Charles Fisher,
M. P. P., Fredericton.

CHARLES FISHER, Esq., M. P. P., for the County of York.

Fredericton, 25th Jan., 1841.

To attempt to prove the necessity for, and the benefit to be derived from, an efficient and well regulated Post Office Establishment, would be to repeat one of the simplest mathematical axioms in Euclid. The individual who simply receives his letter or newspaper from the Post Office in his vicinity thinks no more of the whole institution than as a convenient means of furnishing him with the news of the day, or corresponding with his friends. Very few of the great mass of society regard the establishment in its true character, or think at all of the vast commercial and social advantages it is capable of producing. In this Province its benefits are mainly confined either to merchants or members of the learned professions; occasionally a farmer, and rather oftener a mechanic, either for purposes of business or pleasure, may through it

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communicate with his correspondent or friend. To accommodate the Post Office to the every day business of life, it must be entirely re-modelled, and the whole system much improved.

The United States afford an example of the successful adaptation of the Post Office Establishment to the varied wants of a great civilized community. As soon as a settlement is formed in the remotest wilderness of the Union, a Post Office is established, providing the lonely backwoodsman with a frequent and regular means of corresponding with his friends, and of learning the doings of the great world behind him. By this means a continual intercourse is kept up between all parts of that republic, and knowledge of every description is continually flowing from the centre to the extremities. Wherever the Post Office is found, it will be considered by the philanthropist one of the land-marks of civilization, and must silently and surely produce a genial influence upon every department of business and all the occupations of life.

Who can calculate the splendid results which will accrue to the Northern Colonies from the establishment of the line of Mail Steamers? The Government in its anxiety to give full effect to their munificent project, is desirous of re-organizing the whole Colonial Post Office Establishment. The institution of an inquiry into the present state of the Post Office is an admission of its insufficiency; and while I hope much good will grow out of the inquiry, I am convinced that almost any alteration in the management of the Office, must necessarily be an improvement. The Post Office has been so long a subject of general complaint in this Province, and so many abortive efforts have been made to improve it, that until the arrival of Lord Sydenham I despaired of any amendment. His great capacity for business and extensive practical knowledge of every thing connected with the general business of life, convinced me that if he could devote the time from other pressing engagements, he would digest a system adapted to the wants of the Provinces, and consistent with their character and relationship to the Mother Country as Colonies. So impressed, I shortly before the rising of the last Session of the General Assembly, moved the following Resolution in the House: "Whereas large sums of money are annually appropriated, to facilitate the conveyance of the Mails and to promote the internal communications of this Province, which do not produce a corresponding benefit; and whereas it is the opinion of this House, that should the Post Office Establishment be placed under the control of the Legislature the rates of Postage, might be reduced, a more uniform system for the transmission of the Mails established, the facilities of communication greatly improved, and the large sums of money which now are annually appropriated to facilitate the transfer of the Mails and to promote internal communications, might under some general system of internal communication in all the Provinces of North America, connected with the Post Office, be productive of great commercial and fiscal advantages; therefore Resolved, That an humble Address be presented to His Excellency the Lieutenant Governor, praying that His Excellency will be pleased to bring the subject under the notice of Her Majesty's Government, and to solicit the co-operation of the Governor General and Lieutenant Governors of the neighboring Provinces; and in concert with them, to devise some plan for obtaining for the Provinces the management and control of the Post Office, consistent with the general policy of the Imperial Government, and of the local interests of the several Provinces; and to lay the result of such negotiation, so far as relates to New Brunswick, before this House at the next Session of General Assembly." Which Reso-

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lution passed, but was subsequently withdrawn on the suggestion of members that His Excellency the Governor General had so much other important business to engage his attention in Canada, that it would not be prudent to trouble him on the subject of the Post Office, before the Union of the Canadas.

This Resolution contains the substance of my ideas upon the whole subject of the Post Office.

It appears to be admitted that the Post Office must to a great extent be regulated by the Imperial Government, upon a general plan, with certain fixed principles common to all the Colonies, and in certain respects subordinate to and dependent upon the Metropolitan Government. It is clear to me that the British Government, I suppose at the instance of Lord Sydenham, have adopted the only possible course to ascertain the present state of the Department, and prescribe the mode of its future government, by the appointment of a Commission in the Colonies. When that Commission shall have developed a consistent plan, it will only remain for the supreme power in the state to establish it by law throughout all the Colonies, which may be effected either by agreement with the Colonial Legislatures, or by a resort to the right the Imperial Parliament have always reluctantly exercised, of legislating for the Colonies in extreme cases. I am satisfied that the Legislature of this Province, duly considering the enormous sums the British Government expend in conveying the Mails by the Atlantic Steamers, will accede to any reasonable proposition relative to the British, Colonial and Foreign Mails, or contribute such a proportion of the Postage of letters received within this Province as may be deemed reasonable. This forms an important branch of the subject, and is capable of being settled by a Commission composed of disinterested men. I should suppose that it might by law, rule or compact, be made to depend upon the amount of service performed, or the net annual profits received. The internal Post Office, or that branch of the Department which relates to the conveyance of the Mails in this Province, should in my opinion form a distinct Establishment in each Province; and when judiciously regulated, may be made the agent of the Metropolitan Office in carrying the Mails from Great Britain, the United States or the adjoining Colonies, to parts within the Province or beyond it. Each Provincial establishment, under separate Colonial control, might as part of a general and Imperial plan, be made so subservient to Imperial interests as to perform its distinct function in carrying the British, Foreign and Colonial Mails by the same method of conveyance as the internal Mails.

I have no doubt that a well devised system applied to the internal Post Office will to this Province be productive of great commercial and fiscal advantages. To carry out my plan, or any other that is to be efficient, the present establishment must be completely revolutionized. That this may be done and the Department made a source of revenue to the Province, is to my mind perfectly clear; but suppose that to re-model the whole Establishment and improve the entire system, it should require an annual grant from the Legislature for the next three years, of two thousand pounds per annum, in a pecuniary point of view the Province would not lose, whilst in the vast commercial and social benefits the improved system would confer, the inhabitants of the Province would be greatly advantaged.

In New Brunswick the roads are improving so rapidly, and the Legislature is so constantly opening up greater facilities for communication, that now or in

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a very short time the Mails may be carried to the principal places in the Province with expedition and ease. Upon all the great roads and roads leading from the seat of Government to the principal parts of the Province, or connecting the towns together, I would establish a Post Office or Receiving-house at intervals of ten miles or even less, as circumstances might appear to require; and I would send couriers into all the principal settlements, either starting from the towns or diverging from the main roads. The principal Mails should be carried in comfortable covered carriages, drawn by two or four horses; the coaches made capable of carrying a certain number of passengers and luggage; and the contractors required to perform the journey, accidents excepted, in a stated time such as the Office should prescribe. Wherever the state of the roads would not admit of such conveyance, I would require the carriages to be of the most comfortable description, and as much expedition to be had in the conveyance as the state of the roads would admit. By this method travellers would always be certain of a comfortable conveyance to any part of the Province, with the Mails. The Legislature could afford to give a liberal sum for this purpose; and the grants now made to the Stage-coach Companies, for which no other return is received than the public accommodation they afford, would be absorbed in the compensation made for carrying the Mails, and under the improved system I propose, form an important item in the saving to the public revenue from a well digested plan.

On some of the roads where the Mails have been most unwisely withheld from the Coach Companies, as between Fredericton and Woodstock, there are two sets of carriages running; and singular to relate the Company generally perform the journey in a shorter period of time than the Mail Carrier, and with conveyances much more comfortable. With an improved system, controlled by the Provincial authorities, no such foolish blunder as this would be committed. To carry the Mails in the manner I propose would require the Mail Contractor to make such outlay for horses and carriages as would compel him from motives of gain to accommodate the travelling public. Upon all the roads I have any knowledge of, one set of coaches could traverse the roads daily, and would be adequate to the wants of travellers.

During the last Session of the General Assembly, the Legislature appropriated the sum of £1972 10s. to promote internal communications, mostly in aid of Stage Coach Companies, and many of the grants for the express purpose of providing means for carrying the Mail. Of this sum £1510 was given unconditionally, to assist the different Stage-coach Companies; £185 to sundry conveyances to carry the Mails to certain villages and principal settlements; £147 10s. to run team Ferry Boats and assist Ferry-men, in consideration of their carrying the Mails; £100 for a Packet to certain Islands within the Province in the Bay of Fundy; £80 to run two Packets from different points of the County of Westmoreland to Prince Edward's Island; and £350 to assist in running a Steamboat to Prince Edward's Island. As I have already observed, this large expenditure produces no fiscal good to the Province, and is only beneficial in promoting internal communication. Under an improved system of management for the Post Office, it would yield some return to the revenue; and even if it failed for the present in that respect, the amount of public good it would confer would greatly surpass anything that could be attained under the present system.

The payment of the Officers of the Department appears to me the next subject to be adverted to. It appears to me that common sense and common-pru-

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dence dictate one simple course. In towns where the business of the Office is sufficiently extensive to warrant it, the Post Master should be paid an annual fixed salary, the amount of which must in some measure depend upon the duties to be performed. At receiving houses and country Offices, the Post Masters should receive a certain per centage upon the amount of receipts, which should be graduated upon a scale suited to the amount received. In remunerating this class of persons, I should be liberal; for without some other inducement than the commission on receipts, it would be difficult to get men of sufficient respectability to take charge of and make up the country Mails.

With regard to the general management of the Department, to succeed well it should be placed under the control of the local authorities, and the Executive should under proper restrictions have the control of the Officers, as it has over the Officers of every other Department. Unless the immediate management and control be placed in the Provincial authorities, subject only to such general supervision by the Metropolitan Government as may be deemed necessary and may be prescribed by law or compact, there will be continual disagreement and difficulty. In this respect each Colony should be independent of each other; looking to the supreme power in the State for guidance and control; acting under, in harmony with, and subject to, the constitutional influence and control of the local Legislature and Executive. This plan will interest the local authorities in the well being of the Office, and its proper management. Any extension of the means of communication or improvement in the mode of management or transmission of the Mails will be cheerfully made; and the Provincial Legislature having an interest in the Department will be sure to contribute such sums of money in aid of its operations, as any alteration or improvement in the establishment may from time to time require. Identified with the local Government, whilst its dependent character upon the Imperial authorities will be for all useful purposes fully preserved, it will receive the sympathy, assistance and searching investigation of the Colonial authorities. The history of this Province and of all the northern Colonies furnishes abundant proof of the bad policy of placing our Civil Departments in the Province beyond the control of the local Government. To say nothing of the humiliating position a Governor of a Colony must find himself in, where any such independent establishment exists; such instances have always tended to irresponsibility, and too often to absolute mismanagement. To subject the Office to the control of any Department, person or set of persons in any of the adjoining Provinces, will be productive of evil, and is not at all necessary for the due management of the Office

I am aware that there must of necessity be several gentlemen connected with the present Post Office, who may find it difficult to reconcile this doctrine with their ideas of a Post Office Establishment, because they have been more or less connected with the establishment while conducted upon different principles. I would propose no plan that could impair the efficiency of the Post Office; but I am satisfied that any system that will withdraw from it the immediate control of the authorities of the Province in which it is located, will detract from its utility, and have no permanent character. The period has passed away when the provincials were to be considered incompetent to manage their own local affairs; and though the Imperial character which the Post Office to a certain extent must assume, may appear to trench upon this principle, yet, speaking for New Brunswick, I am so satisfied of the loyalty and good sense of the people as to feel sure that no action of theirs with regard to the Post Office

or any other Department will be hazarded, to impair in anywise its efficiency to the Metropolitan Government. Against even a possible case provision may be made by law or compact; and at any time the Government may resort to the inherent right vested in the Imperial Parliament of remedying otherwise incurable evils by the exercise of its supreme power of legislation.

The Postage of letters, newspapers, pamphlets and other printed papers, appears to form the next subject of remark. On the River St. John, where there is both land and water communication, (and which comprise six Counties containing a population of 90,000 inhabitants, out of 160,000, the whole population of the Province,) the proportion of letters sent by Mail is not 1 to 100 of the whole number transmitted to different parts. Still, the certainty and safety of the carriage of letters by Mail is always an inducement to this mode of transmission; and were the rates of Postage reduced to one-third of the present rates, or even to one penny per single letter for any distance under sixty miles, it would have the effect of greatly increasing the number sent by Mail. Cheap Postage must to a great extent have this effect, and in connection with the other improvements I have recommended, will unquestionably secure to the Mail the whole carriage of letters. Newspapers in my opinion should go free. I do not consider the exemption merely as a boon to the proprietors of papers, but it will assist to procure for the people generally cheap knowledge. New Brunswick, like every other new country, is settled by a mixed population; and though the Legislature have made every possible provision to promote education, it is in a low state. Everything that will have a tendency to excite a desire for learning amongst the people, should be encouraged. Newspapers in the abstract, are not the description of reading that will be most useful, but they will beget a desire for other reading and lead to a resort to other modes of acquiring information.

The Journals also, and other printed proceedings of the Legislature, should at all times go free to all places and persons.

* * * * *

About £3,000, the probable grant of the next Session of the Legislature, will put the road leading from Fredericton to the United States, *via* St. Andrews, in a state to be travelled on by stage coaches. A Mail should be immediately established on that road; at present letters are carried a circuitous route through St. John, of double the distance.

* * * * *

The only road in the Province which is important in a national point of view and which requires increased aid, is the road between Fredericton and the Canada line. The first 60 miles lying between Fredericton and Woodstock is now travelled comfortably by coaches; but in consequence of some mismanagement in the original laying out of the road, there are two ferries in that distance, the Mails and all other conveyances being required to cross the river and re-cross it. A new line has been laid out on the west side of the river, and has so far progressed that it is believed coaches will be enabled to run on it in the month of June next; the only present obstructions are the unfinished bridges. From Woodstock to the Grand Falls coaches now run, though the roads require great improvement. The present route can be kept in repair by a moderate annual grant; materials are now being procured for the erection of a bridge across the Restook. A recent exploration of the country between Woodstock and the Restook has been made; and a level line of

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road having been found, it will in all probability be adopted as the future line, and when completed, the river route will be only kept in repair and very slightly improved.

About five years ago a line of road leading from Fredericton to the Grand Falls, on the east side of the river St. John (called the Royal road) was explored and opened the whole distance to a width of four rods, 26 feet of which was stumped and rooted. Its distance from the river and its tendency, should it prove a good route, to divert the travelling from the present line, has excited an opposition to its very expeditious improvement. If completed, it would shorten the distance to the Grand Falls near 30 miles; and if well settled I have no doubt that in after times it will be the line adopted for the Canada Mail. Its remoteness from the frontier will also recommend it.

No. 3.

L. A. Wilmot,
M. P. P., Fredericton.

No. 8.

L. A. WILMOT, Esq., M. P. P. for the County of York.

Fredericton, 7th January, 1841.

Answer to Second Circular.

[To Second Circular.]

The Department has been so conducted hitherto, that in this Province we have been kept in utter ignorance as to the details of the system. So truly has this been the case with myself, that although during the last five years I have been a Representative in the Assembly, and have made myself thoroughly conversant with the operations of all the Civil Departments of the Province, yet to this moment I know nothing of the revenue produced by our Post Office, the compensation allowed to Post Masters, the modes of contracting for carrying the Mails, or the rules by which the amounts of Postage are regulated.

1.—The suggestions I would offer are applicable to this Province especially. Our internal post communications in connection with the Post Office Department are very incomplete. Take for instance, three lines of great road from this place, one to Woodstock, 62 miles, one to Newcastle in Northumberland 100 miles, and one to Sussex Vale 100 miles, all passing through numerous settlements and a dense farming population, and yet there is not an intermediate Post Office for delivery of letters between the extremes of any of these lines. So inattentive has the Department been to our wants, that several couriers have been kept on some of the principal roads by annual grants from the Legislature, while a surplus revenue, it is supposed, has been collected yearly in the Province which should have been applied to these purposes.

I would suggest that semi-weekly Mails should be carried on all the great roads, and that an Office of Delivery should be established in each parish. Where parishes are not on the line of great road, I would suggest the employment of weekly couriers to convey letters and papers to them. I would also suggest that the conveying of the Mails should be open every year to public competition.

2.—The amount of correspondence at present sent through every part of this Province by private conveyance will very far outweigh the proportion sent by Mail. It would be rather difficult to say upon which of our Mail routes this practice is the most prevalent; but I am of opinion that it is carried on to a greater

extent on the route from this place to St. John than on any other; and I do not hesitate to give it as my conviction that the letters sent by private conveyance, as compared with those sent through the Post Office, on this route are as 10 to 1. In fact there is a universal disposition in every part of this Province to get letters conveyed by friends or acquaintances instead of sending them by Mail. The reason is so obvious that I need scarcely mention it; it is to be found in the enormously high rates of Postage. In some urgent cases when private conveyance could not be obtained, I have known parties make up a large parcel, with bits of stick enclosed in waste paper to deceive the carrier, with a letter in the middle; preferring to pay freight for the parcel because it was less than the postage of the letter. In conclusion I would express it as my opinion, that had all the letters sent by private conveyance as well as by Mail within this Province, during the last five years, paid 2d. each, a greater revenue would have been raised than has been obtained by the present rates.

3.—My opinion on the first and second parts of this query is pretty clearly conveyed in my answer to No. 2; but I would further add that I cannot discover any fixed principle by which the amounts of Postage are now regulated. The Postage for different distances is entirely disproportioned; for instance, a letter from Halifax to Fredericton, 300 miles, is 11d.; while a letter from Westmoreland, which is about half the way, is 9d.; a letter from St. John, 66 miles, is 7d. These amounts must be arbitrary, for the charges are not in the proportion of the distances. Instead of a scale graduated to distances, I would recommend an uniform rate of 3d. throughout the Province.

4.—I am clearly of opinion that the reduction I have proposed in my answer to No. 3, would increase the correspondence by Mail at least four-fold. When letters are sent by private conveyance it is always doubtful whether an immediate delivery can be made; in fact it is taken for granted, in most cases, that more delay will ensue than if sent by Mail. Consequently answers cannot be so soon expected. But as the present rates are so high, many persons will prefer the private conveyance with all its chances of delay; whereas if the Postage were reduced as suggested, those risks would not be incurred.

During the past summer it was a very common practice for persons to put letters on a side table in the cabins of the steamboats running between this and St. John. On the arrival of the boats at the wharf, several boys would run on board, gather up the letters and deliver them for 1d. and 2d. each. This was a well known practice; and yet with all the risks of loss by fraud or neglect, immense numbers of letters were always passing in this way by night and by day. Now I cannot suppose that one in ten of these letters would have been thus exposed, had the Postage been 3d. instead of 7d.

5.—I certainly do.

7.—Although I am favorable to the diffusion of useful knowledge, and am opposed to all taxes on the means of disseminating literary and scientific as well as other valuable information, yet I cannot perceive what reasonable claim the proprietors of newspapers and other periodicals have on the public service for the transmission of their wares free of Postage.

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No. 9.

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Honorable GEORGE F. STREET, Member of the Legislative Council, and Solicitor General.

(Q.) No. 9.

Fredericton, 1st March, 1841.

Hon. Geo. F. Street, Fredericton.

Answer to Second Circular.

[To Second Circular.]

1.—The first and great object our Legislature seems hitherto to have had in any new arrangements, has been the appropriating of the revenue derived to the Post Office from this Province, in the first place, to providing so far as it will extend, for regular Post communication to all parts of the interior, in addition to keeping up the communication with the adjoining Colonies. It is generally believed that the revenue of the Post Office in this Province far exceeds the actual expenditure of the present internal establishment, while many parts of the interior are still without any regular Post conveyance under the control and direction of the Post Office, and the inhabitants in these parts are consequently left dependent upon chance for the transport of letters, or upon such couriers as the Legislature and private subscriptions may provide for. I am well aware that many of these places would not pay the expense of establishing Post Couriers; but the prevailing idea is that the surplus arising from other lines would amply make up the deficiency. How far this is correct or not, I am wholly unable to say; not being acquainted with what the actual revenue derived to the Office from this Province is, or what is its actual expenditure.

The next ground of complaint is the want of any general fixed system as to the days and hours of the departure and arrival of the inland Mails. They are so often changed and the Department is so irregular in keeping to the times appointed, without any satisfactory causes assigned, that it naturally gives rise to a feeling very much prevailing, that there is something radically wrong in the arrangements made. It is true that at certain seasons of the year in these climates, that is at the commencement and breaking up of winter, the travelling is often much interrupted by causes beyond the power of man to control; consequently, uncertainty as to time must at those particular seasons often occur, but except at those periods I know of no reason why the Mails should not arrive and depart at fixed hours here as well as in the United Kingdom.

There is a practice that has prevailed of late years on the River St. John, of sending a Mail bag by each of the steamboats running between Fredericton and St. John; but these boats are under no control of the Post Office, and go and come as suits their own convenience without paying any attention to Mail hours. Now if any of these boats are to be used as Mail boats by the Post Office, it should only be done under some specific contract, for a specified time; it should be made known to the public which are the Mail boats, and the owners should be bound under a heavy penalty to start always at a particular hour, and be paid what would make it an object for them to enter into such a contract. Without this there is no certainty to the public when the Mail will start and arrive.

The present rates of Postage are in my opinion much too high in all the British North American Colonies. I do not think the country is yet ripe for establishing the Penny Postage system now adopted in the United Kingdom; but I am decidedly of opinion that if the rates were reduced to about half what they are at present, the revenue would be greater than it now is. The present high rates of Postage prevent letters being sent through the Post Office when any other conveyance can be obtained; and the consequence is that

there are not half the number of letters now carried that there would be if the Postage was only half the amount.

In the summer season, when the daily steamers are running upon the river, very few letters are put into the Post Office. They are given to the passengers, or thrown loosely on board the boats, trusting to their being picked up and delivered on the boat's arrival here or at St. John. At both places a rush is always made by the expecting crowd, and a general scramble for the letters ensues. An arrangement might easily be made with the masters of such of the boats as do not carry a regular Mail, to keep a letter-box on board for letters to be sent to the Post Office at each place, immediately on their arrival; all such letters to be charged three pence each, as ship letters, without regard to weight or size; allowing the master of the boat a penny upon each for his trouble, and the Post Office taking the two pence. This would give satisfaction to the public, secure a regular delivery of letters and be a great gain to the Post Office.

Another serious inconvenience we suffer in this Province is the great delay in forwarding from Halifax the letters coming by the English Mails; particularly since the Mails have been brought from Liverpool by the Steam Vessels. In most instances the Steamer after landing the Mails at Halifax has gone on to Boston, and we have received here accounts of the arrival of the Steamer at that place by the American Mails, before we have received one letter from Halifax. In some instances it has been five or six days after the letters have arrived at Halifax before we have received them here. This has given rise to a very general complaint; and it must be admitted is an evil that should be corrected. The best mode of doing so that at present occurs to me, is having the bags for this Province made up separately, as those for Canada are; and then, immediately on the arrival of the Steamer at Halifax, they could be forwarded with the Canada Mails, which always come this way, without requiring to be opened at Halifax.

2.—I am of opinion that three-fourths of the correspondence of the interior of the Province is at present, upon an average of the year round, sent otherwise than by Mail. This practice extends more or less to all routes, according as private conveyance can be found; but to the greatest extent between this place and St. John, from the much greater amount of correspondence and the greater facility of private conveyance on that route than on any other. The reason which induces persons to resort to such means of conveyance for their letters is, I have no doubt, as I have already mentioned, the present high rates of Postage.

5.—I think the mode now adopted in the United Kingdom, of charging letters by weight might here be very advantageously substituted for the present mode of rating by single and double letters, and I can see no reason why it should not be adopted here as well as in the United Kingdom. It is in my opinion much the more fair, correct and satisfactory mode of rating the Postage of letters, and prevents any doubts or questions whether letters contain enclosures or not. Under the present system a mere slip of paper of the smallest size enclosed in the smallest sheet subjects the letter to double postage; while a large sheet three times the size and weight without an enclosure is subject to single Postage only. This prevents the sending many letters by post which would otherwise go by that conveyance.

6.—I am not sufficiently informed as to the present charges made for the transmission of newspapers and other periodicals by Post, to give any decided answer

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to this query; but I do not know of any complaints on that head, and as far as my experience goes, I think there exists no ground for any, nor any call for alteration.

7.—I believe the present Post Office charge on newspapers is only 1d. each, and is generally paid by the subscribers to whom the publishers send them. It is so trifling that I do not think it makes any material difference to the publishers in the circulation of their papers, and periodicals in general are so bulky and require so much additional room and power in carriages, that I think there is no reasonable claim on the public service that they should be transmitted free of Postage.

No. 10.

No. 10.

W. H. Robinson,
Frederic-
ton.

W. H. ROBINSON, Esq., Assistant Commissary General in charge at Fredericton.

Fredericton, 8th January, 1841.

Answer to Se-
cond Circular.

[To Second Circular.]

1.—I have the honor to state that it is very desirable the Mail Contractors should be bound to have fresh relays of horses at stated distances, not exceeding 25 or 30 miles in any case; and that where the same person contracts to convey a Mail *in* and *out* of any principal town, he should be provided at the terminus of his distance with a responsible Courier to bring on without delay the in-mail, should the out-mail be so detained as to prevent its reaching the station at the usual hour.

2.—Between this place and St. John the amount of correspondence by private conveyance is at least treble that by Post, owing, in my opinion, to the high rate of Postage, and to the circumstance of the Mail being generally conveyed in the day time; so that a letter written by a business man on Monday (for instance) is not available for business purposes till Wednesday morning, the distance being only 66 miles and the road good.

3, 4 & 5.—The rate of Postage is evidently too high, and I have little doubt that a reduction, under a modified system, making the Postage 2d. per $\frac{1}{2}$ ounce for delivering under 100 miles, and increasing 1d. for each additional 100 or 200 miles, would increase the revenue of the Post Office from private correspondence, provided attention were paid to the time of delivery at the principal mercantile towns.

No. 11.

No. 11.

Asa Coy, Fre-
dericton.

Asa Coy, Esq., Merchant.

Fredericton, 26th January, 1841.

Answer to Se-
cond Circular.

[To Second Circular.]

2.—On the route between Fredericton and St. John the amount of correspondence sent otherwise than by Mail is very great. I should suppose ninety-nine letters out of every hundred are thus conveyed. I do not include letters and despatches from Government Officers, although many of them are forwarded otherwise than by Mail. This is entirely owing to the high rate of Postage charged, 7d. for a single sheet and the same sum for each additional piece, with another penny to the Penny Post, the distance being less than one hundred

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miles. These remarks will also apply in some measure to the route between Fredericton and Woodstock. I am not sufficiently acquainted with any other route to give an opinion.

3.—I am decidedly of opinion that the rates of Letter Postage in these Provinces are extravagantly high, so much so as in a great measure to render nugatory the object intended to be gained by the establishment of Post conveyance. The unreasonably high rate of Postage charged here compels persons from motives of economy to carry on their correspondence otherwise than by Mail; and thus while the parties have been put to inconvenience in adopting indirect conveyances, the Post Office has lost the Postage. In short, the Office by charging too much, has, in most instances, got nothing at all. I make these remarks from experience, having been seventeen years in business at this place as a merchant.

4.—I am decidedly of opinion that a reduction in the rates of Letter Postage would greatly increase the amount of correspondence by Mail, especially between Fredericton and St. John, and other places similarly situate. I should imagine that the lower the rate of Postage charged in these cases, the greater would be the amount of correspondence by Mail, and consequently the greater the revenue to the Office. I would propose that the charge between Fredericton and St. John be 1d. for a letter of $\frac{1}{2}$ an ounce, and so on, rating in the same way as is now the practice in the United Kingdom; the Postage in all cases to be collected at the Office where Mailed.

5.—I am fully of opinion that the system of charging letters by weight, as is now the practice in Great Britain, might be advantageously substituted for the present mode of rating by single and double letters. It is more just and reasonable to all parties.

7.—I see no good reason for wholly exempting newspapers and other periodicals from Postage.

It is, in my opinion, very desirable that intermediate Post Offices be established between the present Post Towns, and, if possible, so located on Post routes that the distance should not exceed ten miles from one to another. Let Government give to every person in these Colonies, as far it can, an opportunity of obtaining cheap and constant information on all subjects connected with our happy Constitution, and it will do more towards securing these Colonies to the British Crown than can be effected by all the standing armies of Great Britain. Low rates of Postage and regular and efficient conveyance of the Mails will materially assist in carrying out those enlightened and just measures recently adopted by the British Government towards the British North American Colonies, and which are now being so justly and faithfully acted upon by the Governor General and those acting immediately under him; the appointment of the Post Office Commissioners forming a very material and necessary part.

No. 12.

No. 12.

JOHN T. SMITH, Esq., a Director of the Central Bank of New Brunswick.

John T. Smith,
Fredericton.

Fredericton, 24th December, 1840.

I would suggest that the rates should be very much reduced, as I am convinced that the public would be thereby accommodated to a far greater extent, and that the income of the Post Office Department would not

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be at all diminished but probably much increased. For example, the rate charged for a single letter between Fredericton and St. John (distance by water 85 miles, by land 65,) is 7d. and 1d. for delivery, making 8d.; the consequence is, that 20 letters, I should think, are sent by private individuals travelling, where one is sent through the Post Office; whereas, if the charge were much smaller, say 3d., but few persons would trouble a traveller to carry and deliver a letter to avoid the payment of that sum. These objections might not be considered important, where persons forward or receive a letter occasionally, but persons receiving and forwarding several letters daily, consider it an object to avoid the payment of the present rate of Postage.

I believe that the charge of a penny for delivering every letter or newspaper is not regarded as strictly legal, though it has become established by custom. I would submit for the consideration of the Commissioners whether it would not be advisable that Post Masters be instructed to discontinue that charge, in order that every inducement may be given for the conveyance of all letters through the Post Office. It is true, if it be not a legal charge it is optional with parties receiving letters to pay it or not as they please. Still no one wishes to dispute the payment of so small a charge, though people regard it as an additional inducement to send their letters by private conveyance, and to request their correspondents to do so too.

During the months that the St. John River is clear of ice, a Steamboat generally leaves both Fredericton and St. John every morning and evening, and in winter a daily Stage leaves each place. From the number of passengers constantly travelling by these conveyances, there are great inducements to persons to forward letters otherwise than by Mail. This practice will be very likely to continue until prevented by a reduction of the rates.

Letters should also be delivered as soon as possible after the arrival of the Mail, otherwise inducements will still exist, although the rate of Postage should be reduced, to forward by private hand; for instance, suppose a Steamboat arrives at Fredericton at 4 o'clock, P. M., or later, and brings a Mail, (for a Mail is generally forwarded by all the Steamboats,) the letters contained in the Mail would not be sent out until 9 or 10 o'clock the next morning; whereas those brought by passengers would be delivered immediately after the arrival of the boat, which would enable parties to return answers, if necessary, by the boat leaving at 7 o'clock the same evening, or by the one leaving at 7 o'clock the next morning, thus giving them an advantage of 12 if not 24 hours over those who should receive their letters by Mail.

I would suggest the propriety of establishing a greater number of Post Offices throughout the country. On the Mail route from Fredericton to the eastern side of the St. John River, there is no Post Office between Fredericton and Sussex Vale, a distance of at least 75 miles, and but one on the west side of the river between Fredericton and St. John, a distance of 85 miles. In the direction towards Canada there is no Post Office between Fredericton and Woodstock, on either side of the river, a distance of 65 miles. If Offices were established in all populous places at a distance of say 10 or 12 miles apart, much greater accommodation would be afforded to the country generally, less detention would occur to Mail Couriers in delivering way letters, and the funds of the Department would probably be increased to an amount equal to the expense of supporting such an additional number of Offices.

At present no means are afforded to the inhabitants of the country for a distance of 60 or 70 miles and in some cases even more, of forwarding letters from one part of the Province by Mail, but to watch the passing of the Courier; which is frequently attended with great difficulty and uncertainty, as the time is varied by circumstances unavoidably, and the route is often performed by night. When letters are sent from one place to another where there are no Post Offices, the Courier must be intrusted to receive the money, which probably should not be the case when it can be avoided; besides, I am confident that much of the Postage in this way cannot be collected,—for instance, a Courier receives a letter to be left at some distance on his route, Postage not paid by the person who hands it to him, he is detained to deliver the letter but the person to whom it is directed is not at his house nor any other person who is willing to pay the Postage; he is consequently obliged either to retain the letter or leave it without receiving the Postage. Again, suppose a Courier receives a letter 20 miles below Fredericton directed to a person residing 20 miles above that place; the letter is delivered by him at the Post Office in Fredericton and forwarded, but the Courier meets with the difficulty before named and no Postage is received. These are cases which must constantly occur while Post Offices remain so far apart; and until a change be effected in this respect, but few letters can be sent by Mail except by persons residing in the immediate vicinity of the few Post Offices now established, and the Postage will be rarely paid on the few that may be sent to other places. Should Offices be established at the distance of 10 or 12 miles apart, letters would be sent from the various settlements near them, and persons expecting letters would send there for them. The Postage would then be collected without difficulty; and as the duties connected with these Way-offices would be but trifling, the remuneration required would be small.

No. 13.

ARCHIBALD SCOTT, Esq., Cashier of the Commercial
Branch Bank at Fredericton.

Fredericton, 6th Feb., 1841.

[To Second Circular.]

1—The practice of Mail Contractors underletting their contracts for a less sum than they receive from the Post Office Department is productive of want of confidence in the public; and often of much delay in consequence of the inefficient, and in many cases discreditable manner in which the service is performed by the parties who are thus employed by the Contractors with the Department. I would suggest that no Mail Contractor who is not proprietor of a public Stage-coach should be allowed to perform his contract by deputy, unless he be permitted to do so by special leave granted by the Deputy Post Master General; and that all Post Masters should be bound to insist upon it that all persons to whose charge Her Majesty's Mails are confided should be provided with proper horses and carriages to enable them to perform their journeys within their time, and in a manner creditable to the Post Office Department. I have often heard it remarked that the Post Office Couriers are unarmed and without uniform, and that the vehicles by which the Mails are conveyed have the appearance of anything but that of a Mail Carriage; in the spring and fall in this country waggons must be used, owing to the state of the roads, but they should be distinguished from one carrying provisions or merchandise.

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A. Scott,
Fredericton.Answer to Second
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In the Provinces of New Brunswick and Nova Scotia there are many populous Districts destitute of Post Offices, which is not only a great inconvenience to the public but is productive of much trouble to the Courier, who has frequently to stop for the purpose of delivering letters and papers addressed to persons living near the road on his route. If in the centre of such a District a Post Office was established, or a person appointed to act under the Department as agent, with whom a sealed bag could be left, it would materially advance the interests of the Post Office, bring public feeling in its favour, and prevent the Courier being tempted to stray from his duty.

The Post intercourse with the United States has during the past two years been materially improved, and as far as this Province is concerned, I think there is nothing to complain of.

2.—The amount of correspondence sent otherwise than by Mail in this part of the Province is, I have not the least doubt, upwards of three-fourths of the whole. The principal reason of this is the very high rate of Postage, which prevents many who would prefer the Mail from sending their letters by Post; this applies particularly to the correspondence between Fredericton and the City of St. John, between St. John and Woodstock, St. John and St. Andrews, Fredericton and Woodstock, Fredericton and St. Andrews, and Fredericton and Miramichi. On the other Mail routes the opportunities for private conveyance are much fewer. During the winter months while our rivers are all frozen, more letters go by the Mail; and a good revenue is derived by the Post Office during the sitting of the Legislature.

Between this place and St. John, the amount of correspondence by Steamboat and private conveyance cannot fall short of five-sixths of the whole. I believe, indeed, that the proportion is even larger; for I have stepped on board of a Steamboat on her arrival at Fredericton from St. John and seen over 60 letters on the table, and then not finding one for myself, walked to the Post Office and there witnessed the Mail Bag opened and six letters carefully shaken out of it; and this in addition to the many letters that passengers were bearers of. Were a system adopted that should make the Post Office generally available by a low rate of Postage, I feel assured that individuals could almost invariably refuse taking charge of letters, from the trouble and annoyance they experience in the delivery of them.

It is supposed by many that under the present Post Office laws it would be almost impossible to put a stop to this private carriage of letters, but were the Postage reduced to a reasonable rate, and the law to prohibit vessels on the river from carrying letters, there is no doubt in my mind but that a very great proportion of the correspondence, whether commercial or otherwise, would soon revert to the proper channel. The fact of many valuable letters during the past season having been lost between this place and St. John will cause people to look to the Post Office as the only safe conveyance.

3 & 4.—The present rates of Postage have without doubt been the principal cause of the immense loss sustained by the Post Office, alluded to in the preceding answer. I have no hesitation in saying that they are far too high, and that they are not proportioned to the advantages afforded by the Department to the public. I could almost be tempted to suggest that a uniform rate on the plan now in force in the United Kingdom might be adopted in those Colonies to advantage; but I cannot help thinking that a letter from this to St. John should not be taxed as much as a letter from this

to Quebec or Halifax. Were all the letters from one part of the Province to another rated at four pence, and letters going into another Province rated at six pence, I am induced to think this would be the more equitable system, and one that would work well. The bulk of the correspondence of the country would then certainly pass through the Post Office; and I should think the revenue of the Post Office would rather increase than diminish. Should the rates be so reduced, it is more than probable the measure would unite the whole country in behalf of the Post Office, and put an end to the many complaints attending the present system. Letters should at any rate be taxed for the whole distance they are destined for, and not from Office to Office as is frequently done in this Province.

5.—I am strongly in favour of charging the letters by weight, say half an ounce to form the single letter, an ounce a double letter, and so on. One strong reason in favour of this plan is, that the Post Master would not then be obliged, as in many cases he is at present, to ascertain, by peeping into the letters and other means, whether they are single or double; a duty which must be at least disagreeable, and which the party putting the letter in must dislike; and further, the present temptation would be done away with for falsehoods by individuals stating letters to be single when they are actually double.

7.—I certainly consider the rate of charge on newspapers and the mode of payment objectionable, for the following reason, viz: that men who have the means of supporting their families without labor, live in the cities and towns where newspapers and pamphlets are published. I am safe in asserting that this is the case as regards $\frac{2}{5}$ ths of the population of these Provinces, if not more. The question naturally arises, who pays this tax? Why, the man who settles in the forest and is striving to gain a livelihood for his family by the sweat of his brow.

I have thought of many different modes to remedy this evil; one to do away with the tax when the paper is transmitted to any place within the Province, and adopt the tax when forwarded to another Province, United States, &c.; but after all I have come to the conclusion that papers should go free if possible to the poor man; and the means to do so would be better left in the hands of the Department.

7.—I am not aware of any grounds on which the proprietors of newspapers, &c., have a claim on the public service for the transmission of them free of Postage. If the price of the paper will not permit them to pay the Department for the transmission, let them add to the price. When this became general, all would do alike; and then the poor man would have his paper put into his hand at his place of residence in the country at the same rate the rich man would have it put into his door in the city.

No. 14.

JOHN M. WILMOT, Esq., M. P. P. for the County of
St. John.

No. 14.

J. M. Wilmot,
M. P. P., Bel-
mont.BELMONT, COUNTY OF SUNBURY,
1st January, 1841.

There is very great complaint against the present high rates of Postage within the Province. They ought to be reduced. As to the heavy expenses of the Office, there should be every encouragement to competition, to induce the Post Carriers to take it at a less rate.

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Our roads have been so much improved that there is every facility for travelling both by land and water. The Post-men generally convey a number of passengers.

The Provincial Government is making large annual grants for the Post roads. I should think it most desirable to have the present line of road between Montreal and Halifax improved.

No. 15.

No. 15.

Thos. Gilbert,
M.P.P., Gagetown.

THOMAS GILBERT, Esq., M. P. P., for Queen's County.

GAGETOWN, QUEEN'S COUNTY,
8th January, 1841.

Answer to Second Circular.

[To Second Circular.]

2.—The amount of correspondence sent otherwise than by Mail is at least 100 per cent between Fredericton and St. John, the reason of which is the high rate of Postage.

3 & 4.—The present rates of Letter Postage in these Provinces are fifty per cent too high. Reduce the rate on fivepenny letters to 2d. and they will all go by the Mail, and the Revenue of the Post Office will be increased.

5.—I do.

6.—I consider the rate of charge is quite objectionable. The same objection applies to newspapers and other periodicals as to letters.

7.—No, certainly not.

No. 16.

No. 16.

Rev. Benjamin Coy, Canning.

Rev'd BENJAMIN COY.

CANNING, QUEEN'S COUNTY,
12th March, 1841.

I beg leave to state that the establishing of a Post Office in Canning is highly desirable, and would doubtless be a source of profit to the revenue, inasmuch as there is no Office on the Mail route on the east side of the St. John River nearer than Fredericton, a distance of twenty-seven miles. The consequence is, a general transmission of letters by private conveyance.

Moreover, to the inhabitants of the extensive settlements on the Grand Lake, Maquapet Lake and Salmon River, a Post Office in Canning would unquestionably be a great accommodation.

No. 17.

No. 17.

Rev. J. C. Skinner,
Wickham.

Rev'd J. C. SKINNER.

WICKHAM, QUEEN'S COUNTY,
20th March, 1841:

In the County of Queen's there is but one Post Office, at Gagetown. The main Post road from Fredericton leads through this parish; the distance from here to Fredericton is 49 miles.

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We want more Post Offices. It would be convenient for the public if there was one in every parish where the Post passes, for we often have our papers or letters taken past us to Fredericton, or find them in Gagetown, a place which is very inconvenient to get to, especially at the opening or closing of the River St. John.

No. 18.

No. 18.

ISAAC HAVILAND, Esq., J. P., one of the Coroners for King's County.

Isaac Haviland, Greenwich.

GREENWICH, KING'S COUNTY,
15th February, 1841.

It is not in my power fully to answer your inquiries, being situate so remote from any Post communication, the nearest Post Office being distant about 12 miles in the Parish of Kingston, in the middle settlement between the Rivers St. John and Kennebecasis, a place which is seldom visited from our neighbourhood except at the sittings of the Court, by reason of which letters directed to our place often lie long in the Office. It is considered rather a hindrance than an accommodation to have them sent there. Were they allowed to remain at the Post Office at St. John, it would accommodate the Parish of Mitfield and a large part of the Parish of Greenwich much better. The highest Post road from my place is that passing on the western side of the Nerepis from St. John to Fredericton, and is distant about 10 miles. It is an excellent line of road and in a good state of improvement, and is much travelled during the winter season. Two Mail Stages pass to and from Fredericton to St. John every week.

It is in contemplation to endeavor to establish a Courier to travel through the Parishes of Mitfield and Greenwich from the Post road at the mouth of the Nerepis, where a Post Office should be established. He would travel up the western side of the St. John through the aforesaid parishes, or even as far as Gagetown where a Post Office is kept, the distance being about 40 miles through a population of more than a thousand. The same route might be continued to Oromocto, which would save an extra Courier now employed from the Government House to Gagetown, and accommodate more than ten times the number of inhabitants.

No. 19.

No. 19.

EDW. B. SMITH, Esq., Surrogate and Clerk of the Peace for King's County.

Edw. B. Smith, Kingston.

KINGSTON, KING'S COUNTY,
8th December, 1840.

I would inform you that I reside at Kingston, the shire town of King's County, distant 19 miles from the city of St. John, on the portage between the St. John and Kennebecasis Rivers, and about 9 miles from the great road of communication from St. John to Halifax. There is a road established as a great road by the Legislature, direct from St. John, passing through Kingston and extending to Springfield, a flourishing settlement at the head of Belisle Bay, a distance of about 34 miles, at which point a Mail from Fredericton to Halifax passes once a week. As soon as the ice is sufficiently safe, the principal part of the travelling between St. John and Fredericton passes through Kingston and within a few yards of the Post Office.

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Having made these preliminary remarks, I will state the present arrangement for the accommodation of Kingston, which is as follows. Our Mail is sent throughout the year by the Courier on the route from St. John to Halifax on Wednesday evening of each week, and is left at Hampton Ferry, distant 23 miles from St. John and 9 from Kingston, from which place it is brought by the Kingston Post Master on the following Thursday. This arrangement is very generally complained of, and I think is fraught with much inconvenience to the public. As all papers intended for Kingston, have, during the summer, to pass through the Post Office of St. John, the Mail which is now sent, to be left on the road to Halifax 9 miles from Kingston, might be altogether discontinued, and a Mail route established instead, direct from St. John to Kingston, employing a special Courier during the summer season and requiring the Courier between St. John and Fredericton in the winter to take charge of the Kingston Mail. I have reason to think that a person could be procured for this service at a small expense, with the privilege of carrying passengers.

The present arrangement for winter needs only to be mentioned in order to be condemned; while stages are daily running direct to St. John 19 miles distant, the Mail goes by Hampton Ferry, a circuitous route of 32 miles, and communications which might be made to Fredericton or St. John in a few hours require a week or a fortnight. Would not one of the drivers of the stages in passing drop and take up a Mail at the Post Office here, once or twice a week, for the same remuneration that is now paid to send it 9 miles? I think there can be no show of reason for continuing the present winter arrangement.

The only objection that can be urged against a direct communication throughout the year is, that there is a ferry half a mile broad or perhaps a little more between this and St. John, which in some years interrupts the travelling for a day or two in the spring and fall. An effort is making to have a Steamboat for this ferry next summer; hitherto it has been crossed by scows and sail boats. Perhaps it may be thought expedient that the Courier from St. John to Kingston should go on 16 miles further to meet the Post at the head of the Belisle, and that an Office should be there established.

One remark more, and I have done. It is obviously more imperative that the Post Office should accommodate the shire town than any other part of a County. Here are the Public Offices, and if there is not a ready means of transmitting public as well as private documents, they may be detained on their way (as it has been too frequently the case in this County,) until they are worse than useless.

23rd January, 1841.

Answer to Second Circular. [To Second Circular.]

1.—Since the former communication which I had the honor to make to the Post Office Commissioners, I am happy to find that there is now a direct conveyance by Mail from this place to Fredericton and St. John, which has in a great measure obviated the difficulties during the winter season that have hitherto existed. I conceive that if a Deputy Post Master General was appointed for this Province, it would tend to inspire confidence and prevent abuses, such as will inevitably ensue where the means of obtaining redress is attended with so much difficulty, as at present.

2.—I am quite satisfied that there are many letters sent otherwise than by Mail, more especially from this

place, under the arrangements formerly existing in the Post Office, and the reason which in my opinion induced persons to resort to such means of conveyance for their letters was principally the circuitous route of the Mail.

3.—I conceive that the present Letter Postage in this Province is too high; and I should beg leave to recommend that the Postage of letters in the Provinces should bear some resemblance to that of the Mother Country, and that the Postage should be charged through at a place where a letter is mailed, and none afterwards added.

4.—I am decidedly of opinion that a reduction in the rates of Letter Postage would materially increase the amount of correspondence by Mail.

5.—I think that the system of charging letters by weight might here be advantageously substituted for the mode of rating by single and double, &c.

6.—The printer who furnishes me states that he is charged 2s. 6d. per annum Postage upon all papers sent by Mail to any part of the Province; which I consider quite too high.

7.—I am of opinion that the proprietors of newspapers and other periodicals in British North America have not a reasonable claim on the public service for the transmission of the same free of Postage; but I should suppose that the charge which I have reason to believe is made for their transmission would bear reduction.

No. 20.

Asa DAVIDSON, Esq., Sheriff of King's County.

Kingston, 1st January, 1841.

I beg leave to state that some minor alterations are wanting in the Post Office Department in this County. The first I allude to is the great hardship experienced by ferrymen in remote places in setting over couriers at all times of night without any remuneration; in consequence of which Her Majesty's Mails are often detained some hours, when a small remuneration would stimulate the ferryman to greater exertion. Secondly, there are two or three settlements in the County of an extent of thirty miles and upwards, containing a population of seven or eight hundred inhabitants each. Couriers for these are much wanted to travel once a week and carry away letters and newspapers. This could be accomplished for about forty pounds yearly, each route.

I would also beg leave to call the attention of the Commission to the rates of Postage throughout the British North American Provinces, which are generally complained of as too high.

No. 21.

DAVID B. WETMORE, Esq., J. P., a Coroner and Justice of the Inferior Court for King's County.

NORTON, KING'S COUNTY,
7th January, 1841.

I take the liberty to observe, that if a Post Office should be established at the house of Mr. Abraham

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Asa Davidson,
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David B. Wetmore,
Norton.

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B. Smith, in the Parish of Norton, and another at the house of Jesse Gillies, in the Parish of Springfield, both of which places are on the Post road, it would no doubt be an accommodation to the public.

Also, if any method could be adopted to convey from Post Offices information of letters; &c., I believe it would be a great accommodation.

No. 22.

No. 22.

G. N. Arnold, GEO. N. ARNOLD, Esq., a Coroner for King's County,
Sussex Vale.

SUSSEX VALE, KING'S COUNTY,
6th January, 1841.

I am decidedly of opinion that a reduction of Postage would tend to increase the revenue of the Post Office. An immense number of letters are sent by private conveyance through the country on the main post line of communication between St. John and Halifax. I take it for granted that the same is the case on all the post roads through the country.

It is evident that a reduction in the rate of Postage would cause many more letters to be sent by Mail, from its being the safest mode of conveyance.

As far as my opinion goes, I would recommend the payment of a fixed salary to the Post Masters; and that a more careful selection should be made of persons to be employed as couriers; much injury having been occasioned to the public from improper persons having been employed in the conveyance of the Mails.

No. 23.

No. 23.

L. Donaldson, L. DONALDSON, Esq., President of the Chamber of Commerce, St. John, and Chairman of a Commission of Enquiry as to the practicability of a Daily Mail between St. John and Halifax.

St John, 26th November, 1840.

As to the remuneration of the officers of the Department, I would suppose that they, like all other public officers, had better be placed on salaries which should bear strict regard to the extent of duties performed. In this city, which now contains 32,000 people within 1½ miles of the Post Office as a centre, I should think from £400 to £500 currency a proper allowance, when joined with an office and an allowance for a clerk. On the arrival of an English Mail I would also allow the Post Master to hire assistance for the day, if he saw fit. This remuneration to be in full of every possible gain or profit in any way. At the minor stations I would pay the parties *pro-rata* with the work done; if the Commissioners have returns ordered from the various Post Offices, they can form a very correct estimate.

Permit me to state that my attention, as President of the Chamber of Commerce in this city for many years, has been drawn to the consideration of our Post Office arrangements; and the enclosed copy of a Petition to Earl Lichfield on the subject, dated last April, will show how deeply we are interested in the labors of the Post Office Commission. As one also of a Commission appointed by our Lieutenant Governor

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Vid. infr. No. 24, Encl. 6.

to procure information and report upon the practicability and expense of a Daily Mail between this city and Halifax, I enclose a copy of one of the circulars by us sent to various parties in Nova Scotia; concerning the land part of that undertaking. To these circulars we have many and useful replies, which it may not be necessary to dilate on here. As respects the replies to our circulars on the subject of Steamers to run between this city and Digby, I have pleasure in observing that answers from the most competent parties in this Province to decide on such matters state that there will be no difficulty in running a boat of even 80 horse power every day to and from Digby, and also that such boat could be procured and run, if in addition to what might be made by freight and passage £1500 currency were secured to the owners yearly from Government for carrying the Mail. It may make little difference at present in time, in regularity or in expense, whether the Mails from this city (and from Fredericton and Canada of course) shall continue to go *via* Digby, Annapolis, Cornwallis and Windsor, to Halifax, or by the land road through Dorchester; though the former is, in my opinion, the more speedy and regular on an average; but I beg leave to observe, that the day is at hand when the road from Digby to Halifax will go direct from the former place through the Dalhousie road, thus reducing the distance one-third of the present line, as it is said, but certainly one-fourth. To this object, I respectfully beg leave to draw your attention, and urge you to give it the advantage of your full consideration.

It may be reasonable to consider how these most desirable Post Office arrangements are to be carried out and paid for. From a thorough knowledge of the Province and of the general wishes of the people, I have no hesitation in saying that any reasonable charge made on the country for securing an efficient Post Office Department and a reduction on Postage, would be borne with pleasure. As the agricultural population of New Brunswick is not an educated or reading people, the Post Office yields almost nothing beyond the towns. It is more than probable, consequently, that a deficiency to a very considerable extent would soon arise if the Post Office was conducted on the scale and with the efficiency which is hoped for. The very appearance of the Mails as they drive through the Province should command respect. The cheapness of newspapers, &c. &c., (owing to reduced Postage and greater regularity) would induce their being more generally taken throughout the country districts, and so information and knowledge would become more diffused. To meet such a state of things, and place the establishment beyond the scale of its present miserable range, I will suppose that a small tax of from 6s. 8d. to 10s. per £100 should be imposed on the imports of the Province. If laid upon goods from all ports, except those of the North American Colonies, this tax with the Postages would amply create and sustain the whole contemplated change so far as New Brunswick is concerned. The tax should be special, the funds not to be devoted to any purpose except the Post Office.—A tax of 2½ per cent. on particular kinds of British goods exists in this Province, and last year produced upwards of £10,000. Suppose that tax extended to 3 per cent., the sum arising from the extra 10s. per cent. set aside as a specialty; it would as above stated be abundant. Standing as the Governor General does in this Province, his recommendation made to our respected Lieutenant Governor would no doubt secure the matter at once with the Legislature; and probably, now, the same would take place in Nova Scotia. But if (which is not to be apprehended) any difficulty should arise, the British Parliament might enact it.

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Let each Province be separate from all jurisdiction residing in any other, so far as regards the Post Masters: and every Colony have a resident Director, who shall have charge of no Post Office, to whom all accounts, documents and money shall be sent from the Post Offices in his Province, whose duty it shall be to examine all vouchers and forward them to the Post Master General in Canada with reports and information, and who shall pay quarterly the salaries of Post Masters. Such duty could be done for £400 currency per annum.

I feel satisfied such a plan would answer well in this Colony; and in an especial manner would it afford satisfaction inasmuch as individuals residing in the Province, as well as the Officers of Government and the Legislature, could then at once and fully procure information on the various matters continually arising as to the every day operations of the Post Office, Mails, &c.

Two special taxes were a few years since imposed in this Province, and have answered perfectly; one for the building and support of Light Houses; the other for the support and relief of sick and disabled seamen. The proceeds of these taxes are kept separate from all other monies collected. The one tax is now in part reduced (as may be the Post Office tax above spoken of when it shall be found too productive by the increase of trade and of the Post Office revenue from letters) and the other will probably be so in a year from this date.

To the Right Honorable the EARL OF LICHFIELD,
Post Master General, London.

Enclosed Petition to Lord Lichfield.

The Petition of the Chamber of Commerce of the City of Saint John, in the Province of New Brunswick:

MOST RESPECTFULLY SHEWETH:

That your Petitioners, in common with all their fellow subjects in the British North American Colonies, hail, with feelings of the most lively gratitude, the boon conferred upon them by Her Most Gracious Majesty's Government, in the completing an arrangement for the transmission of the Colonial Mails by steam conveyance to and from Great Britain and Halifax, Nova Scotia; and they are thereby encouraged to bring under the notice of Your Lordship, (as in connection therewith,) the wants and wishes of the mercantile body, and the community generally, of this commercial city, as regards a reduction in the rates of inland Postage on letters passing to and from St. John and Halifax and other towns and settlements in New Brunswick and Nova Scotia.

That the subject matter of this Petition has already been communicated to the Deputy Post Master General at Halifax, by a Committee of this body; and your Petitioners would now most respectfully submit, for the consideration of Your Lordship, the data upon which they base their views and deduce their conclusions, in anticipation of a favorable assent to the prayer of their Petition.

That the city of St. John contains at this time a population estimated at twenty-two* thousand souls; that the average number of emigrants arriving at the port from Great Britain and Ireland, for the prece-

* Ascertained by a Census this year (including parts of the County around the Harbour) to be 32,000.—L. D.

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ding ten years, are four thousand souls, annually; that the trade of the port comprises an active intercourse with Great Britain, the sister Colonies, the West Indies and the United States, and, partially, with Continental Europe, Africa, the East Indies, China, and South America; also, that the Southern Whale Fishery is prosecuted to a considerable extent; that the registered tonnage of the shipping arrived at and sailing out of the port, on the 1st January, 1840, was 81,145 tons; that the arrivals at the port for the year 1839 were 1,814 vessels, admeasuring 191,596 tons, navigated by 9,535 men; that the departures for the same period were 1,850 vessels, of 220,723 tons, and 10,537 men; that the new vessels built and registered at the port for the year 1839 numbered 63, of 22,423 tons: that the arrivals from Great Britain alone, for the same period, were 193 vessels, of 57,013 tons, and 3,301 men; and the departures thereto, 324 vessels, 129,123 tons, and 4,744 men.

That this statement, coupled with the fact that the intermediate country between St. John and Halifax is densely peopled and highly cultivated for a new country, will, no doubt, impress upon Your Lordship's mind that an extensive correspondence must grow out of so vast a field of enterprise and commercial activity, and that the ordinary sources of information cannot afford data for ascertaining either the amount of that correspondence, or the revenue derivable from it; Your Lordship's Petitioners estimate that on an average each vessel arriving from, and departing for Great Britain, from this port, brings or carries away 80 letters, numbering for 1839, say 41,360 letters, a twentieth of which number does not pass through the Post Office of St. John; and the almost daily opportunities afforded by vessels departing for Great Britain induce our mercantile men to forward all their correspondence by these conveyances, in preference to transmitting their letters to Halifax, there to await the sailing of the Falmouth Packets once a month, and that too at an expense of 9d. for each single letter—a mode both dilatory and expensive.

That the high rates of Postage exacted throughout the Province, cause innumerable letters to be forwarded by private conveyances and by individuals travelling—an evil which it is impossible for the Post Office Department in a new country to curtail or restrain; and that while 9d. currency is the charge for a single letter passing from St. John to Halifax, a distance of 175 miles—a single letter will pass from one extremity of the neighbouring republic to the other, say 2,000 miles, for 1s. 3d.; and by the late arrangement of the Imperial Post Office, a letter from Halifax will pass to the most remote hamlet of Great Britain for 1s. 1d. sterling.

That as the line of steamers between Halifax and Great Britain will afford a more certain and speedy mode of communication between the two countries, so it will tend to quadruple the social as well as the commercial correspondence of the inhabitants thereof respectively; that your Petitioners are well assured, from their knowledge as mercantile men, that the whole of that immense correspondence now forwarded by private conveyances to Great Britain from this port would be forwarded by the Mail steamers, *via* Halifax, provided the inland Postages are reduced, and they advisedly assert that their estimate of the amount of that correspondence would be doubled within twelve months after the reduced rates would take effect.

That in the opinion of your Petitioners, a rate of Postage of *three-pence* currency for single letters, (and in proportion for double and treble letters) passing between St. John and Halifax, and the Town-

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ships and Settlements in the respective routes between the two places, would effect the object hereby contemplated; and they would also submit, that the privilege of franking letters, by whomsoever enjoyed, might be done away with, with advantage to the public interest and the Post Office revenue; and further, that any changes Your Lordship might decide upon and order, should take place as soon after the arrival of the steamers at Halifax as practicable.

Your Petitioners, therefore, humbly pray that Your Lordship would take their Petition into your favorable and early consideration, and command such alterations in the rates of Postages on letters passing between St. John and Halifax as you may deem expedient or advisable; and your Petitioners as in duty bound will ever pray.

L. DONALDSON,
President.

I. Woodward, Secretary.

St. John, New Brunswick, 28th April, 1840.

26th December, 1840.

[To Second Circular.]

Answer to Second Circular.

No. 1.—The improvement of the internal communications of this Colony has fully kept pace with, or perhaps outstripped, the settlement of the country itself; for there are so many places in the Province of comparative importance (St. John, St. Andrews, Fredericton, Miramichi, Bathurst, &c.) and all so widely scattered, that the leading roads have been well attended to, and Post Offices partially established along the whole line. The character of our country Post Office is, however, on a footing with the remuneration afforded to their keepers, which is next to nothing. A person may be induced to keep a Post Office if he has a tavern, as some profit may arise from keeping the passengers and the cattle, and from the settlers who have to resort for letters to such tavern; but beyond this there is, in fact, no remuneration. Select proper persons on the various roads, pay them *pro-rata* for their services, see that the carriages are of a determined form and size, according to the line for which they are intended, that the harness is good and with a separate fit out for each station, that the horses are good and well treated and on no account driven beyond their proper distance, and especially that the drivers are superior men in their line, not only as sober men and good drivers, but also clean and respectable in appearance; let all this be fully seen to and kept up, and the public will soon feel the respect which is due to such a state of things.

Our roads are infinitely better than our Post horses or carriages, or than our drivers. New Brunswick will, be assured, keep her highways up to their present condition, and even improve them. In short, our difficulties are not of a physical nature, in regard to Posting, but result from the combination of circumstances alluded to above. If the contractor for a line does not perform part of it himself, or has it too low, or if there is not a general and constant superintendence, some cheap drivers will be engaged, and such will ever have, or in a short time make, ill-conditioned and wretched carriages. It would require 12 or 15 months from the date of introduction, before every satisfactory arrangement could be made, and fully carried out in this Province, and all minute matters attended to as they ultimately will be; and

it will be found a work of much labor and minute inspection.

As regards the Post intercourse between this country and the United States, it would be most desirable if an understanding could be had with that country, allowing all letters mailed in the United States or in any of these Colonies, and directed to parties residing in the latter, to pass to the places of address, and there be paid both Postages in full.

2.—From 50 to 75 per cent. of all letters passing between this city and Fredericton, and also between this place and St. Andrews, go by private opportunities. This is also the case with respect to letters for England, sent *via* New York, which are forwarded to parties in St. Andrews, or Eastport, and then mailed for New York to the care of an agent; thus depriving the Post Office revenue of the British Postage. The above two routes are those on which this practice is now most general. It did prevail also on the line to and from Halifax; but the late great reduction of Postage on letters for and from the Halifax Packets has put a stop to it. As to the reasons which induce persons to resort to such means of conveyance for their letters, there is but one motive, viz. to avoid paying a very large Postage.

3.—The Colonial Postages on letters are not unreasonable, provided the present system is to be persisted in, of making the establishment support itself, whether well and properly done or otherwise; but if the spread of intelligence, the promotion of commerce, the encouragement of kindly feelings, and the consequent advance of the Colony, are to be regarded as they should be, then the rates of Postage are utterly wrong. In the letter which I had the honor of sending on the 24th ultimo, I observed, "if an uniform rate of Postage is not adopted, let a single letter, within 50 miles, pay 2d.; within 100 miles, 3d.; within 200 miles, 4d.; and so on." If a uniform rate of Postage (say 3d. for a first class letter) were adopted for all, it would be most gratifying, and in a short time productive. It would save much trouble at the Post Offices, and would, I am fully satisfied, please all parties.

4.—Prior to the reduction of Postage on letters to and from Halifax, when intended for or coming from Britain, the number of such letters mailed at this Office was, I believe, about 100 per month. By the last Mail 998 were mailed in 4 days; thus to the full answering this question, and confirming the views taken by the Chamber of Commerce in this City, as set forth in their Petition to the Earl of Lichfield, a copy of which I had the honour of enclosing in my last.

5.—The charge for letters by weight is beyond comparison the most just, and is here universally approved of.

6.—I believe 2s. 6d. per annum is the Post Office charge on a weekly newspaper, and I have heard that it is an Office perquisite. As in young and thinly settled countries the newspaper forms, I may say, the great book of education among the country people, let it go free; and this the more particularly if a good Post Office system is to be introduced, and in part paid for from the funds of the respective Colonies. Nothing should at any rate be paid to, or received by a Post Master, beyond his salary.

The rate and mode of payment on newspapers may neither of them, as such, be objectionable; but they should be free entirely.

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7.—A newspaper, like any other article sold by one party and purchased by another, has in itself "no reasonable claim on the public service for transmission free of Postage."—But ten thousand claims may be urged why newspapers should be forwarded to country places free of Postage; in fact, encouraged in their circulation.

No. 23.

Is. Woodward. M. P. P. St. John.
Is. WOODWARD, Esq., M. P. P. for the City of St. John, and a Commissioner of Inquiry as to the practicability of a Daily Mail between St. John and Halifax.

No. 24.

St. John, 29th Dec., 1840.

Answer to Second Circular.

[To Second Circular.]

1.—It has become a matter of much importance that the internal Post communications of these Provinces should be as efficient as possible, to give the Colonists the full advantage they ought to derive from the beneficial arrangement of Her Majesty's Government in sending Mails to these Provinces by the splendid and powerful Steamers now employed. In order to do this, the Mail routes generally should be examined by competent persons not interested in any particular route; and the most direct selected, even if it should in some cases take the line from that now used. My knowledge from actual observation is limited; but with deference I must submit that I think it of the last importance that the most speedy line should be adopted between Halifax and the Head Quarters of the Canadas; to do which, if a daily Mail can be carried between Halifax and St. John, (of which I have no doubt) the route *via* St. John to Canada would be the most speedy. The communication through this Province could be kept up at the rate of from 8 to 10 miles an hour; whether it could be continued at that rate in Canada I am not able to state, but presume it might. If this be admitted possible, then the Mail could be conveyed from Halifax to Quebec in 3 days.

I think it would much improve the Post intercourse between this country and the United States, if some general arrangement was made between the Post Office Departments of the United States and these Provinces, by which letters might pass from any part of the Provinces to any part of the United States and *vice versa*, paying all Postages at the place of delivery.

2.—I think the amount of correspondence (within this Province) sent otherwise than by Mail is at least as 3 to 1; and also to England before the rates were reduced. The reason in my opinion is the high rates.

3.—The rates at present are too high. I would recommend a uniform rate throughout the Provinces, of 3d. for each letter not exceeding one ounce in weight, and an increase in proportion for an increase of weight.

4.—I have no doubt that a reduction in the rates would increase the amount of correspondence by Mail.

5.—I think charging letters by weight might be advantageously substituted for the present mode. It would save trouble in the Offices, as few letters would exceed an ounce; and a small increase in the weight of a Mail could not be very important.

6.—The charge on newspapers is generally spoken of as onerous.

7 & 8.—I do not think the proprietors of newspapers or periodicals have any claim on the public service for the transmission of the same free of Postage; neither do I think the charge is felt by them, but by the parties receiving their papers. It appears to me that it would be a good appropriation of a part of the public funds, to give the settler in the interior, periodicals and newspapers as cheap as possible, as in many cases they are the only books they have.

HOUSE OF ASSEMBLY,
Fredericton, 16th February, 1841.

SIR,

Allow me to enclose copy of a Report to His Excellency Sir John Harvey, from the Commissioners appointed to report upon the subject of a Daily Mail communication between St. John and Halifax, for the information of the Post Office Commission.

Yours respectfully,

I. WOODWARD.

C. Dunkin, Esquire,
Secretary to Post Office Commission,
Montreal.

Report from LAUCHLAN DONALDSON, ISAAC WOODWARD, and WILLIAM MACKAY, Esquires, Commissioners appointed to take under consideration the subject of a Daily Mail communication between Halifax, in the Province of Nova Scotia, and the City of Saint John.

To His Excellency Major General Sir JOHN HARVEY, K. C. B. and K. C. H., Lieutenant Governor and Commander in Chief of the Province of New Brunswick, &c. &c. &c.

MAY IT PLEASE YOUR EXCELLENCY,

The Commissioners appointed by Your Excellency "to take into consideration, and report upon the subject of a Daily Mail Communication between Halifax and St. John," having attended to that duty, beg leave most respectfully to submit their Report:—

On the 13th June last, your Commissioners deeming it advisable to open an immediate correspondence with the Commissioners expected to be appointed for the same duty on the part of Nova Scotia, addressed Sir Rupert D. George, the Provincial Secretary, on the subject. The annexed Copy of Sir Rupert's reply (marked No. 1,) will explain the reasons why His Excellency Sir Colin Campbell declined making any appointment.

Thwarted thus unexpectedly in personally examining the most eligible line for the transit of the Mails conjointly with the Commissioners of Nova Scotia, the undersigned adopted the next most efficient means for obtaining the requisite knowledge on the various points comprehended within the range of their enquiries; and herewith they submit Copy of Queries, (No. 2,) addressed to Messrs. J. Whitney and Company, Thomas Reed, and T. M. Smith, and their replies, (Nos. 3, 4 and 5,) relative to navigating the Bay of Fundy by Steam Vessels, at all seasons of the year, daily. We also annex Copy of a Circular, (No. 6,) addressed

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Encloses Report of Commissioners on Daily Mail between St. John and Halifax.

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by us to the Deputy Post Master General, Halifax, and to other gentlemen, residents of Granville, Annapolis, Bridgetown, Wilmot, Aylesford, Cornwallis, Kentville, Wolfville, Falmouth, Windsor, Halifax, Dalhousie, New Albany, LeHave, and Chester, Nova Scotia.

Weighing maturely the information elicited by the answers to our Circulars, and by personal conferences with many individuals conversant with the subject, we feel authorized to state that no insurmountable difficulties of either a physical or pecuniary nature exist to the efficient establishment of a daily Mail, accelerated at a speed of ten miles an hour, during nearly all seasons of the year, between St. John and Halifax, so soon as arrangements could be completed for carrying the measure into operation.

The difficulties of a physical nature are confined to the prevalence of snow drifts on portions of the route during winter. This evil, we conceive, might be greatly remedied (if not entirely overcome,) by the Overseers of Highways being made responsible for a strict and prompt performance of the duties required of them.

We estimate the expense of a daily Mail, in round numbers, at £4,000 per annum:—

Say, Remuneration to Steamer,.....	£1,500
Land Carriage,.....	2,500
	£4,000

A rate of about 1s. 2d. per mile travelled by the Steamer, and about 5½d. per mile travelled on land. This sum of £4,000 would include the amount at present paid for the transmission of the Mails, and the difference, whatever that may be, is all that would be required to place the establishment in efficient operation.

To support this expense by the revenue derivable from the Post Office, (supposing this course to be resorted to,) and basing our calculations upon the probable reduction of the rate of Postage to 3d. for a single letter, passing between St. John and Halifax and the intermediate Townships, it would require 877 letters to be mailed daily, as £4000 divided by 365 days gives £10 19s. 2d.—so 877 *single* letters at 3d. yield £10 19s. 2d.

This number of letters is not in excess of what the population of St. John, Halifax, and the intermediate Townships at a reduced rate of Postage warrant,—

Say the population of St. John and Suburbs is	30,000
Ditto Halifax,.....	20,000
Ditto Townships,.....	40,000
	90,000
Deducting 9-10ths for children and non-correspondents,.....	81,000
	9,000

requiring only *one* out of every 102½ of the gross population, or *one* in every ten of the smaller number to Mail a letter daily, thus the quota of daily letters from St. John would be,..... 290
For Halifax,..... 196
Townships,..... 391

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This does not include the letters passing on the line, to and from Great Britain, the United States, Canada, and other sections of the Provinces, from which a large revenue would be derivable, amply sufficient, we conceive, to make up for any deficiency that might occur in the above estimate. Without the means of acquiring the knowledge of the cost or profits of the present Post Office Establishment, on the route under consideration, we had to depend upon conjectural data to arrive at our conclusions. The insufficiency of calculations founded on the scale of action of the present day, compared with the energy which the opening institutions around us will call into being, within the next few years, in these young and aspiring countries, must be apparent to the most superficial observer, and a period of at least seven years ought to be allowed to test the correctness of any estimate of a pecuniary nature advanced, when suggesting improvements in our social intercourse. Prior to the establishment of the Cunard Steamers, the number of letters mailed at St. John monthly, to be forwarded by the Falmouth Packet, was about 100. The number Mailed for the Steamers on the 30th November last, was..... 998
On 30th December,..... 1250
And on 30th January,..... 1532
thus fully and triumphantly realizing the expectations of the Chamber of Commerce of St. John in April last; when petitioning Earl Lichfield to yield the boon of a reduction in the rate of Postage. This increase resulted as well from the saving in time in the forwarding the Mails as from the reduced rates of Postage, and although a daily Mail to Halifax might not, for the first few months, increase in the same ratio, still there is little reason to doubt an approximation to it equally remarkable.

Considerable difference of opinion exists as to the most proper site for landing the Mails from the Steamers, on the Nova Scotia side during the winter months. From all the information we can glean, we would recommend a preference being given to Indian Beach, on the Granville side of Digby Gut, and from thence direct the Mails to be carried forward to Bridgetown. During summer, the Steamers might proceed to Annapolis, although it would be a subject of calculation whether the Mails could be more *regularly* forwarded by landing them *at all seasons* at Indian Beach, the Steamers being sometimes delayed by the state of the tides at Annapolis River.

The foregoing calculations have been predicated on the forwarding the Mails to their terminus, *via* Annapolis and Windsor, a distance say of 180 miles, including the passage across the Bay of Fundy. The route, *via* Dorchester, we abandoned, on considering that the length was 266 miles, besides being intersected by the steep Ridge of the Cobequid Mountains, and that few way-letters passed between the Settlements.

A shorter line of road to Halifax than either of the two named, has been brought under our notice, *viz.*, Dalhousie, by which a saving of from 35 to 45 miles would be effected in the distance between that town and Annapolis. It is estimated, however, that an outlay of about £8000 would be required to place this road in an efficient state, but the interest of this sum would be many times saved by the lessened expenses attending the transit of the Mails, besides reducing the time occupied in passing between St. John and Halifax to sixteen, if not to twelve hours. We submit copies of letters received from Mr. Gray and Mr. Whitman, (Nos. 7 & 8,) wherein the superiority and advantages of this line are very clearly pointed out and explained. We may here be permitted to state our opinion, that a steamer ought to be purposely built for transporting

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the Mails across the Bay of Fundy, say a small iron vessel with an engine of 80 horse power, combining the latest improvements, and fitted to run the distance in three or four hours; under such circumstances the Mails might leave St. John at 5 A. M., reach Indian Beach at 9 A. M., and Halifax, *via* Dalhousie, by 9 P. M., and the Mails start from Halifax at the same hour, 5 A. M. and reach the Steamer *via* Dalhousie at 5 P. M., and the Steamer reach St. John at 9 P. M.

We have deemed it unnecessary to go deeper into particulars, satisfied that our general views are correct, and that an extensive arrangement of this nature must carry out its own more minute details when placed under the active superintendence of competent persons.

Our views, so far, have been confined to the local interests of St. John and Halifax, and on that ground alone we have endeavored to show that the establishment of a daily Mail is not only practicable, but that the expense attending it might be fully supported from the correspondence of the population alone; however, as St. John assumes a higher position, when considered as a point in the great line of communication between Great Britain (*via* Halifax) and Canada, and as the vast increase in the resources and correspondence of these great and growing Colonies are developed, the shortest and most certain channels of communication will undoubtedly be sought for, and from the expectation of the public, that the line of Steamers to Halifax will run weekly during the ensuing summer, we are induced to recommend and earnestly urge the opening up the Dalhousie road, and the perfecting this line of communication as speedily as practicable. The Canada Mail delivered by the "Columbia" in January, weighed 20 cwt.; it was forwarded, as usual, *via* Dorchester, including the steep ascent of the Cobequid Mountains, altogether a distance of 266 miles; had it been dispatched *via* Dalhousie, (supposing the line open,) a distance of 120 miles, the saving in time, in expense and labor in the transit of *this* Mail alone, must be self apparent to the most prejudiced opponent of improvement.

Nova Scotia may demur to expending so large a sum of £5000 on one road, and difficulties may be started as to the proportion of the expense of the Steamer to be borne by each Province. To remove all obstacles and secure unanimity, might not the whole affair be considered as a Post Office undertaking, and an arrangement entered into between Canada, Nova Scotia and New Brunswick, similar to the one respecting the lighthouses of St. Paul's and Scatterie, and a general fund, say twenty-five thousand pounds, placed under the control of Commissioners appointed from each Province, promptly to carry out the objects contemplated. As before remarked, the increasing stream of correspondence flowing between Great Britain and her North American Colonies, urgently calls for improved facilities of conveyance, while the demands accruing from improvements of this description, unannounced to Post communications, are extended to all the other great interests of the countries concerned, enticing the agriculturist, the miner and the merchant to visit us, and assist in drawing out our capabilities, and thus rendering the expenditure of a few thousand pounds per annum by each Province, a wise, praiseworthy and prudent policy.

All of which is most respectfully submitted, by Your Excellency's most obedient humble servants,

L. DONALDSON,
I. WOODWARD,
W. MACKAY.

St. John, N. B., February 6, 1841.

Enclosure 1.

PROVINCIAL SECRETARY'S OFFICE,
Halifax, 27th June, 1840.

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GENTLEMEN,—I have laid before His Excellency Sir Colin Campbell, your letter of the 13th instant, announcing your appointment by the Lieutenant Governor of New Brunswick, as Commissioners to take into consideration and report upon the subject of a Daily Mail Communication between Halifax and St. John, and requesting to be informed whether Sir Colin Campbell had nominated any Commissioners for the same purpose, as you are desirous of placing yourselves in immediate correspondence with them.

His Excellency's attention had not been in any way previously directed to the subject, and he now desires me to express his regret that, on communicating with the Deputy Post Master General, (to whom the project was also new,) he finds that he cannot at present effectually promote the object in view for want of funds,—and that it will therefore be useless that any steps should be taken in the matter, on the part of this Province until the Legislature shall have made provision for defraying the attendant expense.

I have the honor to be, Gentlemen,
Your most obedient humble servant.

(Signed,) RUPERT D. GEORGE.

I. Woodward and W. Mackay, Esquires,
St. John, N. B.

Enclosure 2.

St. John, 27th August, 1840.

SIR.—The subscribers having been appointed by His Excellency the Lieutenant Governor "Commissioners to take into consideration and report upon the subject of a Daily Mail Communication between Halifax and St. John," beg leave to ask,—knowing your ability to answer our enquiry, and the confidence which the public will have in your reply,—for what yearly amount to be paid by the public over and above all that may be received for freight and passage money, would you, or could parties, provide and run a Mail Steamer within 24 hours, from this City to Annapolis and back again (or rather to Digby and Annapolis) so long in each season as ice would allow, and to a landing at Indian Beach nearly opposite to Digby, and to a wharf on the Digby side of the Gut (merely for exchange of the Mails) when the other route was impracticable.

It might and probably would in some degree affect the extent of passage money, should the embarkation and landings at St. John and in Nova Scotia take place at favourable hours or the reverse; but we cannot undertake to say the periods when the Mails would be made up at the different stations.

Such a Steamer as is required should not, in our opinion, be less than 80 horse power; should be strongly built, have a flush deck, draw not less than 9 feet water, and if new would cost about £7,000 currency, supposing her not to be more than 15 to 18 feet longer than the Gazelle.

If embarked in, we think the transaction should be under contract for 7 or 9 years, in order that parties might be justified in the outlay, and in offering

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good security to the public that there should be no failure during the period engaged for, and that the Boat should be safe and in all respects properly supported, and also be punctual in her goings, and the time or hours to be specified for the performance of each trip:

That the two Provinces will come to some arrangement between themselves on this head is more than probable; but if not, little doubt can exist that the influence of the Canadas, through the British Government, will force it on in some shape, as Canada will now look to this route and the road along the St. John, for European letters and papers to and from the Steamers at Halifax, during 5 months in the year when the St. Lawrence is closed. Will you be pleased to answer the above fully, and also giving any information not there adverted to, which may strike you; and believe us to remain, Sir,

Your most obedient servants,

(Signed,) L. DONALDSON,
I. WOODWARD,
W. MACKAY.

To Messrs. James Whitney & Co.
Captain Thomas Reed, and
Captain Thomas M. Smith.

Enclosure 3.

St. John, N. B., 1st September, 1840.

GENTLEMEN,—We have before us your favor of the 27th ult., making several enquiries as to the practicability of running a steamer at all seasons of the year between this port and Nova Scotia, for the conveyance of a daily Mail between the two Provinces; the construction of a sufficient boat; and the probable value of such service, over and above the earnings of such boat in carrying freight and passengers, &c. Without entering into detail, we think a steamer could run all seasons of the year (some few days excepted,) and we think fifteen hundred pounds per annum would be a compensation for the same.

We have the honor to be, Gentlemen,
Your very obedient servants,

(Signed,) JAMES WHITNEY & Co.

L. Donaldson,
S. Woodward,
W. Mackay, Esquires.

Enclosure 4.

St. John, N. B., 1st September, 1840.

GENTLEMEN,—In answer to your letter of the 27th August, I beg leave in a few words to say that with the exception of a few days in the winter, a properly constructed steamer may ply between St. John and Nova Scotia, as by you contemplated.

The sum required from Government need not exceed say £1400 to £1500 per annum, in addition to her freight and passengers.

I am, Gentlemen,
Your most obedient servant,

(Signed,) THOMAS REED.

To L. Donaldson,
I. Woodward,
W. Mackay, Esquires.

Enclosure 5.

St. John, N. B., 1st September, 1840.

GENTLEMEN,—In answer to your letter of the 27th ultimo, I beg leave to state (without going into particulars) that the voyage from this place to Digby and Annapolis and back, may, during eight months in each year, be performed with safety and regularity; and that during the remainder of the year it may be performed with the same degree of certainty in two days. The sum required I do not think need exceed £1500 per annum; and I am also of opinion, that there are many days in the four months when the double voyage may, with perfect safety, be performed.

I am, Gentlemen,
Yours very truly,

(Signed,) THOMAS M. SMITH.

To L. Donaldson,
I. Woodward,
W. Mackay, Esquires.

Enclosure 6.

St. John, N. B., 10th September, 1840.

(Circular.)

SIR,—The undersigned having been appointed by His Excellency Sir John Harvey, Lieutenant Governor of New Brunswick, "Commissioners to take into consideration and report upon the subject of a Daily Mail Communication between Halifax and St. John," beg leave respectfully to solicit answers to the following queries, and any further information it might be in your power to communicate or afford them, in furtherance of the object for which they have been appointed. The undersigned will feel grateful for any suggestions or hints tending to elucidate or advance the early completion of so important an improvement as that of a Daily Mail intercourse between St. John and Halifax, which the recent establishment of the Mail Steamers between Halifax and Great Britain, and the expected reduction on Colonial Postages, render the more urgent.

We are, Sir,
Your obedient humble servants,

(Signed,) L. DONALDSON,
I. WOODWARD,
W. MACKAY.

Queries.

1.—Supposing the distance between Indian Point (Lower Granville) and Halifax to be 146 miles *via* Bridgetown, Kentville and Windsor—could the Mails be forwarded *daily*, at all seasons of the year, at the rate of ten miles an hour between the two extreme points?

2.—Supposing that the Mails alone were carried by two horses attached to a light waggon (or sleigh) built expressly for the purpose, at what cost per cwt. could the Mail bags be carried at all seasons of the year, at the speed of ten miles an hour? or—

3.—What would be the extreme expenses of a waggon, two horses and a driver, solely employed for the daily transit of the Mails, at the rate of ten miles per hour summer and winter?

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4.—How many horses and grooms would it require to carry the preceding plan into operation?

5.—Supposing that a Stage company were to undertake to forward the Mails, passengers and freight at the same time—at how much less expense do you conceive the Company could carry the Mails than that incurred by the preceding plan?

6.—Are you acquainted with any individual or individuals in your neighbourhood that would enter into a contract to carry the Mails at the rate of ten miles an hour, summer and winter, for one or more years, and the rate either per cwt., per day, or per annum, at which they would undertake it?

7.—Can you point out a shorter route for the New Brunswick Mail to travel between Granville and Halifax, than that *via* Bridgetown, Kentville and Windsor, and the advantages the one route would possess over the other, and the difference of expense and saving in time in adopting it?

8.—All calculations must be based upon the rate of travelling for the Mails, being ten miles an hour, equally amidst the severity of winter as in mid-summer. The great object of these queries is to ascertain, first, the practicability of so forwarding the Mails at ten miles an hour; and secondly, the expense such a rate of speed would entail upon the Government.

Enclosure 7.

Annapolis Royal, 21st October, 1840.

GENTLEMEN,—Your circular of the 10th September, I have the honor of acknowledging, and beg to return the following answers to your Queries, with such other observations as the subject of them seems to require.

1st Query.—I consider that by a thorough repair of the bridges, throughout the whole route from Halifax to Granville, and considerable expenditure of the money on the road, the Mails might be carried at the rate of ten miles per hour, from the 1st May to the 1st November, but that without an immense outlay of money, the roads will not admit of travelling them by any conveyance at such a rate during the remaining part of the year.

2nd Query.—I am not prepared to answer this Query.

3rd Query.—Same reply as to 2nd Query.

4th Query.—On the supposition that the roads are suitable for such rapid transit of the Mails, it would require 14 grooms and 66 horses, (making allowances for casualties) besides 4 or 5 drivers.

5th Query.—I am not prepared to answer this Query.

6th Query.—I am unacquainted with any person who would undertake the conveyance of the Mail for any definite period, at the rate you prescribe.

7th Query.—There is at present no other route by which Mails can be carried from Halifax to this part of the Province, than now pursued; but by the report of many persons of information and intelligence, I am satisfied that a more speedy conveyance of the Mail

might be effected, by following the Sherbrooke and Dalhousie settlement roads from Halifax to Annapolis, provided a sum of from £8,000 to £9,000 was expended on that line. It is passable for waggons at present from Annapolis to Gold River, a distance of fifty-five miles; and from the reports of persons residing in Sherbrooke, I feel assured that the whole distance from Sherbrooke to Hammond Plains is equal to that from Annapolis to Gold River. From Hammond Plains to Halifax the road is passable for carriages of any description, so that the only distance requiring to be made over is about nine miles between Gold River and the commencement of the Sherbrooke settlement, which was at one time cut down, but has since grown up into a young growth of wood. During the whole course the Dalhousie settlement road runs nearly level, and affords materials for making and repairing the same on the spot, besides that for a space of 55 miles there is not a bridge that would cost £80 to build it. It appears to me that if the attention of the Legislature of both Provinces could be directed to the opening and improving this route, the transit of the Mail in ten hours would be easily effected, seeing that the extreme distance from Halifax to Annapolis as the road now goes is but 95 miles, although it is highly probable that when properly surveyed, the distance might be shortened ten miles. Should it be the determination of the Commissioners to report Indian Point in Granville as the most suitable place of embarkation and disembarkation of the Western Mails during the winter, it may not here be amiss to observe, that the River of Annapolis is navigable for steamers to Annapolis from 1st March to 31st December, although there has been ample proof repeatedly shewn and still ready to be shewn by persons of undeniable respectability and truth, that Pinckney's Point at Bear River affords every facility for landing and receiving the Mail during the winter months, provided a boat was built for the purpose, not to draw more than 6½ feet or 7 feet water. Independent of the advantages gained in point of distance, by adopting the Dalhousie route, the number of horses required on it would be but forty, the grooms nine, and the drivers not more than two.

I am with much respect,
Gentlemen, yours, &c.

(Signed,) JAMES GRAY.

To Messrs. L. Donaldson,
I. Woodward,
W. Mackay.

Enclosure 8.

Dalhousie, 8th Oct., 1840.

GENTLEMEN,

In answer to your circular of the 12th September, I shall confine myself principally to your 7th Query, and proceed at once to give you a description of the road by the Dalhousie and Sherbrooke settlements. That I might be able to do this more correctly, I took a competent person along with me, and we examined the road nearly through; we were at much pains to ascertain the exact distance, and I believe it may be correctly stated at ninety-five miles from Annapolis to Halifax by this route. I shall not undertake to describe all the crooks and turns of the road, as it would serve no good purpose; suffice it to say, that it is generally a level route, there is nothing like a mountain, and but few bad hills, and there are no expensive bridges required. Twenty-five pounds will make the largest bridge on the road.

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Settlements of old soldiers are scattered along the whole line, some of them in a very thriving condition. We found a neat little church and a catholic chapel, side by side, in the centre of the woods. This is, unquestionably, the shortest road that can be had from Annapolis to Halifax, but it seems to have been forgotten by the Legislature of the Province; their whole attention of late has been drawn to the round about way by Windsor, and thousands upon thousands of the public money has been expended upon it, while this road is wholly neglected, with the exception of a few small sums annually, of ten and fifteen pounds.

The natural advantages this route possesses over the other are, that it is shorter by 35 miles, and as a winter road, it possesses many advantages, going through the interior; the whole distance is generally covered with snow throughout the winter; the short thaws so frequent in this country, have but little effect upon it; while the old route will be broken up in such a manner that it will be difficult to get along at any rate, and I am confident one year's experience will convince you that it will be impossible to convey the Mails at the rate of ten miles, or even eight miles per hour, by that route, from November to May. This road is totally unfit for the purpose of conveying the Mails at present, but in the event of its being adopted as the Post Road, we have ventured to give an opinion as to the outlay that would be necessary to put it in such a condition, that the Mails may be conveyed from Halifax to Annapolis with safety in twelve hours, and to cover all expenses, we think it would require the sum of eight thousand pounds. Many persons we have conversed with, think a less sum would be sufficient, and I believe it would be undertaken for much less, and ample security given for the performance.

Whether the advantages, as I have before stated, are of sufficient importance to justify the outlay, is for yourselves to determine; the saving of expense in conveying the Mails would be nearly one-third, with the additional advantage in point of time, which seems to be the main object.

I remain, Gentlemen,
Your most obedient servant,

(Signed,) JAMES WHITMAN.

To L. Donaldson,
I. Woodward and
W. Mackay, Esquires.

No. 25.

No. 25.

W. Mackay,
St. John.

W. MACKAY, Esq., a Member of the Chamber of Commerce of St. John, and of the Commission of Inquiry as to the practicability of a Daily Mail between St. John and Halifax.

St. John, 4th Jan., 1841.

Improvements are principally required, in my opinion;

1.—In the selection of Mail routes, and points for the exchange of Mails passing to and from the different sections of the Province, and the Provinces generally.

2.—In the selection of parties for performing the duties of Post Master.

3.—In the rates of speed at which the Mails are transmitted, and the number of Mails transmitted in a week from each Post Office.

4.—In the rates of Postage, and the modes in which those rates are regulated.—My observations on the above (like my information) will be desultory, and principally applicable to this section of New Brunswick.

This city, whether we regard her situation, her population, or the ramifications of her commercial correspondence, separately or as a whole, must form a prominent point of consideration, in any Post Office alteration that may be contemplated; and if she is looked upon as one of the stops between Halifax and Quebec, it becomes a matter of absolute necessity that her communications, with Halifax on the one hand and Quebec on the other, should be so regulated as to afford a certainty of action and a certain rate of despatch commensurate with the vast interests concerned.

I am persuaded that a rate of speed of 8 miles an hour is attainable at all seasons, on the following roads:—

St. John to Halifax, *via* Digby,
do to St. Andrews,
do to Fredericton,
do to Amherst, *via* Dorchester.

These roads are main arteries, and from them, by efficient regulations, small Posts might be made to branch off to the more distant settlements, and the benefits accruing from the Establishment thus be brought to the door of the most remote settler at a very trifling expense; as among the settlers many individuals may every where be found to perform the required duties for a trifling remuneration.

In a new country it will be impracticable to fix any certain line of procedure, as the extension of old and opening up of new settlements will render frequent changes necessary. To meet such occurrences and exigencies, it might be advisable to appoint in each Province a general Superintendent of Post Offices; with such powers as would enable him to effect any needful alterations, and whose duty it would be to itinerate through his District and ascertain from personal observation the improvements requisite to be introduced.

Irregularities in the hours of the arrival and despatch of the Mails are of frequent occurrence; and although in country settlements delay may not be attended with much annoyance, still to commercial men resident in St. John, &c., loss of time is sometimes very serious. As an individual, I suffered severely in September last from this cause; I despatched a letter to George Town, Prince Edward's Island, which letter was 22 days reaching its destination, and my loss in consequence, was upwards of a thousand pounds. The usual time for a letter passing between St. John and George Town is 12 days, and might easily be reduced to six. In tracing the causes of detention of the letter in question, I found that letters for Prince Edward's Island are forwarded to Halifax, from Halifax to Pictou, (a most round about route,) and thence by steam to Charlotte Town. The steamer was delayed by stress of weather, and the regular Mail day missed; and as the internal arrangement of the Mails in Prince Edward's Island is very primitive, the loss resulted to me as I have stated. I have conversed with influential individuals in the Island, who, one and all, were loud in

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their complaints of the management of the Mails, and of the delays in their intercourse with this Province and the United States.

In the more minute details of the management and conveyance of the Mails, much improvement is necessary. Punctuality to the hours of arrival and departure are comparatively unknown; and the careless manner in which the Mail bags are tossed about, renders it a wonder that many more accidents do not occur with them. The vehicles for conveyance are very objectionable, as also the system of appointing tavern keepers and store keepers as Post Masters, and paying them by a commission; fixed rates of salary, apportioned to the duties performed, would be a more desirable mode of remuneration. The privilege of franking letters, and all other privileges, ought to be done away with. From every Office, Mails ought to be despatched for all places, at least twice a week: and on the main routes, daily. An uniform rate of Postage throughout British North America ought to be established, say 3d. currency for a single letter, and the charge by weight might be advantageously substituted for the present mode of charging letters or packages. An immense correspondence (say quadruple the number of letters passing through the Post Office.) is forwarded by private opportunities, arising principally from the high rates of Postage at present in force, and the delays occasioned by the slow movements of the Mails.

In considering the improvements and changes requisite to be introduced, a question will arise; will the Post Office revenue be sufficient to meet the expenditure? In answer I must say that I do not think it would do so for two or three years after the changes should be introduced: but that it would ultimately reimburse the outlay, I feel satisfied in my own mind. Any deficiency arising, however, could be met by a vote of the Legislature, as for the road appropriations, or by a specific tax set apart for the purpose, to be gradually abandoned as the Post Office revenue should increase.

I do not conceive proprietors of newspapers have any claim on the public service. Nevertheless, I am of opinion that newspapers ought to be circulated free of Postage. Magazines and similar sized periodicals might be subjected to a small Postage, say that of a single letter.

No. 26.

Hon. John
Robertson,
St. John.

No. 26.

Hon. JOHN ROBERTSON, a Member of the Legislative
Council.*St. John, 5th December, 1840.*

Adopting the scale now in use throughout Great Britain for charging letters, viz :

Under half an ounce, one letter,
" one ounce, two letters,
" two ounces, four letters,

and so in proportion, the rates of Postage for a single letter in and between the Provinces of New Brunswick and Nova Scotia, should not exceed 3d. currency per single letter, and between the Lower Provinces and the Canadas 6d. currency per single letter.

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As regards the periods of closing Mails, I beg to remark that the Western Mail from the United States and St. Andrews, by land, arrives in this place three times in each week, summer and winter, and generally in summer at 5 or 6 P. M., and in winter from $\frac{1}{2}$ past 5 to 7 o'clock P. M. The Mail for the United States and St. Andrews leaves this by land three times each week, in the summer, about $\frac{1}{2}$ past 6 A. M., and in the winter at $\frac{1}{2}$ past 7 A. M. These Mails close at 6 o'clock P. M., that is, the night previous; and although the Mail does not leave the Post Office until the following morning, no letters can be mailed after 6 o'clock in the evening. Consequently letters received from St. Andrews and the United States at 6 o'clock, cannot be answered before the next Mail after the return of that which brought the letters, although there would be ample time to answer them by return of the same Post, provided the Post Office was kept open until 9 or 10 o'clock in the evening for pre-paid letters. Letters for the United States must be prepaid to the lines, and these are frequently of great importance to parties here, often respecting insurance, advice of bills, &c.

The Mail might surely be opened for pre-paid letters until 9 o'clock in the evening all the year, and for other letters until $\frac{1}{2}$ past 6 in the morning in summer, and 7 o'clock in the winter, which would not interfere with the arrival of the Mail in either place, even at the slow rate at which it now travels, 10 or 11 hours for a distance of 67 miles.

There is another Mail in the summer between these places by Steamers. These arrive and leave on the days on which the land Mail do not, so that this makes a Mail every day.

This latter Mail arrives generally about 4 or $\frac{1}{2}$ past 4 o'clock, and the letters are delivered soon after. The Mails by the Steamers leave this place at 7 o'clock next morning; but this Mail also is closed at present at 6 o'clock the night previous! Consequently there are 13 hours from the closing to the leaving of the Mail, during which no letters can be mailed. This Mail ought not to be closed before $\frac{1}{2}$ past 6 in the morning, instead of 6 o'clock in the evening, as is now the case.

The Mail from this place to Fredericton is at present arranged as follows, viz :

The Mail arrives from Fredericton every day about 4 o'clock in the summer, and about 5 o'clock in the winter. It leaves this Office in the summer at $\frac{1}{2}$ before 7 in the morning, and in the winter at from 7 to 8 in the morning, arriving at Fredericton about the same hour that it does here. The Mail for Fredericton, however, is made up at 5 o'clock in the evening, about the hour of the arrival of the Fredericton letters; so that letters received in town at $\frac{1}{2}$ past 5 o'clock in the evening, cannot be answered before the return of the second Mail.—thus losing a whole day here, though there is ample time to reply by the return Mail, provided the Post Office were kept open to receive letters until 9 o'clock, instead of closing at 5 in the evening, as it now does. I would submit that the Mail might be kept open until $\frac{1}{2}$ past 7 o'clock A. M. in the winter, and $\frac{1}{2}$ past 6 in the summer, without any interference with its arrival at either place. In Fredericton the St. John Mail is open until $\frac{1}{2}$ past 7 in the morning, although it closes here at 5 in the evening. This I know to have been the case for the two last winters.

The Mails for Halifax, *via* Dorchester and the eastern parts of the Province, are made up twice in each week at this Office at 5 P. M. They leave

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town at $\frac{1}{4}$ past 5, and travel to the Finger Board, where they wait the arrival of the Mail from Fredericton to Halifax. This Mail formerly, although made up at the same hour, did not leave the city until 6 in the morning in summer and 7 in the winter, and was then in ample time to meet the Fredericton Mail at the Finger Board, Sussex. It is of importance that this Mail should be open until 9 o'clock at night to receive letters and advices per Western Mail arriving the same evening to be forwarded; which, according to the present arrangement, cannot be done, as the Western Mail letters arrive just about the hour of closing the Eastern Mail, and are seldom delivered until after it is despatched. There is no necessity for this Mail leaving town before 6 o'clock in the morning in summer and 7 o'clock in winter.

Generally, it appears to me, that Mails ought not to be closed until 15, 20, or 30 minutes before the hour of despatching them, whether evening or morning; that is, for letters not pre-paid; for pre-paid letters the Office ought to be open at any rate until 9 if not 10 o'clock every night in the week, when Mails are despatched early in the morning.

With regard to the communication with Halifax, all the inconvenience now experienced will be obviated if the contemplated arrangement of a *daily Mail* by *steam* is carried into effect, *via* Annapolis or across the Bay of Fundy.

In the preceding remarks I beg to be distinctly understood as casting no reflection on the Deputy Post Master at this place. On the contrary, I believe he affords every facility and manifests every disposition to accommodate the public. The fault is in the system at present in practice, and one of the results arising from it is, that an immense number of letters are transmitted by private friends, especially between this and Fredericton and St. Andrews; partly, however, from the high rate of Postage now paid, and partly from necessity, as the letters received and answered the same night cannot be put into the Mail that night or in the morning, but must be sent by private persons travelling with the coaches and steamers that carry the Mails.

The present vehicles and modes of carrying the Mails are not the most desirable; they are open waggon or carriages, sometimes drawn by two horses, and sometimes by four; there is no limit as to the number of passengers or amount of luggage to be carried with the Mail, and consequently they are frequently overloaded and breaking down, often creating great delays. The conveyances ought to be light, and when drawn by two horses the number of passengers should be limited to three; when drawn by four horses, to seven, besides the driver. By a judicious system of this kind, the time now taken might be reduced in many, if not in all cases, at least one-fourth, and in some, one-third less than that now allowed.

The income or revenue, by the proposed suggestions, or some scale similar being adopted, would probably be little less than the present for a year or two; but after three years it would exceed the present. I would suggest that each Province, if necessary, should contribute to keep up its own internal establishment by grants in such proportion as might be deemed equitable. I do not think cheapness so much an object as the expedition of the Mails. No doubt a reduction of rates would be a great boon, and be viewed as such; yet if it be necessary for efficiency,

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I would prefer an addition of one-third on the rates already submitted, to any deficiency in the adoption of efficient arrangements.

I consider it of importance that this Province should have a separate Superintending Officer, independent of the Post Office at Halifax. Until this is done, there may, and I think will be, some difficulties, not from any indisposition on the part of the Post Master at Halifax, but from the extensive nature of the various duties entailed upon him.

If this should be deemed advisable, a great saving of time will be effected by forwarding the English Mails direct from Halifax immediately on the arrival of the Steamers. In this case the Mails would have to be made up for St. John in England, ready to be despatched immediately from Halifax. At present the letters have to be selected; and it is only a matter of astonishment to me, considering the limited number of clerks at the Office in Halifax, that they have been sent off so early up to this period.

I think Post Masters should be put upon a fixed salary; and that the salary for the Post Master at this place ought not to be less than five hundred pounds currency.

No. 27.

No. 27.

W. H. STREET, Esq., a Director of the Branch of the Bank of British North America, established at St. John.

St. John, 22nd Jan., 1841.

With respect to the amount of correspondence transmitted otherwise than by Post, my opinion is that at least three-fourths of all correspondence in New Brunswick is so transmitted, and that this is entirely owing to the present rate of Postage. I would instance two important points; between Fredericton and St. John the charge is 7d. per single letter, with a further charge of 1d. for delivery, making 8d. If a uniform rate of 4d., to include the 1d. for delivery, were substituted for the whole Province, my opinion is that the Post Office alone would be used for the transmission of letters; and that were the rate of charge regulated by weight in conformity with the regulation in the United Kingdom, it would be much more satisfactory than the present system.

If one uniform rate of Postage not to exceed 4d. per single letter could be extended throughout the British North American Provinces, it would be preferable to any increased rate of charge for transmission from one Province to another; but if this be not admissible by reason of the great distance, I am of opinion that a scale as follows would not be objectionable:—Letters for New Brunswick posted in Canada and Nova Scotia, 6d. and *vice versa*, and letters posted in any one Province for delivery therein, 3d. in place of 4d. But a uniform rate of 4d. for the whole country would be preferable.

I am not aware of any good grounds upon which the editors of newspapers and periodicals can claim the Post Office as a means of transmission free of charge, and am therefore of opinion that such charge for carriage should be made as may be equal to the cost to the Post Office for transmission.

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No. 28.

26th March.

JAMES PETERS, Jr., Esq., Barrister, and City Clerk
of St. John.

(Q.) No. 28.

St. John, January, 1841.

Jas. Peters, Jr.,
St. John.
Answer to Second
Circular.

[To Second Circular.]

2.—My opinion is that the amount of correspondence sent otherwise than by Mail is upwards of threefold that sent by Mail. Wherever Steamboats are plying, as between this place, Fredericton and St. Andrews in this Province, and Digby and Windsor in Nova Scotia, this practice is particularly prevalent; almost all vessels take more or less; and passengers in coaches or other vehicles running to every part of the Province are many times inconveniently burthened therewith. There is no question that the high rates of Postage are the inducement to adopt this mode of conveyance for letters.

3 & 4.—I am decidedly of opinion that the present rates of Postage for letters conveyed through the Province are not only excessive but out of proportion, if distance is the criterion by which the rates are established. A single letter to Fredericton, a distance of about 70 miles, is charged 7d.; whereas the same letter would be brought from Halifax, about 300 miles, for 9d. During the summer season the Mails to Fredericton are conveyed by private companies' Steamboats, and the outlay for this conveyance is trifling. A great cause of complaint is therefore that the charge is not commensurate with the expense of transportation. The rates of Postage induce parties to send letters by private opportunities, and I feel confident that if they were reduced, this practice would be very soon put an end to, and the Mail invariably be resorted to as the most certain and expeditious mode of conveyance, particularly if proper attention be paid at the Offices to the speedy delivery of letters. For this service one penny upon each letter and newspaper is now exacted, although the legality of the charge might be questioned. The amount arising from this source in this City must be considerable, and ought to insure a speedy delivery; and if that were the case, the charge might not be complained of. In my opinion the reduction of Postages to less than half their present rates, would not lessen the amount of receipts; although as a matter of course the duties of the Officers would be materially increased, and they therefore should be placed on a salary commensurate with the new duties required of them.

7.—I am not of opinion that the inhabitants of this Province reap that degree of benefit from any newspaper or periodical published therein, which should entitle the proprietors to have them transmitted free of Postage. On the contrary, I think the charge of 1d. now made is fair and reasonable. The large number of newspapers transmitted is very cumbersome to the couriers, and consequently, adds considerably to the expense of conveying the Mails, besides increasing the labour of the Officers at the place of delivery. I cannot, therefore, imagine any good reason why they should not contribute to defray the general expense of the establishment.

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26th March.

JOHN WISHART, Esq., a Member of the Chamber of
Commerce of St. John and Director of the Commer-
cial Bank.

(Q.) No. 29.

St. John, 16th Jan., 1841.

John Wishart,
St. Johns.Answer to Second
Circular.

[To Second Circular.]

1.—It appears to me of the first importance to select, by competent and disinterested parties, the most direct and speedy lines of communication between places, even though they should be different from the routes now in use; and more particularly to obviate existing difficulties in this respect between Halifax, St. John and the Canadas. To accomplish this object I would recommend the establishment of a daily Mail between Halifax and St. John, having no doubt of its practicability at all seasons, if the line be adopted from Halifax to Annapolis Gut on the Granville side, the Mail to be met there by a Steamer to cross the Bay of Fundy for St. John, and that for the Canadas immediately on its arrival despatched for Fredericton. It might thus at the ordinary rate of 8 miles per hour, be delivered at Quebec in a little more than three days from Halifax.

With regard to the line of communication between this and the United States, I would suggest as an improvement an arrangement being made with the Department there, by which letters might pass from any part of the Provinces to the United States, (the same as at present with those from that country to this, that all Postages should be paid at the place of destination,) as in consequence of requiring to pay the Postage to the lines, many letters brought by private vessels from Great Britain to America have to be forwarded by consignees through Steamers or other private conveyances to East Port, which otherwise would be sent through the Post Office.

2.—Before the late large deduction made on the Postage from this to Halifax, I should think the amount of correspondence within the Province sent otherwise than by Mail would be nearly equal to 3 to 1. The high rate of Postage appears to me to have been the obvious reason. Since the above alteration, the amount to England *via* Halifax, has no doubt greatly decreased. A general reduction in the ratio of Postage would in my opinion produce a corresponding improvement.

3 & 4.—I consider the rates of Postage throughout the Province as much too high. I would recommend the adoption of a uniform system as in the United Kingdom, and am of opinion that a low rate of Postage would so increase the amount of letters as to yield a larger result than a higher. Probably 3d. or 4d. for each single letter not exceeding one half ounce in weight, would insure almost every thing being sent through the Post Office; and a *pro rata* rate of Postage for every thing over half an ounce. I should also recommend that the system of franking letters be abridged as much as possible.

5.—The system of charging letters by weight, as lately adopted in Great Britain, I highly approve of, as being most fair and equitable. In my opinion it might be introduced in the Department here to advantage, and would save considerable time and trouble. The minimum rate should be for half an ounce and under, and in proportion for every thing exceeding that weight.

6.—I am aware of the charge now made for the transmission of newspapers and periodicals, and con-

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sider the same reasonable, and would only recommend the adoption of the same rule as with foreign letters, that the Postage be paid at the place of delivery.

7.—I can see no good reason why they should be exempt from the charge. If a large reduction on general Postages should be made, the present rates on them also might be somewhat reduced.

No. 30.

Jas. Whitney, JAMES WHITNEY, Esq., a Member of the Chamber of Commerce of St. John, and Director of the Commercial Bank.

St. John, 21st Dec., 1840.

I think the present mode of paying the Officers of the Department to be faulty, as the deputies or sub-Post Masters through the interior have (by a percentage) so small a remuneration that a person fitted for the situation can scarcely be found to fill it; thereby rendering the Department very inefficient. There have been numbers of instances of letters containing money, drafts, &c., having never reached their destination; which brings the Department into disrepute, lessening confidence in it and obliging parties to seek private channels for forwarding letters or parcels of consequence.

I would also suggest that the Offices should be open at earlier hours, say 8 o'clock in the morning in summer; and that the outward Mail should be closed at that hour, as the Stages and Steamers here leave at 7, and it now not unfrequently happens that the outward Mails are closed before the inward arrive in the evening, thereby preventing letters received in the evening being answered by the Mail which leaves the next morning, which again compels parties to look for private opportunities. I think this Office should also be kept open in summer until 8 in the evening. For this service I think four hundred pounds per annum would not be too much, with additional allowance for a Clerk.

I think it would greatly advance the business of the country if an arrangement should be entered into with the Post Master General of the United States, that all letters mailed in any part of that country for these Provinces, or *vice versa*, should be paid for at their destination, and that each Government should collect for the other.

Again, I think the Post Office in the Colonies should be under the control of the Legislature, so far as the limits of the Colony extends; the revenue be paid into the Province Treasury; the salary of its Officers paid by the Colony; as well as all costs of transportation of the Mails, &c., within the same; and that all its Officers, Couriers and Subordinates should be accountable to the same; that no Officers or others should be allowed to pay himself out of monies in his hands, but should be paid by warrant of the Governor on the Treasurer, quarterly, and that all monies should be paid at least once a month into the Treasury by the parties receiving the same.

I think letters should be delivered at the business places of a mercantile community free of any other charge than the Postage.

I am of opinion that the route for the British Mails from Halifax for the Canadas should be *via* Digby, St. John and Fredericton.

St. John, N. B., 13th January, 1841.

[To Second Circular.]

2.—I should think the correspondence between this city and Fredericton goes fully three-fourths by private hand, in consequence of the high rate of Postage; and in a less degree in every other direction, owing to less facilities—there being more travelling on that route. This would all be done away by an uniform Postage of 2d. sterling per letter, of 1 ounce. The practice did also exist between this port and Great Britain, but is now almost completely done away with in consequence of the reduction of rates. The writer had the honor of being one of the first Committee who corresponded with the Deputy Post Master General of Nova Scotia, prior to petitioning the Earl of Lichfield, and the opinion then given, that the amount of Postage would increase with the reduction in price, has been more than fully realized.

3 & 4.—My opinion is, that the rates of Letter Postage are too high, and that a reduced uniform Postage would raise more revenue after a short time, and be a great public benefit.

5.—I think the plan of charging by weight a proper one, and that it could be advantageously substituted for the present mode.

6.—The charge for transmitting a newspaper by Mail is 2s. 6d. currency per annum, and pamphlets one penny each sheet, payable by the publisher. I think the charge at all for newspapers is objectionable; but if charged, a less sum would pay the Officers for their trouble. The Department should make no charge.

7.—I am of opinion that all newspapers (as I have before stated) should be free of Postage, and that as light a tax as possible, if any, should be put on periodicals; that knowledge should be extended and diffused as widely as possible, through not only the populous, but also the remote parts of the country. The only attainable knowledge of the poor man is from newspapers and other periodicals coming to him at a cheap rate. As education and knowledge extend, the country is raised in the scale and becomes prosperous and happy. Such knowledge increases letter writing and correspondence, and thus eventually improves the Post Office revenues. More particularly within the Colonies do I think the proprietors of newspapers have a reasonable claim to this, as the Mother Country grants us the boon of sending newspapers across the Atlantic free. Under such circumstances, their being taxed in our own hemisphere must be considered onerous and hard. I am unwilling to think the revenue would be injured by their free transmission. Post Masters may think they should be taxed, as I suppose they are a source of great profit to them; but if they were put on salaries, it would not affect their income.

No. 31.

H. G. KINNEAR, Esq., a Member of the Chamber of Commerce of St. John.

St. John, 15th Dec., 1840.

I should propose that the scale of rates be fixed at 2d. or 3d. for a single letter within 50 miles, 3d. or 4d. within 100 miles, and 5d. for 200, or thereabout; or even less rates would be advisable, so as to induce all communications to be transmitted through the Post Office, which now is for the most part avoided owing to the heavy Postage.

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Answer to Second Circular.

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H. G. KINNEAR, Esq., a Member of the Chamber of Commerce of St. John.

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Hon. Mr. Justice
Parker,
St. John.

No. 32.

Hon. Mr. Justice PARKER.

St. John, 11th Jan., 1841.

I beg to state my full conviction that the receipts of the Post Office in this Province would be far greater than they are at present, if the Postages were very much reduced. Between St. John and Fredericton the present English rate might be safely adopted.

I think the travelling of the Mail Stages in the thinly settled parts of the Province on Sundays should be as much prevented as possible; the evil is great itself, and the example to the people in the country pernicious; in fact the arrival and departure of the Mail Stage becomes the great event of the day, at the hotels in particular where the horses are changed. The passage of the Mail on Sundays may no doubt occasionally be necessary, but in making new regulations on the subject I should hope this matter will not be lost sight of; and it may perhaps be partially though not wholly remedied. The delivery of letters and papers on Sundays might also be a good deal checked.

No. 33.

Hon. W. B.
Kinnear, St.
John.

No. 33.

Hon. W. B. KINNEAR, Q. C., a Member of the Legislative Council, Recorder of St. John, and Judge of the Court of Vice Admiralty.

St. John, 18th Dec., 1840.

Having been for many years a practising Barrister residing in this place, from which as from other parts of the Province a mass of important law papers is constantly transmitted to Fredericton for the purpose of being filed or to obtain the Clerk's signature, I know that every method is adopted by myself and others of the profession to avoid the heavy expense of Postage, at the present high rates. As there is practically no law in force against it in this Province, we endeavour to save the expense to our clients, although often at much risk of losing the papers, and other injurious consequences. I cannot but think that the Post Office loses by this, eleven-twelfths of the legal business of the Province connected with the Department.

For one letter to Fredericton the charge is 7d. If the charge were but 2d., I am satisfied there would be six times as many sent through the Office, making an increase in the amount of the Postage income of more than a third; and the increase would be equally great were a proportionately low charge made upon packets. The distance from St. John to Fredericton by water is about 80 miles, and the same in winter on the ice; by land it is only 66; and I think 2d. quite enough for that distance, viewing it in the light I have stated.

No. 34.

Henry Swym-
mer, St. John.

No. 34.

HENRY SWYMMER, Esq., Master in Chancery, and Surrogate for St. John County.

St. John, 6th Jan., 1841.

I have considered the Post Office Department in British North America for the last twenty years to have been essentially defective in its arrangements, and but ill calculated to accommodate the commercial

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public of the large towns on the sea-board, or of the interior of the Provinces generally. Such inconveniences in a new country are in a great measure without remedy; but in the Province of New Brunswick, for several years past, the aid of legislative enactments has given such an impetus to road-work that the great and bye roads throughout the Province generally are in such an improved condition, that it has been lately asserted by persons of great intelligence from the United States who were well capable of judging from personal inspection, that in no part of the Union is there so excellent a line of communication as our Province can boast in the great road from the Nova Scotia line to St. Stephens in Charlotte County, a distance of more than two hundred and twenty miles. As the subject of improvements of the roads throughout the Provinces must be left almost wholly with their different Legislatures, the Commissioners I apprehend will but recommend in the strongest terms that this main object shall continually be put foremost in the large appropriations from their respective revenues.

With respect to the administration of the Post Office, (a matter of such infinite importance to its usefulness,) there can be no doubt that the system pursued at present is exceedingly inadequate to achieve what is required from such a Department; and I have no hesitation in giving it as my opinion and that of all the leading persons in the community, that a totally new and efficient system must be adopted for its regulation in future throughout the Province.

In carrying so desirable an object into effect, I would recommend in the first place, that Post Masters in commercial cities and towns of any considerable extent, (such, in this Province, as St. John, St. Andrews and Fredericton,) should be remunerated for their labour by certain fixed salaries; and that £500 per annum for the former, and £300 for the two latter places, would not be more than an adequate compensation to those who are to hold those responsible offices of trust. In small towns or settlements, it may not be desirable for some years hence perhaps to depart from the present mode of remuneration.

Next in order I would advert to a subject which I apprehend will form the most difficult matter for the Commissioners to determine; namely, the future rates of Postage. Upon this momentous question I have considered much, and exchanged ideas with many intelligent mercantile men and others. The conclusion I have come to in union with others, is, that one uniform rate of postage should be established throughout the British North American Provinces, and that 4d. for single letters should form such rate. Being fully of opinion, that for some time to come the revenue arising to the Post Office from such a rate will not be more than sufficient to defray the expense necessarily attendant on a well regulated system. I would respectfully warn the Commissioners against forming too hasty a conclusion on this difficult subject, and adopting the opinion of many persons who are strenuous for a remarkably cheap Postage, and who argue that if any deficiency arises, the Legislature will assist in making up the deficiency by a tax on some articles of manufacture, or products of the country.

The British North American Post Office, to be what it ought, with the present increasing trade and commerce of the country, must be completely independent in its resources, and not in the slightest measure dependent on the bounty of any Legislature; and therefore I advise such a rate of Postage to be fixed, as will insure a revenue fully adequate to carry out all its departments in the most useful and vigorous manner.

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I am of opinion that the Couriers should be sufficiently remunerated by fixed salaries; to make the situation more respectable than it now is, and also one of emulation in order to induce men of known integrity to compete for it. The salaries ought to be on a liberal scale also, and such as will enable the Courier to keep good and substantial Mail carriages and horses; and I would further advise that the Courier should be restricted from carrying passengers, and should be attended by a person armed and acting as a guard for the protection of property; for it cannot be supposed that the great roads will continue very long free from plunderers. As the Mails become of more importance they will begin to excite the attention of persons of that description.

The present condition of the Post Offices themselves is very objectionable, insecure and unaccommodating, in the large towns of this Province. Suitable buildings should be erected in St. John, St. Andrews and Fredericton, with fire-proof rooms, &c.; and each of said Post Offices should have a sufficient number of clerks and other persons, so as at all times to insure a punctual and vigorous discharge of the various duties of the Office.

In conclusion, I am of opinion that the Post Office Department in these Provinces cannot be made effective without the supervision and direction of some Officer in each Province answering the description of an Inspector General, whose duty it should be once a year at least to visit all the Offices and ascertain that the duties of each are regularly kept up, and the couriers able and faithful, to examine their horses and carriages, and to report to the Governor and Council upon the state of the roads and bridges, suggesting such improvements as may be called for.

No. 35.

M. H. PERLEY,
St. John.

No. 35.

M. H. PERLEY, Esq., Barrister.

St. John, 2nd December, 1840.

As Secretary and Manager of three incorporated Companies carrying on business within this Province, I have for some years past been in the habit of receiving and forwarding a great number of letters; and my attention has frequently been drawn to the absurdly high rates of postage within New Brunswick. Every expedient is resorted to for the purpose of saving Postage. In one instance I have found it cheaper to despatch a special messenger with a number of circulars for the Shareholders of a Company, than to forward them by Mail.

A very small proportion of the letters between this city and Fredericton are sent by Mail; and the same may be said for St. Andrews. If an uniform rate of Postage, of 3d. on each letter, was established, I feel confident that there would be a considerable increase in the Post Office revenue.

Post Masters should be placed on a fixed salary, and not be dependent on a per centage as at present. From the circumstance of their now being obliged to provide an Office at their own expense, the Offices are too often small, inconvenient and badly placed.

The Mail Carriers are upon the whole badly paid, and not so punctual as they should be. They should receive a higher rate of remuneration, and be subject to penalties to be deducted from their pay, in case a Mail is lost, or behind time. The American regula-

tions in these respects are better than our own; and being very rigidly enforced, have the effect of ensuring care and punctuality.

The want of a daily Mail between St. John and Halifax is beginning to be severely felt. There is in reality no difficulty which would prevent a sufficient steamer navigating between this port and Digby every day in the year. It is true that in very severe winter weather with snow, a steamer might be prevented running for a day or two; but it is equally true, that the same snow storm would prevent travelling by land, especially around the head of the Bay of Fundy, when the roads are frequently blocked up all winter, and the Mail delayed.

An Officer to superintend the Mail Department in New Brunswick is much wanted. An active, intelligent person, who would zealously perform the duties of such an office, would not only serve the Province, but materially facilitate the business of the Post Office and add to its receipts.

No. 36.

GEORGE WHEELER, Esq., Barrister.

St. John, 2nd December, 1840.

A very extensive and growing correspondence is daily carried on between this city and Fredericton, (a distance of 60 miles by land *via* the Nerepis road, and 80 miles by water *via* the river St. John,) and of this correspondence only a very small portion passes through the Post Office. During eight months in the year steamers ply between the two towns every day and every night; and during the winter daily stages are driven. By one or other of these conveyances a Mail until very lately was sent but three times a week; now, I believe, however, every day. The high rate of Postage (7d. for a single letter) and the constant practice of masters of steamers and drivers of stages collecting letters in large quantities, contribute to render this branch of the Department extremely unprofitable to the Government. Heaps of letters, amounting to hundreds, are to be seen on board the steamers at every trip, lying about upon the tables and scattered through the cabin in every direction. Official communications, letters to and from Public Departments, packages containing important papers to be used in the Courts and the Legislature, lie exposed about the decks and cabins in the loosest and most careless manner. A law which merely imposes penalties on collectors of letters cannot cure this evil. The late Post Master at this place (Colonel Drury) attempted to enforce some law or regulation of this kind, but found it wholly insufficient. I believe the only remedy consists in establishing a permanent and regular daily Mail, and reducing the Postage on single letters to one penny. This plan would ensure to the Government the entire carriage of letters, producing a very considerable amount of revenue, and would also afford to the public that security for safe carriage which is now so lamentably wanting.

The practice pursued at St. John, and I believe at Fredericton, of adding to the fixed rate of Postage a penny for the delivering of each letter, operates as a serious tax. If not illegal (which I believe it is) it is at any rate, with the existing high rates, very inconvenient; and it is suggested that the duty of delivering letters free from such additional charge be imposed on the Post Master; not at his own expense, but at the charge of the Department. A prompt execution of

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Geo. Wheeler,
St. John.

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this duty in the city of St. John would require at least three active carriers. I know not if the penny now charged for delivery contributes anything to the income of the Post Master, or if, as is probable, the amount thus collected is wholly absorbed in paying the carriers; but at any rate I am convinced that the practice draws a large sum of money from the public, which the exigencies of the case do not warrant. A speedy delivery of letters in town is all important; and to secure this, the extra imposition has generally been submitted to without complaint; but it is to be hoped that by the amended system it will be entirely removed.

The small room at present occupied as the Post Office in this city, is wholly inadequate to the purpose. It is in a large wooden house, in a situation peculiarly exposed to the danger of fire, and not at all calculated for public accommodation. The private boxes and other conveniences which Post Offices in other countries afford to individuals and the public, are here wholly wanting.

The establishment of daily Mails between Halifax and St. John, and St. Andrews and St. John, as objects of great public importance, will no doubt be strongly recommended to your consideration; but I may be allowed to add the expression of my earnest wish, that these designs may be promptly taken up and fully carried out.

Three pence for a single letter from St. John to Halifax will be amply sufficient, having a due regard to the various interests involved in such a change. I presume the Government have no desire to impose any greater burthen on the public than is necessary to meet the expense; and I have offered these suggestions for a reduction of Postage, under the impression that the change would not be onerous on the Government. I confess in this instance I speak with but little knowledge of Post Office details, and I merely throw it out as an opinion very generally entertained. In all these cases, too, where the Postage shall be materially reduced, the requiring letters to be pre-paid would I think be a useful regulation.

No. 37.

Charles Drury, CHARLES DRURY, Esq., Registrar for St. John's County.

St. John, 11th Dec., 1840.

I beg to call your attention to the necessity of having central fire-proof buildings in all our wooden towns, as Post Offices, (to be provided at the expense of the inhabitants,) as a security in some degree for the large amount of money transmitted by Mail, for want of Bank Post Bills, &c., in this new country. Unquestionable bonds for good conduct should be given by all persons employed in the Department; and this should be rigidly attended to with respect to Couriers, so as to prevent persons undertaking the carriage of Mails who have not the means requisite to fulfil their contracts. It would be well if they were bound to carry the Mails in light two horse carriages, and restricted to three passengers besides the driver; as heavy vehicles with more horses do not answer for speed on our new roads.

With respect to the Post Masters' salaries, I think a fair criterion to go by would be at the rate of fifteen pounds currency a year for each thousand inhabitants their districts contain, for all general Mailing towns;

and ten pounds per thousand to all inland Post Masters; for instance this city and district contain about forty thousand inhabitants, which would be £600 a year to our Post Master and assistants; this, with an Office provided rent free by the public, and stationery and fuel by the Department, I think would be a fair remuneration for his services.

It appears to me that twelve-pence, as the highest rate through the North American Colonies, and three pence the lowest, with a Penny Post established by law in all towns, would raise a sufficient revenue to cover all expenses of the Department; with the following restriction, that all conveyances both public and private either by land or by water, inland or coastways, choosing to collect and carry letters, should be bound under a very heavy penalty by law, to convey them in sealed bags and deliver them at the respective Post Offices immediately on their arrival: the carrier receiving a penny for each letter so delivered as a recompense, and these letters being then charged with the same rate of Postage as if brought by Mail; excepting always consignee letters and letters carried by passengers relating to themselves.

With respect to a division of the revenue between the different Provinces, my idea is that each Province should retain the amount of Postage collected therein paying a sum in proportion to the number of its inhabitants, for the support of the Atlantic Mails, (the route to Canada to be considered as part of this expense,) and if the balance should fall short of the local liabilities, let the Department call on the Legislatures to supply the deficiency for the present; because eventually, as the Provinces increase, it will be at this rate the source of a large revenue.

No. 38.

ANT. R. TRURO, Esq., Marshal of the Court of Vice Admiralty.

St. John, 5th Dec., 1840.

A daily proof is given of the delay or slowness of the Mail Carriers compared with the private Company coaches driving on the Halifax road. The private coach carrying luggage and passengers from St. John to Dorchester, a distance of 146 miles, performs the journey with ease by proper change of horses constantly in eleven or twelve hours; while the coach which carries the Mail from St. John to St. Andrews, 66 miles, invariably occupies from twelve to fourteen hours.

It is a fact well known, that the Mail Carriers in this Province too frequently waste hours of time on the roads in looking after and waiting for passengers; thus causing great unnecessary delay to Her Majesty's Mails in their possession.

It is believed that a great saving would be made, if annual competition were afforded for carrying the Mails, instead of the system now too generally adopted of allowing the same persons to continue with the same inefficient means for transporting the Mails as were in use seven or eight years since, and at the highest prices for their services. The Post roads throughout the Provinces are comparatively good, and the wonderful improvements made thereon during the last seven years would certainly warrant the expectation of much greater speed than is now attained. The most certain and positive way of curtailing the expenses and preventing the great delay of Mails on the

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ANT. R. TRURO, Esq., Marshal of the Court of Vice Admiralty.

St. John, 5th Dec., 1840.

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road, would be, by publicly advertising during the last quarter in each year, for tenders for carrying the respective Mails, under good securities for the faithful performance of the several contracts.

26th January, 1841.

Answer to Se-
cond Circular. [To Second Circular.]

2.—The amount of correspondence sent otherwise than by Mail must be matter of conjecture, but it is reasonably supposed to be full one-half. The chief routes are, in summer, for the river St. John by the daily and nightly steamboats, and to Nova Scotia by the steamboats and passenger coaches; whereby all Postages are saved. On the arrival of any steamboat and passenger coach at any of the towns or villages in these Lower Provinces, it is quite the custom to surround such boat or coach to inquire for letters or parcels, brought either by the passengers or otherwise; when perhaps a single person will collect as many as twenty letters for himself and acquaintances, and so on with a second, third, fourth, &c. On the arrival of any of our principal steamers from one port to another, it is quite common to see the cabin tables covered with letters and parcels which are brought free of charge. The reason, therefore, for resorting to such means of conveyance is that all Postage is thereby avoided.

3.—The present rates of Postage throughout the Province are irregular and unequal, and not calculated according to distances.

4.—I do not think a small reduction in the rates of Letter Postage would materially increase the correspondence by Mail; that is, I do not think that the increased amount of correspondence in so young a Province as New Brunswick would balance any reduction in the rates of Postage. It would be of some benefit, were the rates of Postage between New Brunswick and the Canadas more equalized, and also somewhat reduced.

5.—The system of charging letters by weight as practiced in the United Kingdom, I think it would be well to substitute for the present mode of rating by single and double letters.

6.—As far as my knowledge extends, newspapers are charged to the printers at 2s. 6d. each, per annum. To obviate the complaints now made by printers against those charges, if the Post Office Commission were to establish a positive law, that all newspapers must be paid for on delivery from the respective Post Offices, it would put the supposed-burden on the proper shoulders, and at the same time give satisfaction. The complaints of the press would be immediately satisfied, as far as Post Office arrangements could admit.

7.—I do not think that the proprietors of newspapers or other periodicals in British North America, have a reasonable or shadow of claim, on the Government or public service, for their transmission free of Postage. An alteration such as I have stated might be very satisfactorily made, which would stifle complaint. This material change would be just to all parties. Subscribers for periodicals or newspapers would then know the precise conditions on which they stood, by paying for their periodical or newspaper when taken from the Post Offices. Publishers are now generally refused the charges for Postage by their subscribers.

No. 39.

JAMES T. HANFORD, Esq., a Trustee of the St. John's Savings Bank.

St. John, 27th Nov., 1840.

I am of opinion that some better arrangement should be adopted at St. Andrews for the more promptly obtaining the Mail from the United States for these Provinces, which comes daily to Robbinstown (opposite St. Andrews) but which is not always brought over to the British side in time for the St. John Mail; indeed it is generally left for some hours after arrival there, and consequently the last day's arrival at Robbinstown does not come on by the following day's Mail from St. Andrews. I would suggest that a part of the duty of the Post Master at St. Andrews should be to contract for the Mail being brought over from Robbinstown to St. Andrews, the moment it arrives at the former place; and also with equal promptness to forward the letters for the United States which may arrive at St. Andrews.

I am of opinion that the payment of all the Couriers within the Province should be assumed by the Post Office, so long as that Department receive the Postage. At present large sums are devoted annually by the liberality of the Legislature of the Colony out of the Provincial chest, for supporting Couriers and Stages throughout the Province; because the Post Office Department do not seem to think the Postage would pay the expense attending their conveyance.

No. 40.

G. L. CAMBER, Esq.

St. John, 26th November, 1840.

A letter can come from the City of London to this place for 1s. 3d., while a letter from Upper Canada will be charged from 3s. to 4s.; and I therefore recommend that a reduction of 50 per cent on Postages be made on all letters throughout the Provinces. I am convinced that double the number of letters would be Mailed. As it is now, I find it no small inconvenience when travelling from one part of the country to another, to have the care and trouble of carrying and delivering from 20 to 100 letters at a time, when perhaps much hurried with my own business. Yet, perhaps, there may be weighty reasons against a reduction which have not come within the scope of my knowledge.

I am of opinion that were the Mail carrying regularly let every spring by public competition, a great saving of expense would accrue to the Post Office Department, and that the public would be better served. As it now is, when a Mail Carrier finds that he has a good salary for the service performed, he not unfrequently contrives to keep it for 10 or 20 years.

There is but one Post Office between St. John and Fredericton, viz., Gagetown. I would recommend that an Office be established at Canning, some miles above Gagetown and on the opposite side of the river, and another at the mouth of the Oromucto, some 12 miles below Fredericton, as there are several extensive back settlements near that place.

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James T. Hanford, St. John.

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We have one more difficulty to complain of in St. John, the present situation of the Post Office, being rather in the back part of the town, quite out of the business part, and no shelter whatsoever to persons when at the Office, from the weather. I would strongly recommend that it be placed at the Market Square in the upper part of the Brick Market House, where it will not only be in a fire-proof building, but will afford a shelter from the weather to persons when at the Office upon business.

29th December, 1840.

Answer to Second Circular. [To Second Circular.]

5.—I think that the system of charging letters by weight might be advantageously substituted for the present mode of rating by single and double letters; as in more than half the cases where double Postage is charged, the whole contents if put together would not amount to a sheet of common letter paper.

6 & 7.—In regard to the charge for the transmission of weekly papers by Mail, I have understood it to be 2s. 6d. per annum; which charge, if they are charged at all, I do not think high. Yet I am of the opinion that no charge whatever for the transmission of newspapers by Post should be made, as I have ever looked upon a newspaper taken by a family (particularly one that is grown up,) to be of most infinite advantage to them, as it is read not only by the heads of the family, but by every child and servant who can read belonging to the house. I therefore consider it to be one of the best and cheapest ways of encouraging education amongst the rising generation, and a way by which the poor as well as the rich can be informed as to what is going on in the world. As it is at present, I do not consider it a tax upon the printer, but a direct tax upon the person receiving the paper. I am also of the opinion that there is no mechanic amongst us who generally makes more bad debts than the printer of a newspaper; as he is compelled to have accounts open with many persons residing at a distance, to collect which is often more trouble and expense than the amount is worth when collected. I would therefore recommend that the Government make a sufficient appropriation to meet any expense that might be incurred in thus permitting newspapers and periodicals to pass Post free.

No. 41.

No. 41.

Isaac L. Bedell, ISAAC L. BEDELL, Esq., a Director of the St. John Water Company.

St. John, 13th January, 1841.

Answer to Second Circular. [To Second Circular.]

1.—It would no doubt be an improvement if the rate between this and Halifax was made uniform, and reduced to 2½d., the amount now added to the Packet Postage from England. The rate from Halifax is now 9d. per single letter, unless coming from Britain by Mail, when 2½d. is added as above stated.

Letters between this Province and the United States may be Mailed there, and Postage paid on arrival here; but when letters are sent from this to the United States, they cannot be forwarded beyond the lines unless the Postage be paid. It is certainly desirable that the

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practice should assimilate in the two countries. I think that a Daily Mail *by land* between this and St. Andrews would be very beneficial to the community; and if the rate of Postage for a single letter (which is now 7d.) were reduced, it would tend to prevent many letters being carried by private hand.

2.—I am of opinion that full one-half the letters in this and the neighbouring Province of Nova Scotia are sent by private hand in order to save Postage, and I am fully aware that since the reduction of the Packet Postage from England, the practice of sending letters by private hand is much disused.

3.—I think the present rates too high.

4.—An increased correspondence would be the natural consequence of a reduction of Postage. It is true that business letters will generally be forwarded by Mail, unless very good private opportunities offer; but others of less consequence will not often be sent under the present rate of Postage, unless by private conveyance.

5.—The system of charging letters by weight is much more equitable than the present mode, and might be advantageously substituted provided a minimum weight be fixed.

6.—I have understood the rate for newspapers and other periodicals by Mail to be 2s. 6d. per annum. If that be the case, I think it quite small enough, and perhaps rather lower than it should be. This rate applies to weekly papers only, daily papers of course pay more.

7.—I do not think that the proprietors of newspapers, &c., have a claim for transmission of the same free of Postage; as I cannot give them credit for so much patriotism as to suppose that their publications are forwarded without a prospect of reward.

No. 42.

No. 42.

JOHN KINNEAR, Esq., a Director of the New Brunswick Fire Insurance Company. John Kinnear, St. John.

St. John, 17th December, 1840.

I fully acquiesce in a very general sentiment throughout the community, that the rates of Postage upon letters between this city, Halifax and other parts of the Provinces ought to be much reduced, and also that some arrangements ought to be entered into for the more expeditious transmission of the Mails.

I would also beg to suggest, and very many respectable gentlemen will, I am sure, cordially unite with me, that some alteration ought to be made in regard to the days on which the Mails from Halifax and St. Andrews leaves those places, so as to prevent those Mails arriving here on Saturday afternoon, as is now the case; and which is the cause of the letters almost constantly having to be delivered on the Sabbath. A slight alteration in the time of the Mail's leaving the place it comes from, would remove the evil, without, as far as I can judge, in any way materially interfering with its regular and easy transmission.

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26th March.

PATRICK CLINCH, Esq., Coroner for Charlotte County.

(Q.) No. 43.

St. George, 16th January, 1841.

Patrick Clinch,
St. George.

I would advert to what are universally thought the very high rates of Postage both on letters and newspapers; nearly treble what they are in the United States, and far greater than what the difficulty or expense of transporting the Mails would seem to require. The great roads throughout the Province are generally in a high and progressive state of improvement, owing to the bounty of the Provincial Legislature, by which a sum averaging at least £20,000 is annually granted for the purpose; besides large sums voted as an encouragement to Stage-coaches and Couriers, all which tends materially to lighten the expense of the Post Office Department.

The Postage of a letter from Fredericton to St. Andrews (distance 130 miles) is 14d. This tax is felt to such a degree as to induce many persons (indeed the practice has become general) to send their letters as much as possible by private conveyance. It is certainly within bounds to say that one-half the letters are so conveyed. I have heard it stated at two-thirds. By lowering the Postage one-half or more, the inducement for making use of private conveyance would be removed, consequently there would be no decrease of revenue, at the same time that the public would be accommodated in a much greater degree. One thing to be considered is the great influx of emigrants into the Province; the letters passing between whom and their friends and relations form a considerable portion of what passes through the Post Office; and however desirable such a correspondence may be to the parties themselves, it is obviously one which will not bear to be highly taxed.

I would also suggest the expediency of putting on salaries such of the Post Masters as are located in places where a rate of per centage is by no means a sufficient remuneration; for instance, Mr. Knight at St. George's, whose profits are so very small that he has been several times on the point of giving it up, until prevailed upon by the inhabitants of the place to continue. The time and attention necessarily bestowed on his Office would merit a salary of £40 or £50 a year; although at present, as I am informed, it does not yield him one-fifth of that amount.

It is thought highly desirable by the inhabitants of the Western Section of this County, to have a more direct communication with Fredericton than the present circuitous one by St. Andrews. The distance between the former place and St. Stephen (a populous place on the line where there is a Post Office) being over 180 miles; whereas by the newly established great road which is nearly completed, it is not more than 60. A Courier was formerly established on this line, but was discontinued about 10 years ago on account of the badness of the road. That difficulty is now removed; and a regular Post communication in that quarter would materially benefit the settlers in the back country.

The idea has also been started of having distributors of letters in places where it would not be deemed advisable to establish a Post Office. I would not offer an opinion on the practicability of such a measure, although no doubt much convenience might result from it.

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Jas. Boyd, Esq., M.P.P. for the County of Charlotte.

(Q.) No. 44.

St. Andrews, 5th Dec., 1840.

James Boyd,
M. P. P.,
St. Andrews.

In all countries, whether new or old, nothing can more tend to promote the comfort and convenience of the inhabitants than cheap, speedy and regular Post communications; and no Government ever should (unless in some extraordinary case) derive an income from this source; but at the same time, the tax of Postage should be sufficient to pay the actual expenses of the Post Office Department, and no more. This, I think, could be effected in this Province, and the present rates of Postage reduced fifty per cent.; but not more, otherwise, there would be frequent calls on the public chest to make up deficiencies.

A daily Mail between Halifax and St. John should be immediately established; and between the latter City and this, whence there is now a daily Mail to and from the most remote parts of the United States. The local situation of this town gives it a decided advantage over all other parts of the Province, for keeping up this communication, and the arrangement between this and the United States, is, I believe, permanent.

With regard to the Post Office in this town I think the duties of the Post Master as arduous as those of any other in the Province; for when it is considered that all the Mail communications for and from the United States, this Province, Nova Scotia and Prince Edward's Island, pass through the Post Office in this town daily, (Sundays not even excepted,) it is quite as much as one individual can properly attend to; and the income should be commensurate with the duties performed. With regard to the income of the Officer, all I can say is, that I have been informed the Post Master receives forty pounds sterling per annum, in lieu of commission from our Post Office Department; but I presume the American Government allows him a liberal compensation for keeping an account with the General Post Office, and being answerable for their charge of Postage against the Provinces. I should therefore recommend that the salary may be materially increased, as the present is not more than half sufficient for the duties performed; and also that the Post Master here be instructed to keep his Office open at least one and a half hours after the arrival of each Mail; and also that he may have an allowance for office rent, fuel, &c. With regard to the Post Offices at St. Stephen and St. George, I should recommend that the allowance to the former should not be less than sixty pounds, and the latter not less than thirty.

The rates of Postage between this and the Province of Nova Scotia are considered extravagantly high. Single letters from hence to St. John, 67 miles, are charged 7d.; to Halifax by way of Digby, 1s. 4d.; to Yarmouth and Shelbourne, about the same; and from hence to Fredericton, 9d. Now, when it is considered that letters going to or coming from Halifax by Cunard's line from England, are carried for 2d., it would seem as though they were carried at that low rate at the expense of the inhabitants of these Provinces, a matter which I trust the Commission will take into consideration, especially since this Province grants £2,120 for the support of Couriers, Coaches, and Steamboats, which must materially increase the income of the Post Office, as by such grants parties contracting to carry the Mails can afford to do so at a much lower rate.

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There is also another source of complaint, which is severely felt; namely the imposition of a tax by the Deputy Post Master General at Halifax on all letters crossing to the United States by way of Robbinstown, of 2d. each letter, which must amount to a very large sum, though the expense to the Post Office is but £50 per annum.

No. 45.

Hon. Messrs. HARRIS HATCH,
JAS. ALLANSHAW, and
THOS. WYER, Members of the Legisla-
tive Council,
Rev. JEROME ALLEY, D.D., Rector of St. Andrews,
COLIN CAMPBELL, Esq., Sheriff of Charlotte County,
GEO. D. STREET, Esq., a Member of the Board of
Education for Charlotte County,
J. ROUYN, Esq.,
J. WILSON,
EDW. WILSON,
Wm. BABCOCK, and
Jas. W. STREET, Esqrs., Directors of the Charlotte
County Bank.

St. Andrews, 23rd Sept., 1840.

The undersigned, having been requested by the Post Office Commissioners to state their views upon any subject within the scope of the intended inquiry into the state of the British North American Post Office, beg leave to submit the following matters to the consideration of the Commissioners in making their report upon that branch of the Post Office Department more immediately connected with this place.

The population and trade of St. Andrews, combined with its situation on the frontier of the United States of America, renders it of great importance that its Post Communication should be speedy and efficacious; and we are therefore of opinion that in any revision of its arrangements the following points should be particularly attended to:—

All the Mails should be conveyed by land, and the Mail Couriers or Contractors compelled to perform the duty assigned to them within a certain specified time, or be subject to a penalty.

A daily Mail to and from this place to St. John should be established; this could be done without any material increase to the present allowance for the Mail on that route, and is an accommodation which would be of essential benefit to the public.

A direct Post from here to Fredericton, the Seat of Government, is much required; the distance by a road lately opened is 70 miles, and we think the sum of £100 per annum would be sufficient to ensure the conveyance of a Mail twice a week between the two places.

Post Offices, we conceive, should be established on the islands of Campo Bello and Grand Manan, which are increasing annually in population; and Mails should be despatched to and received from those islands once in each week.

The Post Master at St. Andrews should be authorized, as occasion may require, to establish Offices for the receipt and delivery of letters in any of the Parishes in this County through which the Mails are at present or may hereafter be carried. There are several Parishes in this County, rapidly increasing in population, with which there is at present no communication; and we have no doubt that a discretionary

power of this nature intrusted to the Post Master here would be beneficially exercised.

The present arrangement for the transmission of Mails between this Province and the United States of America, by the way of Robbinstown, we deem of the most essential importance to be preserved, as affording the speediest and most convenient route. The extent of this communication hitherto, the Commissioners must have learned from the returns which have been made by the Post Office Department. In addition to which, if, as we confidently hope, at some not distant day the British Government should be induced to carry into effect the project of a Rail-road between Quebec and this port, the importance and advantage of maintaining a Post communication with the United States by the route now alluded to would of course be proportionably increased. We would here beg leave to call the attention of the Commissioners to the importance of urging on the American Government the establishment of a Mail direct from Dennisville to Robbinstown, a distance of only 12 miles, instead of the present circuitous route by Eastport or Calais, a distance of 36 miles; and which often causes a delay of 24 hours in the receipt of letters and papers sent from the United States to this Province.

The duties of Post Master here we consider, if efficiently performed, are arduous and responsible, and we think entitle him to a remuneration only inferior to that allowed at St. John. Should, as it is supposed, a fixed salary be allotted to these Officers, we would suggest the following sums for the different parts of this County, as in our opinion adequate to the duties performed:—

At Saint Andrews,	£250 Sterling,	with £20 contingencies.
At Saint Stephens,	£50 Sterling.	
At Saint George,	£50	“
At Campo Bello,	£10	“
At Grand Manan,	£10	“

And in parishes where Officers may hereafter be established, in pursuance of the recommendation before mentioned, a sum not exceeding £10 per annum at the discretion of the Post Master of Saint Andrews. The Office hours should be fixed, and a reasonable time allowed for the delivery and answering of letters between the arrival and departure of the Mails.

The present rates of Postage throughout the British Provinces, we beg to suggest as requiring particular revision; and we think a reduction of at least one-half is confidently anticipated, and would ultimately prove beneficial even to the revenue. Many anomalies at present exist, which we could point out; for instance the charge of 1s. 4d. single Postage on a letter from this place to Halifax, while a letter to the same place to be forwarded to England is only charged 2½d.; and we think the charge of 2d. now imposed on letters passing between St. Andrews and Robbinstown, to and from the United States, exorbitant and oppressive. The quantity of letters and newspapers conveyed on the route would at one-fourth of the charge amply repay the Government the sum paid to the Mail Carrier, which is the foundation of the present charge; and we therefore trust this tax will be entirely done away with, or very materially reduced.

The foregoing are the principal considerations which occur to us as more immediately connected with this place, for the information of the Commissioners; and which we have united in the expression of our opinion upon, in the hope that thereby the Commissioners will be induced the more readily to adopt the suggestions herein most respectfully submitted.

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(Q.) No. 46.

Hon. H. Hatch,
St. Andrews.
Answer to Second Circular.

No. 46.

Honorable HARRIS HATCH.

St. Andrews, 9th Jan., 1841.

[To Second Circular.]

2.—The letters sent otherwise than by Mail through the Province are two hundred per cent. in the summer and about seventy-five per cent. in the winter season; and this is principally owing to the high price of Postage, and there being no further security for letters containing money than for those without.

3.—The Postage throughout the Province should be reduced fifty per cent. at least.

4.—I am decidedly of opinion, that it would have that tendency; because the reduction of half the present Postage would be a sufficient inducement for sending letters by the safe and speedy conveyance of the Mail, rather than by the uncertain conveyance of private hand.

5.—It would be the fair way to charge all letters by weight, as is the practice in the Mother Country.

6.—Newspapers sent here from the United States are subject to the payment of one-penny each, and the Provincial newspapers forwarded to the several parts of the Provinces two shillings and six-pence yearly.

7.—Proprietors of newspapers or other periodicals in British North America should be subject to a reasonable charge for the transmission of the same.

No. 47.

Hon. T. Wyer,
St. Andrews.

Answer to Second Circular.

No. 47.

Honorable THOMAS WYER.

St. Andrews, 18th Jan., 1841.

[To Second Circular.]

2.—The correspondence sent otherwise than by Mail is in my opinion one-hundred letters to one in the summer, and fifty to one in the winter. The reasons are the present rates of Postage, and the constant number of passengers travelling in every direction.

3.—The present rates of Letter Postage I think too high, and should be reduced nearly if not quite 50 per cent.

4.—I think a reduced rate of Postage would increase the correspondence by Mail, but in the event of sufficient Postage not being collected to pay the Couriers, it might be advisable to endeavor to get the Local Legislatures in the different Provinces to make up the deficiency.

5.—Heretofore the system has been to charge letters by single and double Postage; probably the system pursued in England of charging letters by weight would be better.

6.—I have been informed that printers pay 2s. 6d. per annum for all newspapers forwarded by Mail; from which, however, I believe, a trivial deduction is made. Printers generally pay the Postage, and this is much better than to collect it from subscribers.

7.—Newspapers, periodicals and pamphlets should be transmitted by Mail at the least possible charge, but should not be entirely free from Postage.

No. 48.

Capt. WILLIAM F. W. OWEN, R. N., M. P. P. for
the County of Charlotte.

Campo Bello, 31st Dec., 1840.

St. Andrews is the nearest point for general Mail communication on the main land of the Province from all parts of the United States, having there to cross a ferry about half a league; and the United States Mail arrives daily, being greatly encouraged by their Government. It therefore merits your peculiar attention. St. Stephen is the nearest point in immediate contact, by its bridge, with the United States; but this on the side of the United States is 12 leagues beyond the ferry to St. Andrews, and on our side nearly 22 miles from St. Andrews, where the Post communications to the other parts of the Province must pass, as well as for the other British Provinces of North America.

The islands of Campo Bello and Grand Manan and the West Isles form the three Parishes under these names, now included in the County of Charlotte; from which, however, they are so separated as to have no other mutual relations, being by their isolated position much nearer in general to the United States. Their population is now about 3,200, and they are capable of maintaining 60,000. Welch Pool in Campo Bello has a Custom House and is a free port, 15 miles from St. Andrews by water; and Grand Manan is 40 miles. For these three parishes no Post regulations are organized, but the Province has for these last two years granted a sum for a small vessel to enable them to maintain their communication with St. Andrews and each other. The inhabitants generally are very poor and illiterate; their communications with the Province being very limited indeed. It will be some time before their external correspondence will pay, at any rate of Postage, the expense of an establishment. At present I have undertaken the distribution of Post letters at some loss and trouble, without even any nominal remuneration; taking a lesson from our neighbors of the United States, who, in forming new settlements in remote parts, establish as one of the very first and most necessary measures, a Post Office, which considered of itself abstractedly cannot repay the expense for several years, yet is found to be most efficacious to the State in promoting settlement and popularity, which produce more compensation and advantage. To us a Post Office is due in justice, as we are cut off from the advantages of inter-communication with the rest of the Province, and are driven into relations with the citizens and towns of the United States, by difficulties which are insurmountable by our own resources.

I therefore earnestly recommend to the Commission to make some provision for a Post Establishment at Welch Pool, with branches in each of the other parishes.

If the steamers between St. John and East Port, in the United States (ostensibly to St. Andrews) which the Post Office now pays for carrying letters, were to be subjected to the condition of delivering and receiving the Post at and from Welch Pool in their way to and from East Port, which would not cause a delay in any case of more than a quarter of an hour, this would be more consistent as a Provincial arrangement. Our steamboat bounties on this line of communication are now much more advantageous to the foreigners of East Port than to ourselves; and our Post communications might then be carried on for the most part with our fellow subjects in England and the Colonies, direct by St. John, — saving us one or two days by rendering

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Capt. Wm. F.
W. Owen,
R. N., M. P. P.,
Campo Bello.

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unnecessary the circuitous route by St. Andrews. It is often a week before we receive the letters landed at Halifax, *viz* St. Andrews, after they have arrived at the latter place; and letters landed by the same packet at Boston always arrive from 3 to 4 days sooner than those by way of Halifax. Another great advantage would accrue from this arrangement. The inhabitants would be enabled to answer their letters by the same packet that brought them, which can now in no case be done owing to the length of time taken in delivery after they arrive at Halifax. Our distance from St. John is 50 miles by water; from St. John to St. Andrews, is nearly 70 miles by land, and there is a further distance of 15 miles from the latter place to us. This arrangement, I repeat, is due to us; because being separated from the main land we derive none of the advantages of our fellow subjects from the great roads of the Province.

Some allowance by the Post Office should also be made for bringing and carrying the Post from and to St. Andrews. Presuming, as I said before, the continuance of a Province bounty for a Packet boat, £20 in addition, for this service, would be sufficient.

The Commissioners will please to observe that these duties are not so regularly performed as they ought to be; because the charge, the trouble and all the loss is now mine, without any remuneration, and it can be said to be no person's express business; so that the expenses of my correspondence, all these things considered, is three times more costly to me, without any corresponding advantage to the revenue or to any body but to my neighbours of the three parishes.

I have only to add, that if Welch Pool be made a Mail station communicating direct with St. John, it would much shorten the Post route thence to the United States, which might then pass through Lubec direct to Campo Bello, from which our distance is about 300 yards.

No. 49.

No. 49.

Rev. J. Dunn,
A. B., Grand
Manan.

Rev. Jno. DUNN, A. B., Rector of Grand Manan.

Grand Manan, 2nd January, 1841.

One of the most essential improvements (the importance of which has for a length of time been impressed upon my mind) is the reduction of the rates of Postage. I feel convinced such a measure would increase the Post Office revenue. I once witnessed an instance, when a traveller with the Mail between St. Andrews and St. John carried 24 letters, in bulk a larger package than the Mail. I feel satisfied that if the rate was decreased one-third, the increase of letters mailed would be twofold.

Another decided improvement would be found in paying the Couriers more liberally. They should be paid a sufficient sum to enable them to convey the Mails from Office to Office with despatch and certainty, without reference to weather, or the varying state of the roads; and the contracts should be made accordingly.

I believe the Couriers in the United States are paid at a considerably higher rate than in these Provinces.

I think the privilege of franking letters objectionable, being (it is to be feared) much abused. I should

recommend its being withdrawn both from Post Masters and Officers of Government. They should all be sufficiently compensated for their services without any such perquisite.

My individual interest in a local Post Office arrangement is considerable. The island of Grand Manan contains over one thousand inhabitants, and is about 50 miles from St. Andrews, the Shire-town. The communication is rather difficult and very uncertain. Through the assistance of a Legislative grant, a Packet is run weekly between this place and St. Andrews. Letters are sent from the latter place loose and left at the store of an individual for distribution; and they are put on board on her departure and carried as letters are ordinarily by private conveyances. This very unsafe and irresponsible method is by no means satisfactory to the public, who are anxious that a regular Mail should be established and a Post Master appointed.

No. 50.

No. 56.

G. S. HILL, Esq., M. P. P., for Charlotte County.
St. Stephen, 9th January, 1841.

G. S. Hill, M.
P. P., St. Ste-
phens.

In the Post Office arrangements there appear to be two important desiderata, namely, greater expedition in the transmission of the Mails, and a material reduction in the rates of Postage. To these may be added a considerable extension of Mail routes.

The Mail from Fredericton to St. Stephen, (which is at the head of the tide-waters of the St. Croix,) a distance by the present route of 150 miles, is often nearly or quite a week in passing, in consequence of detention at St. John and St. Andrews, which last place is 22 miles by land below St. Stephen.

From the facts above stated it will, I think, be manifest that all interests concerned would be best consulted by establishing the Distributing Office for the Mails from the United States at St. Stephen. When this is done, the American Mail will doubtless always come direct to Calais, as it once did, instead of coming half the time by the way of East Port and Robbinstown. The St. Andrews people by this arrangement would receive the Mail as early as, and probably earlier than, they now do. St. Stephen is the principal place of business in the County; the tonnage belonging to it amounts to 8,400 tons, and its manufacture of sawed lumber is much greater than that of any other part of the County.

No inconsiderable proportion of the population of this, and probably of the neighbouring Colonies, is excluded from the resources of knowledge which a Mail coming to their neighborhood would supply. Minor Post Offices might be established at suitable places; or rather, perhaps, many of the present Offices might be made local centres for the distribution of Mails to the smaller settlements in their vicinity.

No. 51.

No. 51.

WILLIAM PORTER, Esq., President of the St. Stephen Bank.

Wm. Porter,
St. Stephen.

St. Stephen, 5th December, 1840.

I beg to say that residing at the extreme point of the western part of New Brunswick, I have not an opportunity of knowing much respecting the Mail routes, excepting that running from Halifax to this

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place *viâ* St. John. The Mail, however, between Halifax and St. John I understand is well regulated, and no time is lost between those two places; but the Mail between St. John and St. Stephen, although regular as to the day, yet takes up a much longer time than is necessary.

The Mail on its route to St. Stephen stops at St. Andrews, three miles off the main route. I would beg to suggest that it would be much better there should be a cross Mail from St. Andrews to the main route, and the Mail for St. Stephen and the United States be put up in a separate bag at St. John. Let there be also a separate bag for St. Andrews, and let the letters from St. Andrews for St. Stephen be put in a small bag. The cross Mail should start from St. Andrews and meet the great Mail at a given time, and there exchange the bag, and the Mail from St. John continue direct to St. Stephen, with the letters, &c., for the west.

There is a regular Daily Mail from Calais to the extreme part of the United States.

The St. Stephen Post Office is the proper place for the Distributing Office. The Mails to and from the United States *viâ* St. Andrews, have to cross a dangerous ferry of from 3 to 4 miles, and I have frequently known them to be detained 24 hours before they could pass, and sometimes longer. They frequently cross, too, when it is not prudent. Another reason for making the Office at St. Stephen the Distributing Office is, that Fredericton, the head quarters of New Brunswick, is much nearer St. Stephen than St. Andrews. The Fredericton Mail should come by the new road, and also the Mail from Woodstock; this place being the point of meeting from St. John, Fredericton and Woodstock.

St. Stephen has become a place of some importance in a commercial point of view; having about 35 sail of square-rigged vessels of from 200 to 700 tons burthen, besides an immense amount of export of lumber to Europe and the West Indies. About two hundred thousand pounds worth of lumber of different descriptions, have been shipped the last year, ending 1st December, 1840. Vessels from all parts of Nova Scotia are employed in carrying away lumber from this place, as also vessels from Europe.

25th January, 1841.

[To Second Circular.]

2.—The rates of Postage are generally thought too high; and that a saving would be made if the Postage was lessened one-third or thereabouts.

3.—The present rates of Postage are quite too high, and should be uniform. No inter-colonial letter should be charged more than from 1s. to 1s. 6d.; between places in the same Province the rate should not exceed say 9d.

4.—I am clearly of opinion that should the present rate of Postage be lessened, the returns would be much greater.

5.—Weight certainly would be preferable.

6 & 7.—I think the present system works well. In the United States the charge on newspapers is much the same as ours.

No. 52.

GEORGE M. PORTER, Esq., a Director of the St. Stephen Bank.

St. Stephen, 17th December, 1840.

The rates of Postage are a subject of universal complaint, more particularly when compared with those of the neighboring country. At present, as you are aware, a single letter from St. Andrews, a distance of 22 miles, pays 4½d.; from St. John, 80 miles, 11½d.; and from Halifax, 1s. 8½d.; while in the United States a single letter is transported from one extremity to the other, for 1s. 3d. I think there is not a question but that the amount accruing to the Department would be much greater were the rate of Postage reduced to a moderate charge.

Touching the transportation of the Mail, it is in some instances certainly most irregular and inconvenient. It is not unfrequent that English news is received through the American Mail *viâ* Boston, in advance of that direct from Halifax; both by the Steamers to Halifax.

The Mail that leaves St. John at 7 A. M., is not received here until from 3 to 6 o'clock the day following.

27th January, 1841.

[To Second Circular.]

1.—I beg to observe that the internal Post communications can be greatly improved as soon as the roads now making in different directions are completed. The circuitous route from the lines to Fredericton, St. John and the more eastern parts of the Province, can then be materially improved.

I may also suggest the importance of having a daily Mail between the lines and St. John and Fredericton. The increase of business between different parts of the Province and the United States makes this addition almost indispensable.

In conclusion, it seems to me that in whatever light you may view the foregoing suggestions, one I think you will consider altogether reasonable; that is, that the Mail should travel from St. John to St. Stephen (80 miles) in one day, and not as is now the case, be about 24 hours from the time it arrives at St. Andrews (22 miles off) before it reaches here.

2.—The present high rates of Postage make it truly an object for persons to look out for private conveyances for their correspondence. I cannot speak as to the whole amount of correspondence conveyed otherwise than by Post; but should think nearly three-fourths of the letters that pass between this place, St. Andrews and St. John, pass by private conveyances, especially in spring, summer and autumn.

4.—I have not a doubt that the correspondence by Mail would be materially increased were a reasonable reduction made in the Postages.

5.—The present system of charging Postage on letters, double, single, &c., is not in my opinion so judicious a method as that recently adopted in Great Britain; as the Offices are frequently imposed upon, as well as the public. I have not unfrequently known single letters charged double Postage, as well as double letters charged single.

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(Q.) No. 52.

Geo. M. Porter,
St. Stephen.

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6.—If I am not mistaken, the present rate of Postage on newspapers is 2s. 6d. each per year, payable in advance. I would suggest that if newspapers are to be chargeable with Postage, the Postage ought to be paid *quarterly* in advance; as in this case neither the proprietor nor the receiver would be subjected to a loss of more than one quarter's Postage in case of discontinuance.

7.—On this point I would observe that as far as a Government is bound to diffuse light and knowledge among its subjects, so far it would be incumbent on it to transmit the periodicals of the day free of charge.

No. 53.

J. Brown, Jr.,
M. P. P.,
St. David.

JAS. BROWN, Jr., M.P.P. for Charlotte County.

No. 53.

St. David, 15th Jan., 1841.

I beg leave to state that my knowledge of Post Office transactions is so limited, that I shall be able to answer but a very few of your questions. Having however been employed by the Government of New Brunswick in various parts of the Province, exploring, inspecting and laying out roads, and being at present one of the Supervisors of the Great Road from Fredericton to St. Andrews, I shall, at least, be able to say something to that part of your letter which relates to Post communications.

I understand that it is the intention of Government to establish the Mail route from Halifax to Quebec by the way of the River St. John; and that a Mail Steamer will ply between the City of St. John and Nova Scotia. From St. John to Fredericton, the distance is 65 miles, and the road very good. The communication was much improved this last summer by the completion of an excellent bridge over the River Oromucto, where the passage has hitherto been by a ferry. On this line a coach can run with safety and ease at the rate of 8 miles an hour. From Fredericton to Woodstock the distance is nearly the same as from Fredericton to St. John. The present line crosses the river 12 miles above Fredericton, and crosses again 5 miles below Woodstock. This crossing causes delay, is often dangerous, and sometimes impracticable. The road too passes over steep places rising or falling in many instances 1 foot in 7, and in some 1 in 5. A new line has been laid out all the way on one side of the river, and the road is nearly finished. It will be open for travelling about the middle of next summer, is 24 feet wide, the grades rarely exceed in steepness 1 foot in 10, and a coach will run on it safely 7 or 8 miles an hour. From Woodstock to the Grand Falls on the St. John's River, the distance is about 70 miles; the road crooked, hilly, narrow, difficult and dangerous; with many of the slopes as steep as 1 foot in 5. On this line the Mail cannot be carried on wheels at a greater rate than 4 or 5 miles an hour. During the last autumn a new line was traced which reduces the distance a few miles, and when completed will afford a safe conveyance at the rate of 7 or 8 miles an hour; the slopes very rarely exceeding 1 foot in 9. The estimated expense of completing this line, 24 feet wide, is a little more than £11,000.

From St. John to St. Andrews the distance is 67 miles, and the road good. The coach runs through in a day with safety and ease.

From Fredericton to St. Andrews direct, the distance is 77 miles; about three quarters of the road is finished, the rest cleared and partly levelled, all the

bridges are built, and a regular stage has commenced running thereon for the winter. By this route the American Mail could now be conveyed to Fredericton, and during the ensuing summer it could be carried on horseback. Should a suitable grant of money be made at the approaching Session of the Legislature, wheeled carriages might commence running in September next. The road when finished will be safe and easy, and may be travelled in 12 hours. There is a branch of this line running to St. Stephen, a thriving and flourishing commercial Town situated at the head of the tide waters of the St. Croix; the distance by it to Fredericton being about 65 miles. Should an American Mail be conveyed from Bangor direct to Calais, a great saving of distance would be made by the adoption of this route to Fredericton; and the water carriage from Robbins-town to St. Andrews (2 miles over an arm of the sea) would then be avoided, Calais and St. Stephen being joined by a convenient bridge over the St. Croix.

There is a new line of road lately opened for winter travelling from Oak Bay to Woodstock. By this line St. Andrews and Woodstock will be distant about 80 miles, and St. Stephen and Woodstock about 69. The sum of £700 was this last summer expended in widening and levelling the road and building the bridges. The line when finished will afford an easy and direct communication to Woodstock, and thence to Lower Canada. This, no doubt, will become the medium of an extensive correspondence, and a useful line of internal Post communication.

There is in progress a branch of the road from St. John to St. Andrews, leading out towards St. Stephen. When this branch is finished, and the lines from Woodstock and Fredericton are completed, St. Stephen will be nearly equi-distant from St. John, Fredericton and Woodstock, respectively; and an easy day's travel from each.

The Mail route from St. Andrews to St. Stephen is about 21 miles, over a hard and hilly road. It will be a good deal shortened and improved by several contemplated alterations; particularly by the erection of a bridge over the Waweig River, the materials of which are now contracted for, and will be furnished during the present winter.

No. 54.

JNO. EDGETT, Esq., a Coroner for the County of Westmoreland.

HILLSBOROUGH, WESTMORELAND COUNTY,
13th January, 1841.

As far as regards Westmoreland County, the keepers of the Way Post Offices are very often changed; for what reason I do not know, without it is because they get no remuneration except 2d. on each letter that they deliver, which is a small amount for all the duty they have to perform. The distance from St. John to the Moncton Office is 95 miles, and from St. John to Dorchester Post Office is 119 miles; the Postage from St. John to either of these Offices on a single letter is 9d., and the 2d. added makes it considerable. I do not know by what authority they charge the 2d., but I believe it is invariably done.

Newspaper Postage is 2s. 6d. a year, which prevents a great many people in the County from taking papers. I think it would be a good thing if the present rate of Postage could be nearly all abolished.

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My place of residence is on a new Post road lately established, leading from the great road between Halifax and St. John through the Parishes of Coverdale, Hillsborough and Hopewell, to Harvey. There has been a Courier on this route since 1826; the first year he was paid by subscription, since that time he has been paid by the Legislature at £30 a year, until the last three years. It is now £50 a year, and under regulation of the Sessions. I kept the Post Office here twelve years without pay, except my newspapers and letters (a part of the time) free. It would be much more satisfactory if it was under the control of the Deputy Post Master General, and all the Officers appointed by him. I would willingly keep the Office again for a small remuneration.

I expect the County of Westmoreland will be divided into two Counties. Should that be the case, this part of the country will fall into a new County.

It would be a matter of some importance if all the new Mail routes were under the control of the Post Master General.

No. 53.

Rev. G. S. Jarvis, D. D.,
Shediac.

No. 55.

Rev. G. S. JARVIS, D.D., Rector of Shediac.

SHEDIAC, WESTMORELAND COUNTY,
28th January, 1841.

Answer to Second Circular.

[To Second Circular.]

2.—Perhaps two-thirds of the present correspondence is not by Mail. Between St. John and Fredericton the greatest number of letters go by private opportunities. The present high rates of Postage cause this.

3.—I would propose 3d. as the maximum charge for single letters, and 2d. the lowest.

4.—Yes.

5.—Yes.

6.—The usual Post charge on newspapers is 2s. 6d. a year. Most persons I believe wish all Postage taken off newspapers and periodicals which do not come from the United States.

7.—Yes. For the general welfare of all is promoted by an equal degree of information on many subjects. The pernicious designs of the few are counteracted by a general diffusion of correct information.

No. 56.

D. M'Almon,
M. P. P.,
Richibucto.

D. M'ALMON, Esq., M.P.P. for the County of Kent.

No. 56.

Richibucto, 7th Jan., 1841.

So far as my knowledge goes, I do not hear much complaint, unless with the Office at Fredericton, which refused to send the Journals of the House of Assembly to the different Members in the Province, without the Postage being first paid at the Office, which I think is a grievance. In my opinion they ought to go free of Postage.

The rates of Postage are very high; I think about 1s. for 100 miles on a single letter. It appears to me they might be reduced nearly one-half, and still allow

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the Officers a fair salary. The Mail roads through this Province in general are very good; even for wheeled carriages in many parts. The stages drive at a rate of one hundred miles a day; and large sums of money are granted yearly for the improvement of the Mail roads, for building of bridges, and other repairs. I would suggest to you that it might be proper for the Couriers to carry a certain number of passengers, which would enable them to do with a less sum from the Province.

No. 57.

GEO. PAGAN, Esq., Registrar for the County of Kent. George Pagan,
Richibucto.

Richibucto, 16th Jan., 1841.

The remuneration to the Deputy Post Master in this County is 20 per cent. on the net proceeds. The receipts at the Post Office at Richibucto amount to £120 or a little upwards, and the per centage to about £25.

The Postage on a single letter from St. John to this place, being 140 miles, is 1s.; from Fredericton here, 127 miles, 1s.; and from Halifax to this place, 208 miles, 1s. The Postage of a letter from Dorchester to this place, being only 61 miles, is 6d.; and again from this to Miramichi, a distance of 40 miles, the Postage is 5d. The two last named rates appear rather disproportioned. The American mode of Postage, I think good; 25 cents (equal to 1s. 3d. of our currency) being there the highest Postage charged for the greatest distance on a letter.

I should recommend Office hours for the Post Office here being made public by the Post Master. The next improvement, and not the least in importance, which occurs to my mind, is for the road on the Gulph shore to be made a direct line of Post communication from Quebec to this Province. The Metis road, commencing at the Head of Chaleur Bay through to the St. Lawrence is as yet only in part opened. The importance of a direct and permanent line to Quebec will appear more evident to the Commission, in the event of any difficulty with our neighbours of the United States.

No. 58.

ALEXANDER RANKIN, Esq., M. P. P. for the County of Northumberland.

JOHN A. S. STREET, Esq., do do do do do do

THOMAS H. PETERS, Esq., Surrogate for do do do do do do

JOHN FRAZER, } Esqrs., Justices of the Inferior

HENRY B. ALLISON, } Court of Common Pleas for do do do do do do

WILLIAM LOGH, } Esqrs., Merchants.

ALEXANDER FOSTER, } Esqrs., Merchants.

THOMAS C. ALLAN, Esq., J. P.

EDWARD WILLISTON, Esq., Barrister.

Newcastle, Miramichi, 11th Jan., 1841.

[To Second Circular.]

1.—The undersigned are of opinion that the rates of Postage charged on internal communication by Mail in this Province, are much too high; and also that the present mode of communication by Mail between this Province and the United States is attended with inconvenience and delay, in consequence of requiring the Postage on all letters from this Province to the United States to be paid to the lines. This is not the

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No. 58.

Alex. Rankin,
M. P. P.,
J. A. S. Street,
M. P. P.,
T. H. Peters,
John Fraser,
H. B. Allison,
Wm. Loch,
Alex. Foster,
Thos. C. Allan,
Ed. Williston,
Newcastle.

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case with letters from the United States to this Province. The undersigned are therefore of opinion that it would be much better that a perfect reciprocity in this respect should exist between the two countries.

2.—The undersigned are of opinion that the amount of correspondence sent otherwise than by Mail, on the route between Miramichi and Fredericton is at least double; by the other routes about one-fourth; and that this practice is mainly attributable to the high rates of Postage. For instance, from Miramichi to Fredericton a distance of about 95 miles, 9d. is charged for every single letter; from Chatham to St. John's, 1s. 1d.; from Newcastle to St. John's, only five miles further than Chatham, 1s. 3d. for every single letter. The distance between Chatham (Miramichi) and St. John, *via* the Bend of Peticodiac (which is a very round-about road and embraces the Halifax Mail from the Bend to St. John) is 195 miles; by the Fredericton route the distance is about 165 miles. Between Halifax and Newcastle the distance by Mail route is about 250 miles, and the Postage on each single letter by this route is 1s. 1d. to Chatham, and 1s. 3d. to Newcastle.—Another great reason for sending letters otherwise than by the Mail routes, is the want of road Post Offices, or receiving houses; especially on the route between Newcastle (Miramichi) and Fredericton, where there is not in the distance of 95 miles through a well settled country a single Post Office or receiving-house, whereas there should at least be four. The consequence is, that way letters cannot now be posted. We would therefore recommend the following places for receiving houses for letters on this route, viz: at McLaggan's Mills on Bartholomew's River, at Decantillon's on the South West, and at Boie's Town, also at Tay Creek on the Nashwaak. Another strong reason for this practice is, the enormous expense, according to the present rates of charging, of sending petitions and returns to the Public Offices, and law papers to file in the respective Law Offices from the different sections of the Province to Fredericton, where all the Public Offices of the Province, both in the Government and Law Departments, are kept; the fact is the expense of sending these papers by Post at present is so great that it is only in cases of emergency they are mailed at all. Whereas, if some arrangement could be made by which papers for file in these Departments could be sent by Post at a moderate expense, all these papers would be sent in this way and a very considerable revenue thereby secured to the Post Office, which is now totally lost.

3 & 4.—The undersigned are of opinion that if the rates of Postage on the various routes in the Northern and Northeastern sections of the Province (they speak of these sections as coming more immediately under their own observation) were reduced one-half, and Post Offices or receiving-houses established at a convenient distance on the respective routes, and the Mail Carriers put under proper restrictions as to keeping their time so as to secure punctuality in the arrival and departure of the respective Mails; the annual revenues of the Post Office on these routes would in a short time be materially increased and the public much better accommodated.

5.—The undersigned are decidedly of opinion that the system of charging by weight (as is now the practice in the United Kingdom) could be very advantageously substituted for the present mode, and bear much more equitably upon the public.

6, 7 & 8.—The undersigned are not prepared to offer any remarks on these points; further than that they are of opinion that every facility should be afforded for disseminating useful information to the Colonial

public, and they fear the present rate of charging Postage on newspapers and other periodicals operates against the dissemination of knowledge.

In conclusion, the undersigned beg leave to state that they are of opinion that it would be much more equitable to put the respective Post Masters on salaries in proportion to their respective duties. According to the present mode of remuneration some are overpaid and others not sufficiently; in addition to which, the Commission system leads to such a desire on the part of the respective Post Masters to secure the delivery of letters at their own Offices, that it is frequently attended with inconvenience to the public.

No. 59.

HENRY W. BALDWIN, Esq., Sheriff for the County of Gloucester.

Bathurst, 23th Dec., 1840.

The Post Office system in these Lower Colonies is susceptible of much improvement in general points, as follows:—

In a reduced, uniform and consistent scale of rating Postage.

In increased speed in the conveyance of the Mails.

In greater security for the Mail Bags while under the charge of the Post-Messenger.

In extending Post accommodation to new settlements.

In appointing places of deposit for letters between Post Towns on long routes.

In remunerating Post Masters according to the duties they perform, and not according to their receipts of Postage.

RATING POSTAGE.—The irregular and even capricious mode of taxing Postage, which has always obtained in these Colonies, has ever been an acknowledged evil. A letter conveyed from 3 to 400 miles is often taxed little more (and sometimes less) than one-half of what one is charged from an intermediate place not more than 100 or 200 miles distant; and these rates are uncertain, the next Mail-letters from the same places may not have the same rates marked upon them.

The rates of Postage at present between Halifax and Bathurst may be quoted as illustrative of the inconsistency complained of, viz:—

From Halifax to Bathurst, 1s. 2d.

“ Amherst to do (124 miles less and on the same line,) 1s. 4d., sometimes 1s. 6d.

“ Dorchester to Bathurst, (half way) 11d.

“ Pictou to Bathurst, 1s. 10½d.

The rates of Postage generally cannot be very well reduced in these Colonies, or the revenue will not be sufficient to meet the expenses of the Department. Between large towns or places of great trade and population, the popular opinion that reduced Postage by increasing correspondence will augment the revenue, may be tested perhaps with success. But in small settlements, (where if every male adult were to send and receive a letter per week to and from England,

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H. W. Baldwin, Bathurst.

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the aggregate amount would not pay a Post Messenger to the next Post Town,) certainly no reduction could avail to improve the revenue. The population of the Provinces is not sufficient, and the difficulty of travel is too great to justify the adoption of a system, such as is now practiced in England; that is, a nominal and uniform rate of Postage for all distances. The American system of charging moderate Postage for distances up to 400 miles, and nothing beyond it, and making 1s. 3d. the maximum rate, would also be found objectionable. According to this plan a single letter from Halifax to St. John, N. B., a distance of 250 miles, would be rated about one shilling; yet so much correspondence passes between these places that the merchants of St. John have already applied for the reduction of the rate to three-pence. If this application be complied with, to practice consistency, places at a like distance from Halifax must only be subject to a like rate, with an increase to remote places somewhat in proportion to the extra distance. By such a measure the revenue must certainly be found inadequate to the expenses of the Department. The encouragement, however, of correspondence between such important commercial ports as Halifax and St. John, by exacting a trifling rate of Postage, deserves consideration; for thereby the revenue would not suffer. But no favor of the kind should be granted to them at the expense of consistency. A like privilege will be sought by the inhabitants of Fredericton, St. Andrews, Miramichi, and other large towns in New Brunswick. Thus the American system cannot be practiced here.

There is but one mode by which the reconciliation of these conflicting interests and obligations can be approached. Difficulty of travel should in a great measure govern the rating Postage, in all new countries. Between Post Towns on the great and improved lines of communication, the tax may be reduced very considerably; but where letters are forwarded by collateral branches, diverging from this great Mail line, and into settlements where the roads are rough and little improved, large additional "forward" Postage should be added.

A scale for rating Postage thus might be adopted with general satisfaction, at least with justice to the interests involved:—Say—

On the two great Mail lines from Halifax to Quebec, the one by Fredericton, the other by Restigouche and the Metis, also to include the American line till it joins one of the above;—

For ¼ ounce a distance not exceeding 25 miles,	4d.
“ over 25 “ 50 “	6d.
“ “ 50 “ 100 “	9d.
“ “ 100 “ 200 “	1s.
“ “ 200 “ 300 “	1s. 3d.
“ “ 300 ad lib:	1s. 6d.

And for collateral or branch Mail routes, double the above rates; the additional or forward Postage to be added by the Post Master nearest the point of offset.

In cases where the Legislature makes grants for the conveyance of the Mails, (as to and from St. John,) a reduction of these rates equivalent to the benefit derived by the Department from such grants might be made, in extreme cases:

The present mode of receiving Postage on newspapers cannot be improved. If the Postage be sought from the person to whom a paper is addressed, be the rate ever so trifling, it will be found so inconvenient as to impose great trouble on the Post Masters; papers will be refused and the return Post Messengers (particularly from country places) will be continually loaded

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with rejected papers. Instead of going in bundles, they must be sent separately and counted at each forwarding Office; and for all this trouble the whole Postage would be no remuneration to the Officers of the Department. The gentlemen of the press would be the first to complain of this system after a couple of years' experience of its operation; for subscribers would rapidly diminish, if each was obliged to bring his half-penny or penny to the Post Office or Courier before he received his paper. For every ten newspapers taken at present, there would not be one at the end of two years, under the proposed system.

INCREASED SPEED IN THE CONVEYANCE OF THE MAILS.—The time to be occupied in the carriage of the Mails by the Post Messengers on their respective routes should be specified in their bonds, and every instance of negligence or delay on their part should be prosecuted as it occurs. On the routes above named as great Mail Routes, six miles per hour, including stoppages, (that is ten consecutive hours for every 60 miles,) is the slowest rate of travel that should be permitted. On the bye-routes, the speed should be governed by the state of the roads.

Way-bills should be furnished every Courier, on which his arrival and departure at each Office should be marked. These are used now a few stages from the head Offices, and then destroyed. It should be imperative on the Post Masters to demand them from the Messengers, and the last Post Master on every route should return them periodically to the Office they emanated from.

Stages and carriages receiving a Provincial bounty should not be allowed to carry the Mail, for they are exposed to delay and mishaps from the weight of their passengers and baggage, which the Mail should not be involved in. A light gig carrying one person with the Courier should be in general used; and the Mail should be taken on horseback on unimproved roads.

Ferries are another great cause of delay; the law exempting Mail Carriers from the payment of ferriage operates mischievously. Ferry-men are not disposed to give that willing and ready attention to a party from whom they receive no remuneration, which they would if they were paid. The Department should either make agreements with the ferrymen, or see that the Couriers do so on each route, binding them to ferry the Mails at stated hours.

GREATER SECURITY FOR THE MAIL BAGS.—Not only the material of the Mail bags, but the manner in which they are thrown into the Carriers' waggons, is a monstrous disgrace to the Department. Common sheepskin bags worn through in many places, and in no part thicker than brown paper, are carelessly thrown into the waggons at the feet of the passengers, exposed to rain and snow as well as the cupidity of every strolling vagabond. The writer has repeatedly seen persons picking out a newspaper at a Stage house from a hole in the bags, while the Carrier's attention was taken up with his horses, his dinner, or his grog. It speaks highly for the morality of the people of these Provinces, that instances of felonious abstraction of valuable documents from the Mail bags have not been of more frequent occurrence; for every opportunity for such a practice has been afforded:

In the winter season after a fall of rain the contents of the Mail bags are often frozen in one solid mass, and the several parts are not again separated without great injury to the parcels. In many instances the valuable contents of letters have fallen out during this process, and been lost. Thick calf or cow-skin bags should be provided for the Carriers,—water proof,

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with a chain and lock at the top, and a key to match the lock at the Offices where they require to be opened. In the stages or Mail carriages also, a strong box should be constructed, in which the Mail bag can be secured during its conveyance from one Office to another.

A fashion too much prevails with Contractors, of picking up some idle fellow to drive the Mail for them, while they attend to some other profitable employment. By getting such persons for little or no consideration, they save their time, and make a convenience of their Mail duty; thus it often occurs that two or three different persons may be in charge of a Mail within a month on the same route. These persons often pick up valuable letters on their route, to be posted at the next Office, which are never heard of afterward, and the party aggrieved has no means of redress; for the man being a stranger, he cannot name or identify him, and the Contractor perhaps insists, on applying to him, that the letter must have been given to a passenger and not to his assistant. To remedy this, the Contractor should be bound to convey the Mail himself; or where extreme circumstances render it necessary to have an assistant, the name of the assistant should be recorded with the Post Master from whom he receives the Mail, and the person in charge should carry a badge such as a crown and bugle on his hat or the collar of his coat, in order that he may easily be distinguished by the inhabitants on his route, from a casual passenger.

EXTENDING POST ACCOMMODATION TO NEW SETTLEMENTS.—There are many populous settlements throughout these Provinces 60 to 70 miles from a Post Town. From never participating in the advantages of Post communication many are careless about it, while the few who do care and would appreciate such a boon, know nothing of what means they should take to obtain it. The nearest Post Master would not assist them, for his commission would be reduced thereby. In the United States it has been the practice to devote the surplus of the revenue of the Post Office Department towards extending Post accommodation to new settlements. But to manage this requirement judiciously, a Post Office Inspector should first visit new settlements, and determine and report such as are of sufficient importance to be supplied with the convenience and benefits of direct Mail communication; for the statements of the parties seeking it could not in such cases be sufficient to act upon. In fact, whatever system is adopted hereafter in reference to the Department, the services of an active Officer in this capacity will be found essential to its satisfactory and efficient operation.

PLACES OF DEPOSIT FOR LETTERS ON LONG ROUTES.—The Couriers should not be embarrassed with many way letters for delivery on their routes. This practice should be abolished; and duly recognized places of deposit established every 10 or 15 miles. The safe keeping and due accounting for their charge should be secured as circumstances might suggest; where the charge was trifling the consent of the neighborhood might be enough, where large bonds might be taken. But it is really preposterous that the Great Northern Mail from Halifax should be detained sometimes half an hour at a time, for the Courier to deliver some newspaper or letter at a private house on the road. Proprietors of newspapers, particularly, should be required to name in each settlement or village a place of deposit for their papers, or it should be named for them; where the Courier may leave a bundle at a time, without delay. Between Fredericton and Newcastle (Miramichi) a distance of 110 miles, and thickly settled, there was not at a very late period a single recognized Post house where letters could be found, without travelling to one of the above Post towns; and there are many other districts in the Province in a similar situation.

REMUNERATION OF POST MASTERS.—The present system of remunerating Post Masters bears very unequally, when compared with the labor performed. In certain situations from local circumstances, the present Commission affords a handsome compensation to the Officers for little trouble; but in small or scattered settlements where the Office is also an exchange or forwarding Office, the income arising from one Office bears no proportion to the trouble; in fact in many cases it would not pay Office rent and stationery. Fredericton might be named as an instance of the former class, and Miramichi and Bathurst of the latter.

GENERAL OBSERVATIONS.—In order to ensure to the country the full measure of accommodation and benefit the Post Office Department is capable of affording, let whatever system is now about to be adopted, after being well digested, be permanent and stable. Let the arrivals and departures of Mails, the rates of Postage, and the names of the various Post Towns and Post-houses in the country, be printed on placards, and stuck up at the door or in the window of every Post Office in the Colonies; so that the public may be able to inform themselves of the nature and extent of the benefits to be derived from it and at what cost.

The truth is, the whole system has hitherto to the people been too much as a sealed book. They seem even more or less impressed with the idea that the conveyance of Mails is an invention for the rich and great, and that it is a favor for the poor to participate in it. Give the public every facility for learning the uses and objects of the Post Office Department, and for availing itself of the advantages proposed by its institution; and the result will be in a very short time, a greatly improved revenue.

No system, however, can be put into operation and maintained with vigour and efficiency without the aid of an itinerant Officer, who, uninfluenced by local prejudices or bias can superintend personally its working. His duty would be to examine from time to time the conveyances and Mail bags of the Couriers, to enquire into their conduct and the satisfaction they afford, to hear and report upon complaints against Post Masters, to recommend as to the extension of Mail accommodation to new settlements, and instruct new Post Masters in the nature of their duty, to trace misconduct and malversation in the Department, to discover their author, and generally, where evils exist, to be ready promptly to apply a remedy, with the consent of the Post Master General. The effective performance of duties such as these would render the Department ten times more popular and efficient than it ever has been, or than it ever will be without them.

But the person appointed to such service should not only be acquainted with the country, but should be one whose habits, tastes and experience fit him for the task.

4th January, 1841.

The communication is practicable for wheeled carriages all the way from Quebec to Halifax by the Metis route, with the exception of a portion of the road from Bathurst to Dalhousie, and sixty or seventy miles of the Portage road to the St. Lawrence. The former will be likely rendered fit for all purposes of the Mail next year; but the latter it is to be feared never will, unless Government undertake the task.

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In a military point of view it has several valuable features. It is easy of access from the sea; no point on the route from the Nova Scotia line to Quebec, with the exception of the portage from the Restigouche to the Metis, will be found more than fifteen miles from navigable water for transports or large boats; and vessels from Europe may enter the Baie des Chaleurs, and approach within 30 or 40 miles of the Restigouche from four to six weeks before the St. Lawrence is clear of ice. And again, in the event of disturbance on our frontier or an American invasion of Canada during the winter months, would it not be considered a matter of serious moment to be able to march troops and throw succour into the Upper Provinces from Halifax, there to be concentrated for service, by a route safe from annoyance by the enemy; or must every little detachment required be doomed to fight its way through Madawaska?

No 60.

No. 60.

William End,
M. P. P.,
Bathurst.

W. END, Esq., M. P. P. for the County of Gloucester.

Bathurst, 15th December, 1840.

I shall confine my remarks to my own County (Gloucester) and its neighbors, Restigouche and Northumberland. Gloucester and Restigouche complain that they are not favored with the Mails twice a week, and conceive that the advantage might easily be extended to them at an increased expense of about £70 or £80, which we suppose would be met by the increased revenue to arise from increased means of communication.

Our Mails are most vexatiously delayed at Miramichi. They reach the Post Office there on Friday night, but are never sent forward this way until 10 or 11 on Saturday morning. We seldom get them until Sunday morning. Whether this be matter of regulation, or assumed by the Miramichi Post Office, it occasions great inconvenience in Gloucester and Restigouche.

I am aware that Mr. Howe has at all times given his best attention to representations made for the public convenience, and I have reason to know that he is ever desirous of obtaining the best information. Still I think local influences have seriously affected the Post Office Department in these northern Counties, which could scarcely be detected by an Officer residing in Halifax. Post Masters sometimes have favorites; their own dependents are sometimes employed as Couriers, and services imperfectly performed are liberally paid for. I need but instance the fact that one McGregor receives forty pounds a year for carrying a Mail bag from Dorchester to Campbelltown, which is but 12 miles of good road, while Branch, the Bathurst and Dalhousie Courier, performs 54 miles of bad road for one hundred pounds a year.

I would further remark that no person should hold the Office of Post Master who can reap a professional advantage from it. I would therefore exclude Attorneys; information obtained by an Attorney Post Master may be easily made to subserve professional purposes, which should not be.

As a legitimate source of information to the General Post Office, as a not-unreasonable check upon Couriers and all others, I would ask the attention of the Commissioners to the appointment of an Officer who might

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be to the Department what the Grand Voyer of Canada is to the roads; with power to enquire into and report upon all things connected with the transmission of Mails, and Mail routes, and to suggest or put into operation (subject to the approval of the General Office) such alterations and improvements as are continually demanded in a continually growing and improving Colony. If such an Office were created in this Province, and its duties performed with energy, honesty and judgment, I think a system would be produced which would afford general satisfaction.

No. 61.

No. 61.

W. NAPIER, Esq., a Justice of the Inferior Court of Common Pleas for Gloucester County.

W. Napier,
Bathurst.

Bathurst, 21st December, 1840.

Of the state of the Post Office administration and the rates of Postage generally, we have little reason to complain. At the same time I would call the attention of the Commission to the existing arrangement at the Office in Chatham, where the forward letters for the Baie des Chaleurs, upon their arrival on the Friday evenings, are detained until the Saturday morning at 7 o'clock, whereas were they despatched within the hour after their arrival they could easily be in Bathurst at the hour they now leave Chatham. An important improvement would also be obtained were there separate Mails made up at Halifax, St. John and Fredericton, for Bathurst, to include Dalhousie and the Counties of Bonaventure and Gaspé in Lower Canada, or else to include the Gloucester County letters alone, with distinct bags for Restigouche and the North Shore of the Baie des Chaleurs. By then requiring the Post Master at Chatham to have the letters there posted for the north route ready on the Friday evening, the whole could be despatched immediately on the arrival of the Southern Mails.

The present remuneration to the Post Masters on this road is too small to purchase the services of any qualified person; the reduction on the rate of Postage has diminished their commission, while it has been the means of increasing their duties.

No. 62.

No. 62.

AND. BARBARIE, Esq. M. P. P., for the County of Restigouche.

A. Barbarie,
M. P. P.,
Dalhousie.

Dalhousie, 2nd Jan., 1841.

I beg to mention in the first place, that I have had the pleasure of perusing the observations made by Thomas M. Deblois, Esq., of Bathurst, which, with a single exception, completely coincide with my own ideas of the matter.

In addition, however, to the very pointed observations of that gentleman respecting the delay of the Southern Mail at Miramichi, I cannot too strongly urge this great evil upon the attention of the Commissioners. The people of Restigouche, Gloucester and Chaleurs Bay generally, together with Gaspé and Percé, feel most seriously the great inconvenience which the detention of the Mails at Chatham (Mira-

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miramichi) has been attended with. There can be no reason why the Mails should not be continued on from Miramichi to Dalhousie and Restigouche, with as little delay as in other parts of the Province. The state of the road will now (except from Bathurst to Dalhousie) fully admit of speedy travelling either by night or day, and indeed the road from Bathurst to Restigouche is so far improved that but little delay can take place, and in the course of another year it will be nearly equal to any other Mail road in the Province. A very strong and respectably signed representation was got up by the inhabitants of Restigouche, and forwarded to Mr. Howe, Deputy Post Master General at Halifax, in the course of last summer, requesting him to order the Post Master at Chatham (Miramichi) to forward the Northern Mail immediately on its arrival there, and also complaining of the delay occasioned by the Mail Carriers being allowed to carry passengers and luggage, which retarded the progress of the Mails,—a system which has of late years been used more for the accommodation of a few favored individuals than for the good of the public, and which really wants a thorough reformation. Mr. Howe, however, instead of applying the remedy, gave himself no further trouble than to refer our communication to Mr. Caie, the Post Master at Miramichi, for information; who, of course, wishing to give himself as little trouble as possible, informed Mr. Howe that our statement to him was rather highly colored, that not so much delay actually took place as we had represented, and that he could not despatch the Mail at night; not having time, as he was obliged to make up separate Mails for Bathurst and Dalhousie; as Mails were not made up for those Offices direct from any Office south of Miramichi. This inconvenience, however, has lately been done away with by the Post Masters at Bathurst and Dalhousie being instructed, after the 5th of January instant, to exchange Mails, say Bathurst with Halifax, St. John and Fredericton, and Dalhousie with Fredericton and St. John; Mr. Caie will consequently now have to Mail only a few letters for the Baie des Chaleurs.

We would in addition to the above desire that Dalhousie should exchange Mails with Halifax also, as our letters for that Office since the steam communication has been established between Halifax and England, have increased both in number and commercial importance.

I cannot too strongly urge upon the attention of the Commissioners the great necessity of a complete reformation in the present system of allowing Post Carriers to convey passengers or luggage. It so completely mixes the Post Office affairs with private interest and favor that it cannot but be injurious, as it manifestly is, to the public generally.

Public Stages are encouraged by the Legislature of this Province by liberal grants of money, and it generally happens that the contracts for running those Stages are taken by Post Contractors or drivers, as they can take contracts at a lower rate from the facilities they enjoy through the Post Office. And the delay on the Mails by being encumbered with luggage and passengers is beyond conception. The writer has frequently travelled in the Mail from Dorchester to Bathurst, particularly between Miramichi and Bathurst, and has been an eye-witness of the evil arising from allowing the Mail Carriers to convey passengers. As an instance, and not a solitary one either, I have seen the Mails detained in Chatham for one and two hours after it had been delivered to the Post Carrier, for no other reason than that the driver had been detained by waiting upon passengers and taking up luggage from house to house. The Mail would then start with a heavy waggon and only a pair of

horses, loaded with six or eight passengers and their luggage, and sometimes with more, literally piled upon each other, and travel to Bathurst, a distance of fifty miles, without changing horses. The writer has at the same time left Chatham in a light small single horse waggon, with three persons and their luggage, and arrived at Bathurst from two to three hours before the Mail. This delay generally throws the people of Restigouche and Gaspé out of one week's return Mail. Mail Contractors should not be allowed to convey passengers at all, and this is the only particular in which I differ from Mr. Deblois. He would restrict the number of passengers to three for double, and one for single carriages; but if allowed at all, the evil complained of would not be fully remedied. Mail Contractors should not be permitted to have any connection, directly or indirectly, with stage lines for the conveyance of passengers; the one should be perfectly distinct from the other. Mails should be conveyed in light single waggons or gigs, changing horses at suitable distances, so as to ensure a rate of seven miles an hour; which can be performed in the present state of the roads with ease, except from Bathurst to Dalhousie, which at a few seasons may be set down at five miles.

Doubtless the Commissioners have received full information as to the capabilities and importance of the Metis or Kempt road. I have merely to add testimony in favour of this important and highly useful line of communication, between Quebec and the Lower Provinces. The Canada Mail received at Dalhousie by this route is more regular in its arrival (even in the present state of the road) than the Mails from the South. The great advantage and importance of this line over the Tenisquata cannot but be acknowledged by every disinterested individual; and if a road were opened from the Restigouche River, to continue the line of the Kempt road direct to Fredericton, the distance from the latter place to Quebec would be shortened nearly if not quite one-third; and there is every probability of such a road being opened at an early period.

The line also from the Restigouche to the St. Lawrence may be materially altered and shortened.

From Enclosures in No. 62.

The Post Master at Chatham (Miramichi) to the Deputy Post Master General at Halifax.

POST OFFICE, CHATHAM,
Miramichi, 23rd June, 1840.

Sir,—I have to acknowledge the receipt of your letter of the 13th instant, accompanied by the petition of sundry gentlemen, dated Dalhousie, 5th June, 1840. The latter I beg to return enclosed.

You desire that I furnish you without delay my opinion of the suggestions contained in the said petition; I therefore hasten to do so.

1.—I am satisfied that the period prescribed for McBeath to perform the journey from Dorchester to this place is too short, as he can only accomplish it in that time during very dry weather. He leaves Dorchester in the morning and reaches Chatham in the evening of Fridays, a distance of one hundred and two miles. I therefore think that as the Mails will usually arrive at this Office between midnight and the dawn of Saturday morning, that a particular hour, (say, nine o'clock, A. M.) should be fixed, before which McBeath

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From Enclosures in No. 62.

P. M. at Chatham, to D. P. M. G. at Halifax.

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ought not to receive the Baie des Chaleurs Mails. Such an arrangement, besides being serviceable to the mercantile interest of this place, would harmonize with the arrangements entered into by the Stage Commissioners; as I fully intimated to you by desire of the Commissioners, some time ago.

2.—I do not think that if required to remain at Bathurst till 5 o'clock on Tuesday afternoon, John McBeath could during half the year reach Chatham, before the departure of the Southern Mails the following morning at 10 o'clock.

3.—I am of opinion, from having made particular enquiry, that the McBeath line of stages between Dorchester and this place are driven by as expert, experienced drivers, and drawn by as excellent horses, as any stages in the Province; nor are they, I believe, less speedy.

I cannot at all acquiesce in the colored remark of your petitioners, when they state that they have frequently seen H. M. Mails jogging along at the rate of four to five miles an hour, between Richibucto, Miramichi and Bathurst, in a heavy waggon with 9 or 10 passengers literally piled upon each other. If they have seen such a strange sight, I have not, although always upon the spot when the Mails leave and arrive.

The latter part of your letter is that, however, which concerns me the most. * * * Most assuredly I have never taxed a letter at this Office, already taxed to its destination, nor do petitioners seem to say I ever did. I may name that Mr. Phair seldom rates Bay letters to their destination,—save *paid ones*, and them invariably.

May I ask if it be by your authority that a person at Newcastle signing himself Post Master grants certificates to Ship Masters, receiving from them all letters and taking Postage thereon? If so, you have not announced his appointment to me.

May I hope that something will be done regarding the Fredericton Bye-Couriers. Besides depriving me of about $\frac{1}{3}$ my salary, and passing it into the hands of Mr. Phair, the manner in which these men are enabled to convey letters to people in this place is so extremely offensive that they cannot be supposed to endure it much longer. Mr. Kelley, the authorized Courier of the two, is most desirous of being placed under the Post Office Regulations at a small sum over his Provincial allowance.

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

JAMES CAIE, P. M.

John Howe, Esq.
D. P. M. G., Halifax.

D. P. M. G. at Halifax, to complaint from Dalhousie. The Deputy Post Master General at Halifax in reply to the complaint from Dalhousie.

GENERAL POST OFFICE,
Halifax, 27th June, 1840.

GENTLEMEN,—I received your letter of the 3rd instant, and referred it to the Post Master of Miramichi. I send herewith for your perusal, his remarks upon it.

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It but rarely happens that the Mails from this Office are received at Chatham before Saturday morning. It could hardly be expected of me to order the Post Master of Chatham to attend in his Office after 10 o'clock on Friday night.

I can but assure you that every accommodation will be afforded to the inhabitants of Bay-Chaleurs in carrying on their correspondence.

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

J. HOWE.

To Messrs. Ritchie & Co.
Jno. H. Campbell, Esq.
Jas. Punt, Esq.
Ch. Botsford.

Note by Mr. Barbarie.

If the personal comfort of all Post Masters on the great Mail Route requires that their nocturnal peace should not be disturbed after 10 P.M., the Mails would be a long time in being conveyed from Halifax to Restigouche.

No. 63.

No. 63.

ROBT. FERGUSON, Esq., a Justice of the Inferior Court of Common Pleas for Restigouche County. Robert Ferguson, Restigouche.

Restigouche, 16th Jan., 1841.

I have to observe that were the Metis or Kempt road once completed, the Mail from Halifax to Quebec could be conveyed in a shorter time and with greater safety by this route than by the way of the River St. John; as in that case it would pass through a more settled part of the country, where the winter roads are kept constantly open, and would be at the same time further removed from the American boundary. The land on the Metis line of road is in general fertile; and as soon as the road shall be opened, numerous settlers would establish themselves upon it, and be a means of keeping it open in winter, and in repair during summer. This is now the case with the whole of this route from Halifax to Quebec, with the exception of that part reaching from this place to Metis, a distance of about 90 miles.

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General Cor-
respondence—
Nova Scotia.

No. 1.

Hon. Sir Ru-
pert D. George,
Bart., Halifax.Answer to Se-
cond Circular.

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EXTRACTS FROM GENERAL CORRESPONDENCE.—NOVA
SCOTIA.

No. 1.

Hon. Sir RUPERT D. GEORGE, Bart., late Provincial
Secretary.*Halifax, 5th Feb., 1841.*

[To Second Circular.]

1.—I venture to say that I consider the Metis line to possess important advantages over that now in use to Canada, which, in the event of hostilities, must necessarily be abandoned as a Post or Military road, for one not open to the incursions of an enemy. No time, therefore, should be lost, and no expense spared, in improving the route by the Metis. And I would further express my opinion, that on the leading communications to New Brunswick and Canada, the transport of the Mail should be combined with the conveyance of passengers; in other words, that Mail coaches should be established. If Mr. Cunard's tender to run Mails between Halifax and Pictou had been accepted by the Lords of the Treasury, as offered, for seven years instead of for one, that enterprising individual would have left nothing to be wished for in this respect on that road, but even as it is, the arrangements he is making will ensure a more expeditious and satisfactory conveyance of the Mail and passengers than has ever yet been afforded in this Colony. During the winter months, however, the Mail must be sent by the Cumberland route; Cunard's coaches will then leave it at Truro; between which place and Dorchester in New Brunswick, it is highly desirable that the Government should encourage the establishment of a corresponding line of Mail coaches, in place of the wretched Mail carts or waggons now used, which afford no accommodation for passengers.

2.—I can form no opinion as to the amount of correspondence sent otherwise than by Mail, but it is doubtless very large. The practice is most prevalent on, or in the neighborhood of, the routes travelled by stages coaches; namely, between Halifax and Pictou, and between Halifax and Annapolis. A great quantity of letters is also sent annually by the numerous coasting vessels constantly plying between Halifax and the towns and settlements on the sea-board; persons being induced to prefer those means of conveyance for their letters, sometimes for the sake of expedition, but commonly to save Postage.

3.—I consider the rates of internal Postage much too high; and the public, aware of the advantageous change in this respect lately adopted at home, are anxiously expecting a reduction of them here. I think that an uniform rate of Postage, but not less than 3d. sterling per letter, should be established within and between the Lower Provinces.

4.—Such a reduction in the rate of Letter Postage, as I have proposed, would, I am inclined to believe, materially increase the amount of correspondence sent by Mail, and produce an augmentation of the revenue.

5.—Yes.

6.—Subscribers to newspapers sent by Post are charged 2s. 6d. currency additional by the publisher, who settles annually with the Deputy Post Master

General for their transmission. The Postage on newspapers is that Officer's lawful perquisite, whose liberal practice is to give up to the publisher one-fifth of the Postage due. This mode of payment is convenient to the subscriber and favorable to the publisher: nevertheless a complaint was made a few years ago by two publishers in this town of the exaction, illegal as it was alleged,—of Postage on newspapers; and I enclose, for the information of the Commissioners, a copy of Lord Stanley's reply to that complaint.

7.—I consider that the proprietors of newspapers and other periodicals, have no reasonable claim for the transmission of the same free of Postage; and am confident that if Postage on such publications were abolished, the business of the Post Office would become unmanageable.

*Enclosure.**Downing Street, 28th Feb., 1834.*

SIR,—I have had the honor to receive your despatch of the 17th December last, accompanied by a memorial from Messrs. Philip J. Holland, and Edmund Ward, publishers of newspapers in Halifax, complaining of the exaction (illegal as they allege it to be) of Postage on newspapers forwarded through the Post Office into the country.

You will acquaint the memorialists that the practice of which they complain is not illegal, but is founded on an Act of Parliament empowering the Post Master General to authorize certain of his Officers to circulate newspapers by Post; and it has been in existence since the first establishment of a Post Office and a newspaper in the Colony.

The complainants must therefore have entered into business with the full knowledge of the privileged charge to which their publications would be liable, and the statement that their prospects and expectations are thereby almost entirely destroyed must be unfounded.

As newspapers in the Colonies are not liable to any stamp duty to give them a claim to free conveyance by Post, if the parties do not think fit to submit to this very moderate charge for being forwarded, they can duly pass at the full rates of Postage as letters; and supposing the two papers to be published weekly, the present charge of 2s. 6d. per number is actually less than the rate of Postage on American papers in the United States.

I may take this opportunity of acquainting you that a Bill is in progress for the purpose of enabling the Provincial Legislatures in North America to regulate the Postage of letters and newspapers, and that as soon as copies can be obtained of this Bill, as well as of one on the same subject which it is proposed to submit to the consideration of the Legislature of each Province, they will be forwarded to the several Governors of the North American Colonies.

I have, &c.,

(Signed.) E. G. STANLEY.

To the Acting Governor
of Nova Scotia.Appendix
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Enclosed Des-
patch from the
Colonial Office
on D. P. M.
G.'s newspaper
privilege.

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No. 2.

26th March.

Hon. Jos. Howe, Speaker of the House of Assembly,
and a Member of the Executive Council.

Halifax, 28th January, 1841.

[To Second Circular.]

1.—Halifax being the point of direct communication with Europe and the centre from whence must circulate, and at which must accumulate, all the correspondence of British America, except what is conveyed in the United States' Packets and Mails, the Department here should be put upon the most efficient footing, to obviate the possibility of any delay either in the receipt or despatch of Mails.

2.—I can form no accurate estimate. Every boat and coasting vessel carries letters, so does every teamster and passenger in a stage coach. The number so conveyed must be enormous.

3.—All too high, if a less rate would yield an equal or a larger amount of revenue. The people of Nova Scotia would, however, rather pay the present rates than reduce their lines of communication.

4.—The evidence collected by the Post Office Committee at home, with the results of the recent experiments tried there, would perhaps furnish a safe guide. Reduced rates would certainly increase the number of letters, but in what proportion I cannot say.

5.—I cannot say.

6.—Two shillings and six pence per annum on 80 out of every 100 papers mailed has been the nominal charge. The former Post Master received anything the printers were willing to pay, and often got little or nothing. The present Officer has latterly adhered to the above rule, but frequently extending to new beginners and those not able to pay, better terms. The rate is perhaps not extravagant, but the collection of it has subjected the incumbent to much annoyance, and excites feelings among the publishers which had better be allayed.

7.—A fair commutation to the present Deputy Post Master General for the income he receives for this perquisite, and its abolition, would give very general satisfaction. His successor need receive nothing but a fair reasonable salary.

8.—In England, Government now consider the stamp duty as sufficient; in the United States, Postage is paid according to bulk and distance. The people of these Colonies would perhaps prefer an entirely free transmission.

21st June, 1841.

The case of the Post Master of Pictou may be thus stated. From the central situation of his office, the Mails for Canada, Prince Edward Island, Cape Breton, &c., pass through it, thus imposing upon him more duty than any other Officer out of Halifax. I think he told me that his salary had not averaged more than £50 per annum for 15 years, after deducting expenses. Under present regulations the whole of the Canada Mail brought by the steamers are entrusted to his care, and while I was in Pictou I remained under his roof for 12 hours, waiting the arrival of the Unicorn. This of course does not always occur, but yet there is an

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amount of duty and responsibility cast upon him, which seems scarcely requited by the salary he receives. Besides the ordinary routine of business, which keeps his Office open eight hours a day, he is often knocked up at night to receive and despatch the Canada Mails. The Officer himself is a highly respectable man, and should be put upon a different footing from our other country Post Masters, in consideration of the more important duties which devolve upon him.

No. 3.

No. 3.

Hon. Mr. Justice ARCHIBALD, late Speaker of the
House of Assembly and Attorney General.Hon. Mr. Justice
Archibald,
Halifax.

Halifax, 5th Jun., 1841.

[To Second Circular.]

Answer to Second
Circular.

The Mail roads leading towards Canada on the Eastern line have had large grants of public money for their improvement during last year; and many alterations which will be completed early in the next summer, will greatly facilitate the carriage of the Mails to Canada by New Brunswick, and to Pictou to meet the Steam Packet there.

A long experience has satisfied me that the Eastern road is the only safe line for the Grand Mail to New Brunswick and Canada; as crossing the Bay of Fundy is not only uncertain, but dangerous, particularly in winter and early in the spring, while by the land route, the few causes which obstruct travelling at any season, will in my opinion be overcome, when the improvements I have mentioned are completed. The experience of the Deputy Post Master General cannot fail to furnish the Commission with much more information in detail than it would be in the power of any other person to afford, and I have great pleasure in certifying as to the confidence which the Legislature and the public place in that gentleman. In answer to the queries submitted, I can only say more directly.

1.—Halifax has now become an important point and centre of communication between Europe and British America. The Department here should therefore be put upon a more efficient footing, to meet the labor necessary for avoiding delay in preparing and despatching the different Mails. The labor is beyond the present means afforded to the Deputy Post Master General.

2.—An immense number of letters is carried by coasting vessels, and also by land travelling, by wagons, stage coaches and other conveyances; but I have no means of estimating the amount. The principal cause of this is the great amount of Postage at present charged.

3.—The present rate of Postage I think is unreasonably high, and this becomes more apparent when compared with the great reduction lately made in England; but if a reduction would tend to diminish the funds so as to stop any of the lines of communication at present established, I think the public would rather pay the present rate than suffer such change.

4.—A reduction of Postage would greatly increase the correspondence by Mail, but I cannot form an opinion as to the increase or diminishing of the funds in consequence of such a change.

5.—I think it might

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6.—The charge, I believe, has been 2s. 6d. per annum, and is made a matter of complaint both as to the charge and failure of payment. I think some commutation should be made with the Deputy Post Masters General on a fair and reasonable principle, to cease with the present incumbents. Perhaps if a halfpenny were allowed for each paper it would be sufficient, and it would then be a question whether the Legislatures of the Provinces might not pay this sum to the present Officers and allow papers to pass free.

7.—Some arrangement such as proposed to the last query would be the best settlement of this vexatious question. It is not easy to find grounds for the free transmission of papers and periodicals; independent of the fact against it, that payment has long been made for such transmission by the regular Mails, and I believe has been sanctioned by Government.

No. 4.

Hon. Hugh
Bell, Chairman.

Hon. HUGH BELL, a Member of the Legislative Council.

Halifax, 31st December, 1840.

[To Second Circular.]

Answer to
Second Circular.

The post intercourse between this Province and the United States is, I think, susceptible of great improvement. At present letters will not be conveyed to the United States unless the Postage to the lines be paid in advance. It is very desirable that some arrangement should be made with the American Government to obviate this inconvenience.

2.—The amount of correspondence otherwise than by Mail, my information does not enable me with any accuracy to determine. I believe it is considerable. The route where the practice most extensively prevails, is perhaps that to the United States, on account of the inconveniences stated in No. 1, and because the intercourse by water is so frequent by packets and other vessels. In our own Province, the trade between the settlements on the shores of the Bay of Fundy, and with St. John, N. B., and the United States, causes an almost uninterrupted intercourse; and therefore letters are frequently sent in that way. Some of the principal towns and settlements in the Province being at a considerable distance from the capital,—such as Digby, Clements, Annapolis, Liverpool, Yarmouth, &c., the expense of Postage is perhaps with them a reason why other means of conveyance than the Mail is resorted to.

3.—The present rates of Postage, compared with the old system, are not extravagant; compared with the new in the United Kingdom they seem high. I have not sufficient data on which I could venture to suggest an improved scale.

4.—I do not think that a reduction in the rates of Letter Postage would immediately greatly increase the amount of correspondence by Mail. The country is yet but thinly inhabited, and the commercial towns are few; but eventually, I think it would. And I should deem it wise to arrange prospectively, with a view to future increased correspondence, which I have no doubt it would tend to promote.

5.—I do not know that any great advantage would result from charging letters by weight. The reasons for the practice in the United Kingdom do not perhaps exist to any great extent in this country; there

not being many large packages sent by Mail. But on this point I may be mistaken, and can judge but imperfectly.

6.—I am aware that there is a very general dissatisfaction respecting the charge made for the transmission of newspapers and periodicals. I consider both the rate and the mode objectionable. The rate or tax is heavy, and falls chiefly on those who are least able to bear it, and who require information to be the most widely diffused; *i. e.* the inhabitants in the interior settlements of the Province. As far as possible, should not every obstruction to the diffusion of knowledge be removed, and every facility for its dissemination be given? And is it not particularly required under the present liberal system, now being introduced into the Colonies? To qualify for self-government, should not information be as cheaply and as widely diffused as possible?—As regards the mode of collection, if considered as imposed by Government, the tax had better be raised in some other way, as it stands prominently out as impolitic and oppressive; if, as a perquisite to the Officer, it is offensive, and exposes him to animadversions and attacks from which it is desirable as far as possible to shield every public Officer.

7.—The proprietors of newspapers and periodicals have in my opinion a claim on the public service for the transmission of the same free of Postage. The press is the great engine to work out the principle adverted to in No. 6, and therefore every facility should be given to it. The tax is unjust because it is unequal; no other tradesman is subject to one so heavy. But the strongest reason is that the tax like all others falls at last on the people. It is heavy, viewed merely as a duty, being one-sixth of the cost of the article; and in a political view it is an unwise tax, being on that which above all other things should be as cheaply and as widely diffused as possible.

No. 5.

No. 5.

MICHAEL TOBIN, JR., JON. C. ALLISON, and E. M. Tobin, Jr.,
CUNARD, JR. Esquires, in behalf of the Halifax Committee of Trade.Jon. C. Allison,
and E. Cunard,
Jr., Halifax.

Halifax, 15th January, 1841.

Having been appointed by the Committee of Trade and Manufactures of this town to reply to your circular of the 17th ultimo, requesting information on the subject of the Post Communications throughout the British North American Provinces, we have the honor to submit for the consideration of the Commissioners the following observations.

The Post Office at Halifax having now become one of great importance, being the channel through which the whole of the European Mails for British America and a very large portion of those destined for the United States are transmitted, the establishment should be placed on the most efficient footing, and the building in which the Office is held rendered commodious and as secure from fire as possible. The present one is small and extremely confined, situated in a wooden building surrounded by and connected with an extensive range of houses built of similar materials, and is in our opinion totally unfit for the purpose. In case of fire, it would be almost a matter of impossibility to save the letters and papers; especially, should such an accident occur, immediately previous to the departure of one of the steamers,

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when the accumulation of letters from all quarters is necessarily large. The serious loss that would inevitably arise from such a calamity is too apparent to require further remark; and we would therefore suggest that a convenient stone building, suitable to the increasing business of this town, should be erected in a central situation. The cost of such an edifice we conceive would be very insignificant, compared with the interests at stake.

The Department having at present but one clerk, it is evident the duties cannot be adequately performed. On the arrival of a steamer from England, the letters and papers for Halifax are detained in the Post Office for some hours after the Mails for Canada, Newfoundland, Bermuda and the United States, have been despatched; which subjects the whole community to great inconvenience, and frequently to serious loss. We would strongly urge the necessity of immediate and extensive assistance being afforded to the Post Office establishment here. We deem it due to the Deputy Post Master General to state that the evil of which we complain does not arise from any want of diligence on his part; his conduct being always characterized by a desire to accommodate the public in every particular; but results entirely from the want of a sufficient number of clerks to assist in the performance of the heavy duty now required.

We would suggest that in lieu of the present inland Postage between the Colonies, a reduced rate be established. The general revenue would be thereby increased, and less inducement held out to evade payment by the transmission of letters through private channels; a practice which now prevails to a great extent in all parts of this Province.

Contrasted with the charge on letters from Europe, the existing rates in the Colonies may be called exorbitant. A single letter from London to Quebec, *via* Halifax, costs 1s. 2d. sterling; while the Postage of a letter from Halifax to Quebec is 1s. 8d. currency, to Miramichi 1s., to Annapolis 9d., and to Windsor (45 miles) 4½d. We are satisfied a reduction in the rates would lead to a great increase in the number of letters which would pass through the Post Office.

The present tax levied by the Department on newspapers transmitted by Mail through this Province, is 2s. 6d. currency per annum on a weekly publication; and as the proprietors make this additional charge against their subscribers, we cannot see the slightest grounds for their claim of exemption. In our opinion, the charge is extremely moderate, when the labor of those employed in the Post Office is considered.

No. 6.

No. 6.

Hon. S. B. ROBIE, a Member of the Legislative Council.

Halifax, 14th January, 1841.

As regards the administration of the Office and the remuneration of its Officers, I believe it to be a very general opinion (and it certainly is mine) that the Deputy Post Master General, Mr. Howe, has always conducted the business of the Office under his control with great assiduity and attention to the numerous interests connected with it; and I speak from personal knowledge when I say his duties have very much increased, owing to the increased population and business of the country, and that they have now become very laborious, and are, as far as my judgment ex-

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tends, very inadequately rewarded at all times, but more particularly now that the business of the Office has been so much increased by the Steam Packets between Great Britain, Nova Scotia, and the United States of America.

This accumulation of business is rendered more laborious and I understand more expensive to the Office by the short time the Packets remain at Halifax both on their way to England and the United States, requiring the assistance of many more clerks and persons than were formerly necessary and than are now allowed; and it is thought by all persons acquainted with the subject that the establishment ought to be increased, so as in some measure to correspond with the very great increase of the business.

In addition to the daily duties of Mr. Howe, as head of the Department in Nova Scotia, his control extends over the Province of New Brunswick and the Island of Prince Edward; which must greatly increase his responsibility, and cause him additional labor and anxiety in watching over the many Deputies and Couriers serving under him; notwithstanding which, he is, as I am informed, allowed but one assistant, and were it not that Mr. Howe employs at his own expense constant additional assistance, and has occasional aid from members of his family, there might be good cause of complaint as to the insufficiency of the establishment under him.

There is one circumstance connected with the short stay of the Packets at Halifax to which I would call your attention, though I do not know that the inconvenience is capable of a remedy. For instance, it sometimes happens that merchants and other persons in Halifax receive letters by the Packets from England which it may be important for them to receive in time to write to the United States of America relative to the contents of those letters; but as the Packet remains only a few hours at Halifax, she has very generally, if not always, left that place for Boston, before the letters by the English Mail are received; and thus, however much a person might want to write immediately after receiving his English letters, he cannot do it until some other opportunity offers.

No. 7.

No. 7.

MARTIN G. BLACK, Esq., a Director of the Halifax Bank.

M. G. Black, Halifax.

Halifax, 25th January, 1841.

[To Second Circular.]

Answer to Second Circular.

1.—The want of a commodious and well arranged Post Office in the town of Halifax is much felt. The business of the Office has so much increased of late, that more room and more assistance in the Office seem absolutely necessary. It is but justice, however, to remark that no pains or labor are spared by the Post Master, John Howe, Esq., to give all the despatch in the delivery and forwarding of the Mails which existing circumstances will allow.

2.—I am of opinion that the amount of correspondence sent otherwise than by Mail is very limited. I am not aware of any route by which correspondence to any extent is forwarded.

3.—I conceive the present rate of Letter Postage in the Province is too high. A single letter from Montreal to Halifax pays 2s. 1d., whereas one from Lon-

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don pays but 1s. sterling; and if I am correctly informed a single letter in the United States is conveyed by Mail from the State of Maine to the State of Georgia for 1s. 3d.

4.—I have no doubt that a reduction of rates would increase the correspondence by Mail, but not to any very considerable extent at present.

5.—I think the system of charging letters by weight (as is now the practice in the United Kingdom) might be advantageously substituted in the Provinces for the present mode.

6.—I believe the usual charge made for the transmission of newspapers is one penny each for occasional papers, or 2s. 6d. per annum; and that proprietors of papers pay at the close of each year for four-fifths of the number of copies forwarded to their subscribers, or agreeably to specific bargains made with the Post Master. I cannot say that I think the charge or mode of payment objectionable.

7.—I do not think that the proprietors of newspapers or other periodicals have a claim on the public service for the free transmission of their papers, &c.

No. 8.

W. J. Starr,
Halifax.

No. 8.

W. J. STARR, Esq., a Director of the Halifax Marine Insurance Company.

Halifax, 23rd Dec., 1840.

The rooms occupied as a Post Office here are entirely too small, and great delay in assorting the Mails must naturally arise. There is at present but one clerk and an assistant in the Office, whereas four at least are wanted to give such facilities as are now required.

There are no regular hours for opening and closing the Office; and I would say that it should in summer remain open from 8 o'clock, A. M. until 8, P. M., and in winter from 9 o'clock, A. M. until 7, P. M.

A serious inconvenience arises in consequence of the sailing of the steamer for Boston previous to the delivery of the letters she brings from England. Sufficient time should be allowed to deliver the English Mail before that for the United States closes, which could easily be arranged by having all letters for Nova Scotia put into a separate bag at Liverpool, or by having a Post Office clerk on board the steamer to assort the letters on the passage, which perhaps would not be as advisable as the former plan.

The present system of sending letters out by Carriers (two of whom are employed) is not at all satisfactory to the mercantile part of the community; as it is often 24 hours before letters of consequence are delivered by them. I would therefore recommend that no letters should be sent out until 24 hours after they have been received in the Office.

I would also recommend that the Inland Postage be more uniform. At present it is very irregular.

It would also be of great advantage to the merchants, if some arrangement could be made with the United States' Government respecting Postage of letters from this Province; for instance, all letters mailed here either to go by land or water, must pay the English Postage, or they are not sent; whereas all letters received by land from the United States are taxed with the whole Postage and payable here.

Very frequent instances have occurred of the detention of the Canada Mail in Fredericton by the Governor of New Brunswick, for his despatches; and although the Mails by the steamers for England usually close here at twelve o'clock, the Canadian Mail does not arrive for several hours after, and we do not get our Canada or New Brunswick letters until after the steamer has left; which is a serious inconvenience, as they frequently have enclosures for England, which at times are of great importance.

The pay of our Post Master and his Assistants is not generally known, and consequently I am not prepared from my own knowledge to say if it is sufficient or not; but would remark that I have often heard it stated that it was not sufficient for the Post Master, considering the responsibility of his situation.

No. 9.

W. SALTUS, Esq., a Director of the Nova Scotia Marine Insurance Company.

No. 9.

W. Saltus,
Halifax.

Halifax, 7th Dec., 1840.

The new arrangements by Government for steamers to take the Mails has by no means answered the expectations of merchants here; for now on arrival of the Packets the Mails are of course taken to the Post Office, where from the length of time it occupies the Post Master to assort them, the Mails for Boston and Canada are despatched before any one can obtain a letter from the Office. Consequently no advantage can be taken of news which may be communicated to them by their correspondents, although the information so received is often of very material importance. If the steamers were to wait here a few hours, as was the case when the sailing packets brought the Mails, to give opportunity for merchants and others to receive, and avail themselves of, information received from England, this inconvenience would be obviated, and the expectations and wishes of merchants and others in this respect would be carried out. The delay which occurs in the distribution of letters is still further increased by the mode in which they are distributed; if the party for whom they are directed is not present when the Mail is opened, they are given to two individuals (Penny Post-men) who are very far from being either quick in their movements or civil in their behaviour, and while they are taking their rounds a delay of several hours more ensues. This latter inconvenience could be easily remedied, if the usual mode adopted at other Post Offices were adopted here, of having boxes or lockers from which merchants may see and obtain their letters when they call for them.

A singular circumstance arises from the manner in which the new Post Office Act is carried out; a letter by the steamers from England *via* Halifax to Canada, arrives there with only 1s. cy. Postage, while one from this to Montreal pays 2s. 1d. cy.

I consider that the Inland Postage is altogether too high and not only prevents more frequent communications but is even a loss of revenue to the Department from the comparatively few letters which are forwarded.

The Post Office here is very inadequate in its size and arrangements for the facilities which a place of the importance of Halifax demands. The sum at present allowed by Government for the hire of an

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Office, inclusive of stationery, is £50 sterling per annum; the Post Master himself receiving only £400 per annum, with £100 for the salary of a clerk; and as the assistance of one clerk is too little for the duties of the Office, he has to employ additional assistance and pay for it from his own income. And I am also informed that no provision whatever is made for retirement after long service, as in England.

Letters coming through the United States with all the Postage attached to them are paid for here on arrival to our Post Masters; while on all letters forwarded from this to the United States, the Colonial Postage must be paid before the letter is sent off. I think an arrangement could easily be made with the Post Office Department in the United States to obviate this, by reciprocating the arrangement with them.

I observe that under the Treasury Warrant a Postage of 4d. on every letter not exceeding 1s. 2d. an ounce is exacted and now paid at our Post Office on all merchant vessels trading from one Colony to another. As there are a number of small vessels running betwixt this, Newfoundland and other neighbouring ports, as well as to and from Bermuda, which bring under cover large parcels of letters to individuals, to be forwarded to England and elsewhere, this Postage comes very high; and occasionally letters so enclosed are refused by the party to whom they are directed, as having probably no previous acquaintance with the person from whom they come.

Halifax, 17th Feb., 1841.

Answer to Second Circular. [To Second Circular.]

4.—Reduction in the rate of Postage would increase the amount of correspondence to a certain extent, but I am not prepared to say that it would be equivalent at present to the loss of revenue, if any considerable reduction was to take place.

5.—I am of opinion that the plan of charging letters by weight may be advantageously substituted for the present, and perhaps more satisfactorily to all parties.

7.—I am not of opinion that newspapers and periodicals should be transmitted free of Postage, but perhaps a lower scale would further the transmission of useful knowledge.

No. 10.

Archibald Sinclair, Halifax.

No. 10.

ARCHIBALD SINCLAIR, Esq.

Halifax, 17th Dec., 1840.

I have been a constant resident in this town for upwards of 26 years, during which time no complaints of any importance have come to my knowledge regarding the general management of the Post Office. The remuneration to its Officers I am not particularly conversant with, but have always understood that the salaries given them are very moderate, perhaps less than other public Officers similarly circumstanced get. I believe the rates of Postage generally charged have never been considered by any means extravagant. The improvement of the Mail roads is a mat-

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ter of great importance and much to be desired, since it is well known that the Couriers on many of the routes have great difficulty in getting forward within time, in consequence of the defective state of the roads and bridges. I may mention that it has come to my knowledge that the Post Master in a country village has incurred personal liabilities to get repairs done to permit the Courier to get along. It would therefore be well to urge the Legislature to adopt more effective means for improving the roads on many of the principal Mail routes; more particularly those leading to the towns and settlements on the sea-board, as I believe all the Mails for those places at present go by very circuitous routes, having first to reach the shores of the Bay of Fundy, thus in some instances travelling nearly double the distance they would if the roads were in a state for conveying the Mails along the Eastern shores of the Province.

I have understood that the allowance for Office accommodation is small; so much so as to preclude the possibility of renting premises sufficiently commodious, since the Mails have so much increased. It would be very desirable if an inconvenience of this nature could be obviated by providing a suitable building for the general business of the Office, and accommodation for some individual to reside on the premises to answer calls made after the regular daily hours for keeping the Office open.

I would further respectfully submit whether an improved Mail communication with the West Indies would not be desirable, either *via* Bermuda or direct; the intercourse by merchant vessels being liable to many interruptions, sometimes operating seriously against individuals who are not directly interested in the ownership of vessels trading there, and arising not unfrequently from a desire to withhold useful information from persons less extensively engaged in the trade.

In conclusion, the formation of a Local Board may be considered expedient, to consist of Members of the Legislature, to aid the Deputy Post Master General in making contracts for forwarding the Provincial Mails, and for advising the extension of Mail communication to such places as may appear of sufficient importance to warrant such arrangements.

No. 11.

Lieut. Col. J. V. N. BAZALGETTE, Deputy Quarter Master General and Brigade Major at Halifax.

Halifax, 23rd Jan., 1841.

[To Second Circular.]

1 & 2.—The first and second queries, as relating more particularly to our intercolonial and American intercourse, have had my best attention, and I enclose herewith the copy of a letter on the subject addressed to the American Consul at this port by several of our leading mercantile houses, and also the answer received thereto from the United States' Post Office Department, which implies that it would be only necessary for our Deputy Post Master General to make the arrangements and the application in due form, to meet the co-operation of the United States' authorities. This correspondence, you will observe, is dated as far back as 1836. In consequence of the charge of 1s. 6d. Postage to the lines on a single letter on mailing for the United States, merchants having letters to forward from their friends in Newfoundland and our own Out-Posts, are compelled to avoid this ex-

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Lt. Col. Bazalgette, Halifax.

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pense which they have no means of getting returned, and to wait until an opportunity offers by ship for Boston. This also occurs, although in a minor degree, with the Mails by the steamers, on mailing letters for which a pre-postage of 4½d. is collected. These charges, although apparently trifling in themselves, in many instances prove a serious tax, and operate very materially in decreasing the Post Office revenue on the American route. This evil is also increased by our having in addition to our own regular Postage, to pay the American charge to their side of the lines on letters passing through their Post Offices. As the correspondence previously referred to points out an easy remedy, further comment seems unnecessary here.

3 & 4.—The present rates of Postage, particularly between the Canadas and ourselves, bear no proportion to the present rate between Great Britain and ourselves; a fact too well known to dwell upon here; but although of opinion that a moderate reduction in the rates would increase the Mails, I am not sufficiently acquainted with the expenses of the Mail route to give an opinion as to whether it would be judicious materially to diminish the present rates, more particularly as the Mail by the land route will now be much decreased during the periods of the running of the steamers, the period during which our correspondence is most active.

6.—I do not think that the charge of 1d. on mailing newspapers in this Province is objectionable, further than that if even that trifling charge were collected on delivery, many more papers would be mailed. It is, however, for the Commission to decide whether any advantage is derived to the revenue from this rate of Postage.

7.—I think that every reasonable facility should be afforded to the circulation of general information by means of public prints; but I am not aware of any reason why proprietors of newspapers and magazines should derive advantage from a low rate of Postage, deeming the increased circulation of their present publications by the present low-rate as already affording a sufficient advantage.

Although not specially included in your queries, I beg leave to call your attention to the present want of arrangement in our Post Office Department, from which it occurs that we are not in possession of our English letters received by Her Majesty's steamers until some hours after the Mail by those ships has been forwarded to Boston; thus effectually precluding us from any benefit to be derived from prior information as to the state of the European markets. To remedy this evil, I would with all due deference beg leave to suggest, either that the Mail for the Provinces should be made up and sorted by competent persons possessed of the necessary local information, in England; or that the Officers on board the packets in charge of the Mail should be provided with the necessary accommodation and authority to sort the Mails during the passage out, which would save the unnecessary delay at present so much felt here; and I should also beg to suggest that the stay of the steamers in Halifax be extended to at least twelve hours of daylight.

Although by no means wishing to reflect upon the Officer in charge of the Post Office Department here, whose conduct of the duties of his Office gives general satisfaction, still I cannot refrain from calling your attention to the present inefficient state of the Establishment, owing to the want of means afforded that Officer; from which it happens that letters are often not received by the parties addressed, until the se-

cond day after their reaching Halifax. This I think, however, is principally caused by the want of proper Carriers during pressures of business; and I would suggest that the mode which prevails in the United States, of having boxes, numbered and let out to applicants, should be adopted here; as it would in a great measure tend to remedy an evil now loudly and reasonably complained of.

Enclosures in No. 11.

Address of leading Mercantile Houses in Halifax, to United States' Consul.

Halifax, 21st Jan., 1836.

To Jno. Morrow, Esq.,
U. S. Consul at Halifax,
&c. &c. &c.

Sir,—We believe that it is already known to you that from want of a proper arrangement in the Post Office Department between the United States and this Province, much inconvenience has arisen to parties who have occasion to transact business between the two countries; and thinking that such circumstance may only require representation to the proper authorities in the United States, in order to obtain a remedy, we take leave to state:—

That letters reaching here and taxed with the American Postage are received and collected by the Deputy Post Master General; but letters forwarded from hence to the United States are refused to be mailed here without payment of Postage to the American lines, which we understand is occasioned from want of a reciprocal collection in the United States.

It has been stated to us that mutual arrangements have been made between the United States and the Canadas relative to the conveyance of letters, and we think that such a measure if extended to this Province would materially increase the revenue of the Post Office Department.

We beg therefore that you make these circumstances known to the proper authorities in the United States, and ask their taking such measures as may remedy the inconvenience now spoken of.

The Post Master General of the U. S. to the U. S. Consul at Halifax.

POST OFFICE DEPARTMENT OF THE U. S.,
Washington, 26th March, 1836.

Sir,—I have the honor to acknowledge the receipt of a communication addressed to you by sundry citizens of Halifax, Nova Scotia, and transmitted by you through the Secretary of State.

This communication solicits that an arrangement be made between this Department and that of the Province of Nova Scotia; for the collection by the United States' Post Office Department, of the Postages of the Province on letters sent into the United States, so that such letters may be mailed direct to this country without requiring the Province Postage thereon to be paid in advance.

This matter appears to have been brought to the attention of my predecessors; but the adoption of any such arrangement by this Department has hitherto been declined.

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I am of the opinion that it would promote the convenience of those in the two countries engaged in business and carrying on correspondence with each other, and that it would tend to increase the intercourse by Mail; but this Department cannot undertake the collection of foreign Postages until a plan necessarily embracing much detail is matured for the purpose, nor until such arrangement be invited by the Post Office Departments of the several British North American Provinces.

I am, very respectfully,
Your obedient servant,

AMOS KENDALL.

To Jno. Morrow, Esq.,
U. S. Consul, &c. &c. &c.
Halifax, N. S.

No. 12.

No. 12.

H. Hewetson,
D. C. G., Halifax.

H. HEWETSON, Esq., Deputy Commissary General,
in charge for Nova Scotia.

Halifax, 28th Dec., 1840.

Answer to Second Circular.

[To Second Circular.]

1.—If I am rightly informed, private contracts are made for the conveyance of the Mails. It is my opinion that it would be more beneficial to the public were they thrown open to competition. I would recommend that on extensive routes contracts should be advertized for, for periods of not less than three to five years; that two months' previous notice should be given before opening the tenders; and that four months from the date of acceptance should be allowed the contracting parties for carrying their contracts into operation; as, were the parties bound to commence immediately after their offers were accepted, it would exclude those who had not at the time the horses, carriages, &c., adapted for the service, but who might have the means of providing them.—There appears also to be required some better arrangement for the conveyance of the Canada and Fredericton Mails, by making a proviso for forwarding the former by an extra Courier, when from the state of the roads or other cause the Mail does not meet the Fredericton Courier in time to be forwarded by him to Halifax, and being consequently under the present arrangement retained for a subsequent opportunity.

I should expect, that if thrown open to competition, parties might be found who would transport the Mails in a much shorter time than they are at present conveyed. At all events tenders might be called for at the present rate of travelling, and for a more expeditious one; when a decision might be made according to the advantages offered.

2.—I cannot speak from my own knowledge, but have no doubt that private opportunities are made use of to a great extent for the transmission of letters through the interior; but whatever the extent may be, there can be no question that if the Postage were more moderate, and the communication more rapid, there are few persons who would not prefer the public to a private conveyance.

3.—I cannot offer any decided opinion upon this question, but it would appear but reasonable that no greater rate should be exacted for the conveyance of letters between different parts of the Province than that

which is charged from the same place (including the packet Postage) to England; and I should therefore consider that the maximum of internal Postage should be one shilling and three-pence sterling for single letters, and that the rates should be from two-pence currency to the above, according to distance; Halifax to Amherstburgh, and *vice versa*, being the limit. Under the present arrangement, the most economical way of communicating between those places would be to address the letter to a person in England, to be re-mailed there for its destination.

4.—I have no doubt that a reduction in the rates, such as I have stated, would create an increased correspondence. The rate is now very high, and in a new country, especially where the means are generally very limited, few persons can afford to have much correspondence at the present cost.

5.—I am decidedly of opinion that one system should prevail in the same Department, and that the plan of charging by weight is the best.

6.—I am not aware what are the charges for the transmission of newspapers and other periodicals by Post. The proper mode of paying such charge appears to be that of a certain Postage on each sheet, to be paid either on posting or receiving the same. In the latter case, it might be one-penny, and in the former half that sum; to induce pre-payment, and save the consequent trouble of collecting the Postage on delivery.

7.—In my opinion, proprietors of newspapers or other periodicals have no more claim to make use gratis of a public conveyance, than any other class of persons. In Great Britain, newspapers pay towards the revenue in the shape of stamps and duty on paper; here they pay nothing.

The Commission having invited me to give my opinion on any subject connected with the Post Office, I would suggest that the Deputy Post Master General of these Provinces, whose important duties (considerably augmented within the last year) require him to possess talent and application, should be adequately remunerated by the public; that his remuneration should be such as to support his family respectably, without having recourse to any other employment, which cannot but materially interfere with his duties; and that he should have competent assistance. He would require at least three, and probably as his duties increase, four active persons as salaried Clerks on the Post Office Establishment; and a central commodious Office. He should not be required to employ himself in the details of the Office work, but in the general superintendence of the duties of the Office, and of the Post Masters and Post communications.

No. 13.

No. 13.

ICHABOD DIMOCK, Esq., M. P. P. for Hants County.

Ich. Dimock,
M. P. P., Newport.

NEWPORT, HANTS COUNTY,
February 2nd, 1841.

[To Second Circular.]

Answer to Second Circular.

2.—I consider that not more than half the correspondence of this Colony is at present sent by Mail.

3.—I consider the present rates of Letter Postage are entirely too high; and I am of opinion they should be reduced one-third, if not one-half.

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4.—I am of opinion that a reduction in the rate of Postage would very much increase the correspondence by Mail.

5.—I should consider the system of charging by weight as preferable to that of charging by double and single letters.

6.—Newspapers sent by Mail pay 2s. 6d. per year. I should consider it an important advantage to the people, if this charge was reduced, or altogether remitted.

7.—Although proprietors of newspapers may not be entitled to have their newspapers and other periodicals transmitted free of Postage, the Postage is paid by those who read the papers; and as it would favor the diffusion of knowledge, I should upon that ground recommend the reduction of the Postage.

No. 14.

Jno. Allison,
Newport.

No. 14.

JNO. ALLISON, Esq.

NEWPORT, HANTS COUNTY,
15th January, 1841.

With the administration of the Department the public appear to be satisfied, as far as the attention of the Deputy Post Master General to the duties of his Office, his general courtesy and gentlemanly bearing, goes.

I have but little knowledge of the manner in which the Officers of the Department are paid; but would suggest that the Deputy Post Master General should receive a stipulated salary, sufficient to support him in a manner suitable to the importance and responsibility of the situation which he fills, and that his Deputy Assistants should be sufficiently compensated for their services.

The rates of Postage are generally complained of as high; a single letter paying 4½d. from Halifax to Windsor, a distance of only 45 miles, and in the same proportion to other parts of the Province. The imposition of Postage on newspapers is also much complained of, and appears to me to be improper; as the Province pays the Deputy Post Master General for the internal transmission of the Mails a sum equal to the expense incurred, while English newspapers are sent to the Colonies by Mail, free of any charge for Postage whatever.

With regard to the improvement of the Mail roads, I would remark that considerable sums have been expended on both the lines leading through this Province to New Brunswick, during the last few years. The road by Windsor and Annapolis is much the shortest and most level; and the only objection to it is the crossing of the Bay of Fundy, which in the winter season is rather perilous; but as steamers now run from Digby to St. John, the risk is considered as very trifling.

No. 15.

J. WITHROW, Esq., late Way Post Master at Rawdon,
Hants County.

Rawdon, 30th Dec., 1840.

I beg leave to say that I have been several years out of the Post Office Department. The part of the country in which I live, is one of the new routes. It was first commenced by a subscription of £20, and a grant of £20 from Government, per annum. The distance from Windsor road to the mouth of the Shubenacadie, is 48 miles, and returning 48 miles, making 96 miles to be travelled weekly. The second year the subscription was discontinued, and Government added £10, making £30 per annum. The Postage charged on letters by me about paid those who kept the Offices in the different settlements. Since that, the amount has been raised to £50 per annum, and passed into other hands. The Post Master at Newport, I am informed, receives £5 per annum; he receives the Mail for this route and makes up the return Mail. The Post Master at Rawdon receives 5 per cent., not more than 5s. a year. The Post Master at Douglas charges nothing; and through some dispute between the Post Master at Shubenacadie and the Courier, that Office is discontinued, and the Courier rides round to all the houses with the letters and papers. The Postage on letters has always been charged as follows; from Halifax to Windsor, 45 miles, 4½d.; thence to Newport, 14 miles, 2d.; thence to Rawdon, 8½ miles, 1d.; thence to Douglas, 11 miles, 1d.; thence to Shubenacadie, 20 miles, 1d.: so that a letter from Halifax to Windsor is charged 4½d.; to Newport, 6½d.; to Rawdon, 7½d.; to Douglas, 8½d.; to Shubenacadie, 9½d. I think that while I acted as Post Master in this District, the average Postage on single sheet letters throughout the Province was 1d. for every 10 miles.

There is also a Postage on newspapers, of 2s. 6d. per annum, paid to the Deputy Post Master General. This, I think, is a hardship to publishers of newspapers as well as their subscribers, as in many cases publishers lose the subscription of bad subscribers, and many papers never come to hand. If this sum could be taken off, and the Deputy Post Master General otherwise compensated, it would be a good thing, as the more newspapers are taken the more people are informed, in a way they could not be by any other means, and the less they have to pay, the more papers will be taken.

No. 16.

BENJ. SMITH, Esq., late M. P. P., for Hants County. Benj. Smith,
Douglas.

Douglas, 16th December, 1840.

The Postage on letters appears in some cases to be laid on single letters at the rate of 1d. for every 10 miles by Post, but on some lines in the interior of the country a higher rate of Postage is charged.

With regard to the Mail Roads I may be authorized in saying that very extensive and important improvements have been and are now about being made in the lines of communication between Halifax, New Brunswick and the Canadas. It has been found necessary to abandon the old lines in many parts, in order to avoid high elevations and uneven ground; on the Eastern line between Halifax and Truro almost the whole line, a distance of 60 miles, has been lately

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changed, and when completed that distance will be nearly level. Important improvements have also been made on the road between Truro and Pictou, a distance of 40 miles, the route by which the Canada Mails are conveyed in summer. An important improvement on the road between Londonderry and Amherst has been commenced with a view to avoid the most elevated part of the Colchester Mountains, over which the Post Road has hitherto passed.

On the Western Road between Halifax and Annapolis several important improvements have been lately made; one between Windsor and Horton, to avoid the Horton Mountains, will be of much advantage in transporting the Western Mails.

When the whole of those improvements now in progress are completed, much facility will be gained in the transmission of the Mails on those lines.

I consider that so far as might be compatible with the regular transmission of Her Majesty's Mails throughout the Province, the Post Office Department with the revenue arising from the internal Postage should be placed under the management of the Legislature, as being the best qualified to judge of the amount of salary required for its Officers, the rate of Postage to be charged on letters, and all other matters connected with the Office.

28th January, 1841.

Answer to Second Circular.

[To Second Circular.]

2.—I consider that in many parts of the country not more than half the correspondence is sent by Mail. Letters to the United States are seldom sent by Mail when other conveyances are to be met with; the Postage to the American lines is required to be paid on letters when entered here, which is one cause why letters are so frequently sent by other conveyances.

3.—I consider the present rates of Letter Postage as too high, and should it not be considered expedient to adopt a uniform Postage as in England. I am of opinion the Postage should be reduced to one-half the amount at present charged.

4.—I am of opinion that a reduction in the present rates of Letter Postage would very materially increase the amount of correspondence by Mail. Letters that are conveyed a considerable distance by Mail are charged with high Postage, which becomes a pecuniary object to those in moderate circumstances; whereas, if a considerable reduction were made, the speed and certainty of the Mail conveyance would induce persons of all classes to send their correspondence by Mail on those routes where a regular conveyance has been established.

5.—I am persuaded that the system of charging letters by weight as in England, would be most advantageous, and a more reasonable mode than charging by double and single letters as at present.

6.—Persons receiving newspapers by Mail are charged 2s. 6d. per year for Mail carriage. This sum is paid by subscribers to proprietors of papers who are held accountable to the Deputy Post Master General. The charge has long been complained of by proprietors of newspapers; they in some instances lose both the subscription and Postages, and in some instances sub-

scribers pay the amount of Postage charged while many of their papers are lost or miscarried. Could this charge not be entirely dispensed with? I should consider it under all circumstances most desirable, as it would have a beneficial tendency as regards the diffusion of knowledge. If not, as all persons who pay their subscriptions also pay the Postage when their papers are forwarded by Mail, I should consider that it would be more equitable if the Postage were collected at the Offices where the papers are delivered.

7.—I do not consider that proprietors of newspapers have such a claim upon the public service as that their newspapers and other periodicals should be transmitted free of Postage. The tax is in fact paid by those who read the papers, and it is with a view of enabling all classes of Her Majesty's subjects to procure such knowledge at the cheapest rate possible, that I recommend the reduction or remission of this charge.

No. 17.

No. 17.

T. D. DICKSON, Esq., late Collector of Customs at Parrsboro'.

T. D. Dickson,
Parrsboro'.

PARRSBORO', KING'S COUNTY,
22nd January, 1841.

The Post Office in this village is conducted by a Deputy under the Post Master at Halifax. Mails are made up here once a week for Halifax, St. John, (N. B.) and Amherst, and arrive once a week from those places; and a Mail is sent to and received from Windsor by water, once a week in the summer. The Postage on a letter consisting of a single sheet, from Halifax here, *viâ* Truro and Amherst, a distance of 160 miles, is 7d.; from Truro here, *viâ* Amherst, 100 miles, 5d.; from Amherst here, 40 miles, 4d.; from Windsor, 30 miles by water, 4d.; these rates are doubled if the letter consists of two sheets, and increased accordingly as the size increases, until it reaches the weight of half an ounce. When it reaches that weight it is taxed at the rate of 2s. 4d. per ounce between this and Halifax; thus charging the enormous sum of 37s. 4d. currency for the carriage of 1lb. avoirdupois, 160 miles, while a passenger with his luggage could be carried the same distance in our Stage-coaches for 45s.

Newspapers come here from Halifax for 2s. 6d. a year, which is much cheaper than letter carriage; 52 papers of this kind are carried for 30 pence, while the carriage of the same number of letters each of single sheets the same distance costs £1 10s. 4d., a difference in favor of the newspaper of £1 7s. 10d., though the letter is often not more than a quarter so large as the newspaper. The Nova Scotian and Times newspapers printed at Halifax, each consist of four leaves, each leaf as large as, or larger than, a common sheet of letter paper. And although the carriage of the newspaper costs little more than a half-penny, the letter costs nearly 14 times as much, and if it should happen to weigh an ounce, nearly 56 times as much. Forty newspapers in a bundle, which is about the number that arrive here weekly by Mail, are of considerable size and weight, say 3 or 4lbs., and yet the revenue yielded from the carriage of this bundle is only about the same as is derived from three letters of single sheets each, though the three letters are not of more weight or greater size than one of the papers! The query then arises, why, if newspapers can be carried at this low rate, may not letters too? Perhaps

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one is too dear, and the other too cheap; but however this may be, I think the rate of Postage on newspapers could not be raised without producing general dissatisfaction. It follows that if any alteration takes place, it must be by reducing the Postage upon letters without raising it on newspapers, an arrangement which would be likely to give satisfaction to every body.

Letters and papers on the service of the Customs, open at the ends and not sealed, pass through the Post Office here free; but if they are sealed they are taxed as other letters. It appears to me, that the Post Office being a Government Establishment, all such letters should pass through it free, whether sealed or not. The only difficulty would be to ascertain whether they were actually on such service. This might be done by shewing the letter at the Post Office where it was written or mailed, and having it there franked, or where it arrived, and having it there entered as free; if not so shewn, to be taxed as in other cases. If the Penny Postage system were introduced here as in Great Britain, there would be less necessity for privileges of the kind for letters on the public service; and that such a system would afford satisfaction to the inhabitants here generally, and be attended with many advantages, I have not the least doubt. All the disadvantages would be on the side of revenue; but these might not be found to be so great as to prevent the introduction of the system with perfect propriety. There is now said to be a surplus revenue in this Province from this source; but if there should be a deficiency under the Penny System, it might be made up by the Legislature by levying a new tax if necessary.

A letter travels now by Mail between this and Halifax in $2\frac{1}{2}$ or 3 days. Our present Mail route to and from Halifax might be shortened 37 or 40 miles, so that a letter would travel between those places in $1\frac{1}{2}$ or 2 days. Our letters now travel over the Cobequid Mountains through Amherst. By leaving the present road at Big Village in Londonderry, and coming down through Economy a distance of 40 miles, our letters would reach us as soon as they now reach Amherst; the distance to this place from Halifax, *via* Economy, being a few miles less than from Halifax to Amherst by the Cobequid Mountains. There is at present a weekly Courier to Economy; so that it would only be necessary to provide for a Courier between this and Economy, a distance of only about 24 miles.

Connected with the Post Office here there are at present two Couriers; the one to Amherst travelling North through the settlements of Halfway River, Westbrook, Maccan and Nappan, a distance of 40 miles or thereabouts, and bringing back a Mail from Halifax, St. John (N. B.) and Amherst; the other travelling West to Advocate Harbor, 30 miles along the shore of the Bay of Fundy, meeting no Mail there and bringing back none except such as may be made up at that place. The former of these receives a salary of £40 currency, with the perquisites of the Office here; the latter £20 currency per annum. The two sums £40 and £20 are made up from the Provincial funds.

The remuneration of the Post Master I have understood is the one-fifth of all the Postage collected by him, with the privilege of franking 4 letters each week in each Mail, and of receiving his own letters free. This privilege is not confined to small letters, so that a letter that is franked may include half a dozen others. It is an office not so much desirable, I presume, on account of any salary arising from it, as on account of this privilege of receiving letters free and of franking; which to a person doing a good deal of business and

having a good deal of correspondence must form a considerable saving in the course of the year. The privilege seems to be too extensive, and in case of the Penny Postage system being established should be done away with altogether, or limited to a single letter each week sent and received; as the one-fifth of the Postage is a sufficient remuneration. Even under the present system this privilege, which is liable to so much abuse, ought to be limited in the same way, except as to letters on the service of the Post Office.

It has often occurred to me that the establishment of intermediate or Way Post Offices would facilitate business by ensuring the more speedy and certain delivery of way letters, and be attended with other advantages. At these places Postage might be collected, and letters might be forwarded from them, without any additional expense or inconvenience of consequence, with perhaps none in fact. * * * The Courier, to whom way letters are now generally given, cannot see people who do not live immediately on his road, and cannot consequently attend to the delivery of many of the letters thus directed. If there were places where they could be left, people could call for them without putting the Courier to any inconvenience. It is for want of more such Offices as these, that there is often so great an accumulation of letters in the existing Post Offices, which remain there so long and get so old that many of them are finally never taken out. If there was a place of this kind every stage, or every 10 or 15 miles on the route of every Courier, where letters could be left and the Postage collected, and a low rate of Postage established, more letters would be sent through the Post Office, the Postage on more letters collected, and more accommodation afforded to the public, without any additional expense or inconvenience to the Department of any moment. There would always be persons everywhere found willing to act as such Post Masters for the convenience of receiving their letters and papers with greater certainty and despatch, the usual remuneration of one-fifth of all the Postage collected by them, and the privilege of franking say one letter each week and of receiving one each week free. These intermediate or Way Post Masters might make their returns to the Post Master at the neighboring Post Offices of greater consequence or where different Mails meet, or they might make them in this Province to the Post Master at Halifax; as might be thought best. Perhaps the former mode would be the most convenient and most proper.

I do not know whether a person sending money by Mail has any, or what, security for it in case of miscarriage; unless it be the common remedy against individuals, in case he can prove in whose hands the loss took place. All the precaution I have seen practiced in cases of this kind is, that when a letter containing money is put into the Mail and the circumstance is made known to the Post Master, he puts a cover on the letter and directs it "*money letter*;" and when such money letter is taken out of the Post Office, the Post Master takes a receipt for the delivery of it without any reference to the sum of money it contains, so that if a part or the whole of the sum enclosed should have been abstracted, I do not know that the owner is any better off on account of the "*money letter*" cover. If an insurance could be effected on money so forwarded it might oftentimes be a very convenient, as well as safe, mode of sending sums of money great distances, where it is difficult to get other conveyances; and for short distances where the other conveyances are not considered so safe.

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No. 18.

REV. N. A. COSTER.

Parrsboro', 10th February, 1841.

I differ in opinion from many who desire an uniform and small rate of Postage; and my reason is, that the population of the Province is Agricultural, so that very few of the farmers would write let the Postage be ever so small, and moreover they usually take advantage of a neighbor visiting the capital for their trifling correspondence, and would do so if the Postage were but half as much.

The same observations nearly apply to newspapers, for I do not think one more paper would be taken if they were carried Postage free. The present Postage is about a half-penny, and the sum is not of sufficient magnitude, if removed, to induce any farmer to take two.

But the mode of payment should be altered. It should be paid by the receiver instead of the printer; and the produce should be added to the revenue instead of being a perquisite of which very unfair advantage may be taken.

water across the Bay, about the same distance. To accomplish this it would be necessary to erect a substantial pier at the cost of a few thousands of pounds as a shelter for a Steamboat from the winds, and to enable her to enter and depart at all times of tide.

The only objections to this route are the expense of erecting such pier, and the drift ice from the rivers into the Bay, at times in the months of February and March. Notwithstanding these objections, I believe this to be the only route by which a regular Daily Mail can be conveyed with certainty between the two Provinces.

2nd June, 1841.

[To Second Circular.]

2.—The correspondence from the inland Counties is chiefly by private conveyance. The principal reason is to save Postage, but another is the residence of many of the inhabitants being off the Mail route.

4.—That the correspondence by Mail would increase in proportion to a deduction in the rate of Letter Postage I have no doubt.

5.—I think by weight the preferable mode.

6.—I am not particularly acquainted with the charge on newspapers or periodicals by Post out of the Province, but from Halifax and New Brunswick to the inland Counties, it is 2s. 6d. currency per annum. This charge is generally paid by those that take them, which payment I conceive adds to the responsibility of the Post Masters and Mail Couriers, and renders the papers less likely to miscarry.

7.—Free transmission would give satisfaction to the proprietors of newspapers and other periodicals, but would be an imposition on the Post Masters and Couriers.

The central and commanding position of Halifax, the growing state of the Province and the certainty of quick communication by steam at all seasons of the year, shew plainly the necessity of a full and efficient Post Office establishment being formed in that city. Perhaps no Officer in the Province acquits himself with more propriety, or gives more general satisfaction than the Post Master General of Halifax; but to render the Department fully efficient, his hands should be strengthened, and he clothed with power in proportion to the responsibility of the situation and the arduous duties to be performed.

No. 19.

No. 19.

Mayhew Beckwith, M. P. P.,
Cornwallis.

MAYHEW BECKWITH, Esq., M. P. P.

Cornwallis, 30th January, 1841.

Answer to Second Circular.

[To Second Circular.]

1.—I am of opinion that the shortest and best route for conveying the Mail between Halifax and St. John, New Brunswick, would be through Cornwallis to the Bay shore, where a Steamboat may run nine or ten months in the year.

2.—I think about one half of the letters sent to Halifax and St. John, New Brunswick, are sent by private conveyance; the obvious reason is to save Postage.

3 & 4.—It is my opinion that if the Postage was reduced about one half, the letters would all go by Mail.

6 & 7.—I think the price of carrying newspapers from Halifax to Cornwallis is 2s. 6d. a year; it should be reduced about one half.

No. 20.

No. 20.

John Morton, JOHN MORTON, Esq., late M. P. P. for the Township
of Cornwallis.CORNWALLIS, KING'S COUNTY,
22nd December, 1840.

Great exertions have been made and are making, to improve the inland Mail through this Province. A Daily Mail to and from Halifax and St. John, would be attended with many beneficial results to both Provinces. This might be accomplished by a land route from Halifax to the shore of the Bay of Fundy in Cornwallis (distance about 75 miles) and thence by

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No. 21.

No. 21.

H. VAN BUSKIRK, Esq., J. P., and H. L. OWEN, Esq.

AYLESFORD, KING'S COUNTY,
*11th January, 1841.*H. Van Buskirk, and H. L. Owen,
Aylesford.

We would briefly state that a sufficient number of persons should be employed at the principal towns, as at Halifax for instance, efficiently and promptly to discharge the duties, which at those places have much increased; and that the remuneration of these persons should be ample, while an exact and strict account should be yearly required of all the Post Office receipts, with their appropriation.

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With the present rates of Postage we have no reason to be dissatisfied, although it might be suggested that an equalized rate might be charged upon every letter, without reference to distance; as the towns and settlements remote from the capital are subject to a heavier burthen than those near it.

It would also prove a source of much convenience to the western portion of this Province, if the Government should enter into an arrangement with the Stage Company for the conveyance of the Mails as often as the stage travels. Formerly, the Mail was brought three times a week from Halifax; at present, although the stage runs as frequently as before, it brings the Halifax Mail but twice; the consequence of which is, that if the steamer from England arrive on Tuesday, our letters do not reach us till the Monday following, a lapse of time more than half as long as is required for bringing the Mail from Liverpool to Halifax. In like manner, if the steamers are advertized to sail on Monday, the latest Mail that can take our letters is made up here on the previous Tuesday, though the distance from Halifax is less than one hundred miles. This inconvenience can be obviated by a change in the contract for the conveyance of the Mails.

No. 22.

S. B. Chipman,
M. P. P., Law-
rencetown.

No. 22.

SAML. B. CHIPMAN, Esq., M. P. P.

LAWRENCETOWN, ANNAPOLIS COUNTY,
19th January, 1841.Answer to Se-
cond Circular.

[To Second Circular.]

2.—I should suppose twice or thrice as much as the amount of the present Postage. And the reason people resort to private conveyance is on account of the Postage being so high on letters through the Province.

3 & 4.—I think the Postage on letters a great deal too high in this Province. I think if one-half of the present Postage on letters were charged, the correspondence by Mail would be much greater.

5.—I think the system of charging letters here by weight, as in the United Kingdom, would be of great advantage.

6.—The Postage on newspapers when sent to the country is 2s. 6d. per paper per annum; the probable amount of Postage on newspapers printed in this Province is £800 currency per annum.

7.—As the Deputy Post Master General is paid from home for his services, and as the revenue from letters will more than pay for all interior Post Couriers, I think all newspapers should go to the country free of Postage; for the country pay their share of the revenue indirectly, and why should they pay Postage on papers, while persons living in Halifax do not?

No. 23.

S. S. Thorne, STEPHEN S. THORNE, Esq., M. P. P. for the Town-
M. P. P., ship of Granville.
Bridgetown.

No. 23.

Bridgetown, 11th December, 1840.

I will confine my observations to two particulars; the present insufficient state of the Post Office in Nova Scotia as regards this part of the Province; and the improvements of which in my opinion it is susceptible.

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Bridgetown is a rising village, situated in the valley of the Annapolis River at the head of navigation, surrounded with every mark of great agricultural wealth; and is distant 113 miles from Halifax. A Stage-coach Company formed some time ago run their coaches three times a week from the capital to Annapolis, which is 15 miles to the westward of this village. This Company is under contract with the Post Office to carry the Mails, but only twice a week; and the remaining weekly trip is performed without being accompanied by any Mail. The practical effect of this arrangement is that the English Mail per steamer reaches Boston much earlier than we receive it here; occasionally four or five days earlier. The press of New Brunswick is full of complaints on this subject, and not, as it appears to me, without reason. For it is extremely mortifying to us to think that the English Mail in passing from the capital to the western parts of this Province occupies nearly half the time which it takes in crossing the Atlantic. This on the very face of it is a case where much improvement is required, and that too with as little delay as possible. The Post Office might at least avail itself of the opportunities that already exist for forwarding the Mail thrice a week.

This part of the present arrangement might in my opinion be vastly improved in the following manner. The Legislature of New Brunswick by an Act passed last session empowered their Lieutenant Governor, Sir John Harvey, to appoint a Commission for making inquiries about the most approved plan for accelerating the Mail from Halifax to St. John, N. B. This Commission has been sitting for some time, and I understand is proceeding with much diligence and success in its labors. They have issued Circulars requiring information as to the practicability of establishing a daily communication between the two Towns just named. The project is perfectly practicable, and requires only some additional expense to carry it to a triumphant issue. Liberal grants from the Legislatures of both Provinces would afford sufficient encouragement for a Company to form and to carry it into immediate effect. But we know how difficult it is to obtain the same interest in different Legislatures for the same project; more especially in a case like this, where the *onus operandi* rests chiefly with the sister Province. I would beg leave, therefore, to suggest that the whole concern be taken up by the Post Office Commission. Its Members will be better able both to advise the measures, and to recommend the means for accomplishing so desirable an object. Their recommendation, backed by the authority of the Governor General, would go far to secure unanimity on this subject in both Legislatures; and this suggestion I would urge, not only because it would be advantageous to the Western Counties of Nova Scotia and to the commercial interests of New Brunswick, but because I believe it would ultimately prove of much consequence in accelerating the English Mail to the Canadas. If we look at the map of British North America there will appear to be three routes which communicate between Nova Scotia and New Brunswick: the first round the head of the Bay of Fundy; the second by Steamboat from Windsor through the Basin of Minas; and the third by Steamboat from Annapolis and Digby, right across the Bay to St. John. The first is altogether over land and occasions a large circuit and consequently much delay. The second is liable to interruption five months in the year from the ice that collects in the river Avon, and the dangerous nature of the navigation. But the third is practicable at all seasons, and is not far out of the direct course. The Gut of Digby affords the safest anchorage in the roughest weather. The Annapolis route therefore has the advantage of being nearly in a straight line and of being practicable at all seasons. Some few improve-

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ments in the main lines of road would render them fit for any purpose; and by placing a Steam Vessel in the Bay to be ready to start from Digby on the arrival of the Mail from Halifax, I have not the least doubt that a daily communication at all seasons of the year could be kept up between the capitals of the two Provinces, and that the distance between that of Nova Scotia and St. John, N. B. could be easily effected in 20 hours. The same line might be continued on from Fredericton all the way to Quebec; and thus daily Mail departures and arrivals might be established on the most direct and speediest route between the several Capitals of the British North American Provinces,—an object worthy of our great Empire, and every way united to the present spirit of enterprise that is abroad amongst us.

I hope I am not too sanguine, but considering the power of steam and the wonders recently effected through its agency in locomotion, I mean within the last 10 or 12 years, there seems to be no reason to despair altogether of seeing something of the kind attempted in these parts with a view to shorten the distance between the several towns of British North America. The Valley of Annapolis from Digby to Windsor, a distance of 100 miles, and the space from thence to Halifax, 45 miles more, are admirably calculated for a Railway; and from what I know of New Brunswick I should think that a skilful Engineer would have no difficulty in finding a line for a Railway through that Province to the borders of Canada. Should the Government at Home take up this business it might be accomplished without difficulty, and it would be the greatest boon that they could confer on these Provinces. Quebec would then be within 32 hours run from Halifax, and would have a communication for heavy goods with the Atlantic in the depth of winter.

With regard to the other matters alluded to in the Circular, I will merely observe that the remuneration of country Post Masters in this part of the Province is very paltry, amounting to about £6 or £10 per annum; that the Postage is very high and irregular, imposed apparently without any reference to distance on any regulated scale, and that the Mail Roads are improving with us every year. Could we manage to obtain a reduction of the Postage, or even to assimilate it to the plan now in use at home, I am confident that such a measure would be received by the people of the Colonies at large, as one of the very greatest benefits which either the Post Office Commission or the Legislature of the several Provinces could confer on them.

5th February, 1841.

Answer to Second Circular. [To Second Circular.]

2.—This question can scarcely be answered in any other way than by giving a statement that may be thought to approximate to the truth. From my own positive knowledge I can aver that a considerable amount of correspondence, say one-sixth of the whole, goes by private conveyance. Perhaps it would be invidious to point out any one route as being particularly distinguished for a practice, which so far as I am aware, prevails to a greater or less degree over them all. The knowledge of the existence of this custom induces Post Masters occasionally to guess at the places of departure of way letters, and to rate them accordingly, which is not right. The reasons which in my opinion lead people to resort to private conveyance for their letters are these, the high rate of Postage, and the unnecessary delay in the Post communication.

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3.—The present rates of Letter Postage in these Provinces, I do most certainly consider to be unreasonably high. The present rates ought, according to the corresponding value of money and labor in these parts, to guarantee to correspondents a more certain, a more regular, and a more efficient Mail conveyance than we now have. The Post Office does not in these respect give full value for money received.

4.—It can scarcely be doubted but that a reduction in the rates of Letter Postage would very materially increase the amount of correspondence by Mail. All letters that are now sent by private conveyance would then find their way into the regular channel; and many persons who now would not dream of taxing their friends to the amount of 10d. or 1s. for the mere pleasure of hearing from them, would be no longer restrained by such considerations. A new set of correspondents would spring up, contributing to our Colonial inter-communication a higher social and literary character than it at present possesses.

5.—It is certainly my opinion that the system of charging letters by weight, in connection with a reduction of Postage, might be advantageously introduced into these Colonies. But unless accompanied by this boon, I am not aware that the public would interest themselves much about the matter.

6.—Weekly newspapers in this Province pay, I believe, at the rate of 2s. 6d. currency per annum to the Post Office, by a charge to that amount on the printer; and others published more or less frequently, in proportion. Of the mode of payment printers complain very generally; because if they get nothing at all from their subscribers, they have still to pay the Postage. This operates very unfavorably in the case of defaulters. But on this subject I hear few or no complaints from the public. Perhaps the most equitable mode of collecting the Postage would be to charge on the subscriber,—say a half-penny for each number. This subject, however, will require no consideration, if what I intend recommending under the next head be carried into effect.

7.—I am certainly of opinion that the proprietors of newspapers and other periodicals in British North America have claims on the public service for the transmission of the same free of Postage. My reasons for thinking so are briefly these. Most of the knowledge received by the people of these Provinces, is through the medium of newspapers. Either their inclination or their peculiar circumstances confine their reading chiefly to these sources of information. Whatever knowledge, whatever intelligence, whatever mental culture, is diffused amongst them, they owe them all to the efforts of newspaper Editors. It would not surely be considered unreasonable, if, as an acknowledgment of support and countenance from Government, these indefatigable people of the Press were allowed some small boon for their labors. To this it may be objected, that he who does not read a newspaper would by making up deficiencies from the general Revenue be made to pay Postage for those who did. In reply it may be urged, that he who does not read gets or learns the news just as well as he who does; therefore in equity it is no injustice to tax him a little (indirectly) for that advantage.

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Rev. JAS. ROBERTSON, A. M., Rector of Bridgetown.

Bridgetown, 28th December, 1840.

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Rev. J. Robert-
son, A. M.,
Bridgetown.

The Post Office Establishment in this place is susceptible of many improvements, and I can assure you it is with unfeigned satisfaction that I see a probability of its being put in a state of greater efficiency. What appears to me defective in it and deserving the special attention of the Commissioners may be specified as follows:—

The Post Office in Nova Scotia is deficient in point of general superintendence over its servants and Officers.

The Postage charged on letters is too high, and seems to be imposed without reference either to distance or any fixed and determined scale.

The Post communication is very tardy, and occasionally very irregular.

It might appear irrelevant if I were to occupy your attention in detailing particulars to substantiate the first position, as the fact appears to every resident here to be self-evident. I may, however, mention one case which has fallen within my own immediate observation. A Letter Carrier or Bye-Postman is established between Bridgetown and the lower end of the Township of Granville; his duty is, according to the arrangement of the Deputy Post Master General, to leave this every Monday afternoon immediately after the arrival of the Halifax Mail. For his trouble he is paid £30 per annum out of the sum yearly granted by the Provincial Assembly towards defraying the expenses of the Post Office Establishment. Yet he is never punctual; seldom leaves Bridgetown till Tuesday, and sometimes defers his departure till Wednesday. The consequence is what might be expected; great and serious inconvenience is suffered by those who depend on him for their letters or newspapers. But I am not aware that he is liable to be admonished or called to account for his negligence. This is only a single instance, but I have not a doubt that a parallel to it may be found in almost every County in the Province. I would not go so far as to say that such instances of delay and irregularity are always the result of neglect or inattention; there may possibly exist other reasons. But I have no hesitation in averring that a proper superintendence and a regular system of *surveillance* and subordination would conduce much towards remedying this glaring defect. Let there be a well paid and vigorous Post Master General, who will not only make good regulations, but will also see them carried into full effect. This he might do by putting the Branch Postmen under the orders of the nearest country Post Master, and rendering the latter immediately accountable to himself.

The Postage on letters which pass to and from different parts of the Provinces seems to be preposterously high, when compared with the reduced scale of the Mother Country. For instance, if I receive a letter from Halifax, N. S., I am charged 9d. for it, and one from London costs me only 1s. 1½d. A letter from Bridgetown to Annapolis, distance 15 miles, is charged 4½d., while the same charge will carry it to St. John, N. B., distance 75 miles. Why is this? On the other hand, a letter from Fredericton, N. B., costs the same as from London,—more arbitrary still. Now in order to remove these anomalies and to render letter charges in better keeping with the means and circumstances of the great bulk of the inhabitants of these parts, there ought to be a general reduction of Postage

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throughout the Provinces. A regular system ought to be adopted, which might at once be simple in its plan and uniform in its operations. The Penny Postage System would not I am afraid answer in every respect. The increase of correspondence would by no means be proportionable to the reduction. I would beg leave therefore to suggest that two pence be a uniform rate of Postage within each of the North American Provinces; that a letter from one Province to another be charged three pence, and that each newspaper passing through the Post Office be charged one half-penny, to be collected by stamp or otherwise. The deficiency of the revenue, which would be occasioned by this or some such reduction, would be cheerfully met by the different Houses of Assembly; the several Members of which would naturally be very ready and willing to secure credit and popularity with their respective constituents at the mere expense of converting a direct into an indirect tax.

The Post communication between different parts of this Province is extremely defective. Formerly this fact did not appear so conspicuous. But since the commencement of steam communication with the Mother Country, it forces itself upon the attention of even the least observant. Bridgetown is situated at a distance of 113 miles from Halifax. Yet the English Mail is always in Boston before we get it here. The reason is, that we receive only two Mails per week from the Capital,—one leaving it on Saturday morning and the other on Tuesday morning. Should the Steamer happen to arrive on Tuesday afternoon in Halifax, the Mail which she brought from England in ten or eleven days, will not find its way to Bridgetown until the next Monday afternoon,—seven days after its arrival. And perhaps in the meantime our eyes are gratified by the sight of the Mail-bag for St. John, N. B., passing through the village, whilst our own is still in Halifax. This has happened thrice within the last two months. And I beg leave to assure you that the villagers, and the residents in this part of the country generally, are anything but well pleased at this apparent neglect of their interests.

However, these Western parts of the Province appear determined to make a vigorous and united effort, next Session of the Legislature, with the view of procuring the means of establishing a daily communication with the capital. St. John, I have no doubt, will meet us half way in the project, as the inhabitants and merchants of that city appear like ourselves very anxious to see so desirable an object accomplished. And what is to hinder the same line from being extended to Fredericton, N. B., and thence to Quebec? It is my own firm opinion, that a chain of regular communication commencing in London, and extending across the Atlantic, passing through Halifax, the Western parts of Nova Scotia, St. John and Fredericton, N. B., and thence onward to Canada, with occasional links branching off into the neighbouring districts as necessity may seem to require, would contribute more to bind the Colonies to the Mother Country for ages to come, than anything else which could be suggested. This I conceive to be a part of the subject which calls for the attention of the Commission in a most particular manner. Their recommendation would go far towards settling finally the line of Post communication between the different Provinces. And if that recommendation came sanctioned by the authority of the Governor-General to the Legislatures of this and the neighbouring Province, it might be the means not only of insuring unanimity among the majority of the Members, but of inducing them to appropriate such grants as would fully accomplish the object in view.

Many here are of opinion that a Railway ought to be established between Halifax and Quebec. It would

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be a gigantic undertaking. But I am afraid the time for it has not yet come. It would cost more than this Province is worth to finish such a project. Yet a million of money invested by the British Government in such a scheme would I am convinced yield better interest than the million sunk in the Caledonia Canal in Scotland, or the vast sums laid out on several public works in Ireland. And certainly, if large sums of money were profitably expended in improving a new country in the British North America, there would I conceive be little or no occasion for any to defend it from the aggressions of unprincipled and reckless adventurers from beyond the lines.

No. 25.

H. Gates, M.P.
P., Annapolis.

HENRY GATES, Esq., M. P. P.

Annapolis, 20th January, 1841.

Answer to Second Circular.

[To Second Circular.]

3.—As to the rates of Postage in these Provinces, my opinion is that they are far too high. The Postage from Annapolis to Halifax is 9d. on a single letter, and only 2½d. from St. John to Annapolis; which appears far too disproportionate. Were the former reduced to 4½d., it would answer on all sides a better purpose.

2 & 4.—I am fully of opinion that a reduction on the rates of Postage would increase the correspondence by Mail: because at present, every private mode of communication is resorted to to save the Postage; as for instance, by the stage coach, parcels are frequently forwarded containing letters; for each parcel, in which there may be 20 letters, only the sum of 1s. is charged, whereas if the rate of Mail Postage were reduced as above, this method would in all probability be abandoned.

5.—Charging letters by weight, were a reduction made on single letters according to my remarks in the 3rd answer, might be attended with very beneficial results both to the Post Office Department and the public at large.

6.—The charges on newspapers are generally 2s. 6d. each, which I should think an infringement on the rights of the people; as, in all cases, the Postage is paid by the subscribers to such periodicals, by which means the lower orders of the people are in some degree debarred from knowledge.

7.—Were the proprietors of newspapers allowed to send their papers free of Postage, it would doubtless have a tendency to the more general diffusion of knowledge; and this, I conceive, would be one reason in its favor.

No. 26.

E. Whitman,
M. P. P., Annapolis.

ELNATHAN WHITMAN, Esq., M. P. P.

Annapolis, 2nd February, 1841.

Answer to Second Circular.

[To Second Circular.]

1.—I consider the present arrangements amply sufficient for all ordinary business as respects this Colony, provided the Stage-coach Companies continue their

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routes as formerly. The Legislature have heretofore granted a small sum annually, to the respective Companies, over and above what they receive for carrying the Mails; they have also granted other sums to extend the Post communication to more remote parts of the Province, wherever it was deemed necessary for the convenience of the inhabitants. You are aware of the contemplated daily communication between St. John, N. B., and the capital of this Province; which in my opinion can hardly be accomplished unless the new Military Road of Dalhousie be adopted, which will shorten the distance about 40 miles. This is a direct line from Annapolis to Halifax, and, it is estimated, will require the sum of eight thousand pounds to make it fit for the conveyance of the Mails.

2.—From the best information on the subject, I think the amount of correspondence sent by the Mail bears a small proportion to that sent otherwise; I would say not a tenth part; and the reason is obvious, the high rate of Postage at present charged on letters. But for that cause alone, every person would prefer writing by the Mail in order to insure safety and despatch. I do not know that the present practice is more prevalent in one section of the Province than another; except some of the shore Counties, where greater facilities are afforded by coasting vessels for the conveyance of letters. But even this I think would be abandoned, if a more moderate scale of Postage should be adopted.

3.—Respecting the present rates of Letter Postage, I think them unreasonable; I would propose that the rates of Postage on letters be reduced at least one-half; and such documents as require to be made on large paper should not be charged by weight, but allowed at the same Postage by the sheet as letter paper. I do not include newspapers and periodicals in the above remark; as I think some further indulgence is due to the publishers of such.

4.—I think a reduction in the rates of Letter Postage would materially increase the amount of correspondence by Mail. At present the Postage on a single letter from Halifax to Annapolis, a distance of 130 miles, is ninepence; if reduced to four pence, I am of opinion, a much larger amount would be realized to the Post Office funds.

5.—I do not think the system of charging letters by weight could be advantageously adopted; as it would press rather heavily on certain individuals, such as persons connected with Public Offices residing in the distant Counties, who are required to make returns at stated periods, and who under the present rates of Postage are excluded from sending by Mail. I think such documents might be charged by the sheet at the same rate as letters, the number of sheets being ascertained by the Post Master.

6.—The Postage on newspapers published in Halifax and sent to the country is charged on the subscriber 2s. 6d. annually, by the proprietors thereof, in addition to the price of the paper in Halifax, without any regard to the distance from the Office. I am not aware what arrangements the proprietors make with the Post Master for their transmission.

7.—I do not consider that the proprietors of newspapers have any just claim to exemption from paying Postage on their papers, since it appears at present to amount to but little more than one halfpenny a number, and is paid by their subscribers in the country.

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No. 27.

J. W. RUGGLES, Esq. J. P.

Annapolis, 14th December, 1840.

The Mercantile community of New Brunswick have expressed great desire that a daily Mail should pass between Halifax and St. John.

Considerable discussion has taken place as to the most eligible land route between Halifax and the place of embarkation for the New Brunswick Mail. It is beyond a doubt, that under the present condition of the main Post road and especially of the bridges, the Mail cannot be conveyed in a day from Halifax to Annapolis (which is the place of landing during the summer) a distance of 130 miles, and from Halifax to the mouth of the Annapolis River (the place of landing during the winter) a distance of 146 miles, without a great expenditure of public money. There are other objections to the winter station of the steamers as selected by the merchants of New Brunswick. From being the nearest point to St. John, they conceive that Indian Point at the lower extremity of Granville will be the most eligible place of landing for the St. John Mail. This place might answer very well in calm weather, but during the greater part of the winter, Indian Beach is packed closely with ice, besides that during westerly and southerly winds it is unapproachable on account of the heavy surf that breaks on the shore. For ten months in the year the Mail can be transmitted by Steamer to Annapolis with perfect safety; during the remaining two months the mouth of Bear River is the only safe harbour where the Mail can be landed.

Some 25 years ago, about the close of the war, when many disbanded soldiers remained in this Province, Government fully desirous of providing for these old servants of the Crown and solicitous to have a shorter route than the present Mail route between Halifax and Annapolis, had a Military settlement formed in a straight line between these two points as was convenient, and the Provincial Assembly have from time to time granted sums of money to open and repair the road along that route. But, the whole distance not having been occupied, there is an intermediate space of nine miles untraced and destitute of a road; along the remaining distance this road from Halifax to Annapolis is passable for a wheeled carriage. It is therefore obvious that if the attention of Government could be directed to this Dalhousie road, (as it is called,) as the chief Mail route between Halifax and Annapolis, the place of embarkation for the New Brunswick Mail, a daily Mail might easily be established; for the length of this road is but 85 miles, and nearly level, the bridges are few in number, and of trifling expense, and the distance by a new survey, would in all probability be considerably shortened. Add to this the great increase that would accrue to the Post Office revenue, by opening a short and direct communication between this route and many of the maritime towns that are now obliged to send their letters by private conveyance or some very circuitous route. For the correctness of the suggestion which I have presumed to offer, I beg to refer you to McKay's or any other good map of Nova Scotia, where the several roads are distinctly traced; in observing these you will please notice one as running between Annapolis and Liverpool in a nearly straight line; this road has been but lately opened, and is not as yet entirely located, but from the short distance it makes between Liverpool (an important commercial seaport) and Annapolis, if sufficient funds could be obtained for opening and improving it, a Daily Mail might easily pass between

the two places, and (as in the case of the Dalhousie route) many new settlements would thus be enabled to communicate with the main branch by Bye-Posts, thereby considerably increasing the Post Office revenue in districts that at present yield nothing to the Department.

From Annapolis to Bear River a distance of 12 miles, the road is excellent. The harbour of Bear River, as already observed, is the only safe one in the Basin of Annapolis during winter, and although during dead low water the depth of water will not admit of large steamers approaching the landing, yet so rapid is the influx of the tide, that after one hour of flood the largest class of steamers could easily land should they happen to arrive at low water. There is another advantage which Bear River enjoys during winter beyond any other part of the Annapolis Basin; that should the Basin and river be blocked up with ice during high or low water, no sooner has the tide commenced running than a channel is immediately opened by which steamers can easily enter the river and proceed in perfect safety to the anchorage.

5th February, 1841.

[To Second Circular.]

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Answer to Second Circular.

1.—The limited intercourse between the various sections of this country, especially in the new and rapidly increasing settlements, and the consequent small amount of Post Office Revenue, clearly indicate the expediency of establishing Posts in many situations in which they are at present wanting, and where the epistolary correspondence is of necessity transmitted by private conveyance. Previously, however, to the adoption of this desirable measure the roads must be placed in a proper state for the speedy transmission of the Mails; and this, in my humble opinion, is only to be effected by seriously calling the attention of the Legislature to this important object. I am not aware of any means by which the great roads throughout the country could be so economically and expeditiously improved as by military labour. * * * I need hardly observe on the progressive improvements that would take place not only in the Post Office revenue, but in the important departments of agriculture and commerce, when good roads shall be once introduced. While on this subject it appears to me that a free communication by a daily route between the important and flourishing sea-port town of Liverpool and many intervening settlements, and St. John N. B., by the new road lately opened from Annapolis to Liverpool, ought to engage the particular notice of the Commission, and obtain their warm recommendation to the Legislature for a liberal grant to enable the Post Office Department to place a daily Mail Courier on that route; than which none in the Province with which I am acquainted holds out fairer prospects of a large Post Office revenue,—the distance being but sixty-five miles, and many very populous and extensive settlements bounding it, which for want of good roads are at present almost hermetically sealed from water communication. * * *

2.—It is impossible for any other than the Deputy Post Masters to answer this query satisfactorily; but I have reason to believe that the amount of letters regularly mailed bears but a trifling proportion to that sent by private conveyance, and through the medium of franks by Deputy Post Masters,—a privilege which many of them look upon as an equivalent for the paltry remuneration they receive. This indulgence, in my humble opinion, ought to be withdrawn, excepting on strictly official business, and a salary proportionate to the importance of the trust, conferred on the Deputy Post Masters.

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3.—The rate of Postage throughout this Province bearing no just proportion to that established in the Mother Country, I conceive that a reasonable deduction of it would be considered as an act of justice and generosity to the Provinces; but as to the precise limit of the reduction, I cannot presume to offer an opinion, being perfectly satisfied that it is placed in hands much more competent to decide on so important a measure.

4.—I am well assured that a reduction in the rates of Postage throughout these Provinces would in conjunction with my suggestions in my reply to query 1st, be attended with a material increase in the amount of correspondence by Mail.

5.—I am not competent to offer any opinion on the superior advantages of charging letters by weight over the present practice of charging on double or single letters, although it appears the most equitable.

6 and 7.—I believe the charge on newspapers is 2s. 6d. currency. I conceive the charge to be felt as burthensome throughout the Provinces, especially as English newspapers pass free; and to the printers it is particularly onerous, as they are charged at the Post Office for every paper mailed, and have to pay for the many which they themselves are never paid for.

No. 23.

Thos. Ritchie,
Annapolis.

No. 28.

THOS. RITCHIE, Esq. late M. P. P.

Annapolis, 24th December, 1840.

I am not acquainted with the internal affairs of the Post Office; when I had the honor of being a Member some years since, some other Members and myself were desirous of looking into the management of the Office, as the House was required to appropriate a large sum of money in aid of the establishment; but there arose so many difficulties in the way, and so much investigation was required, that nothing satisfactory was arrived at.

There are now Post Offices established in the Province every five, ten, fifteen and twenty miles. The Post Masters have the privilege of franking. I should think that one-eighth if not one-fourth of the letters pass without Postage. The number to be franked by each Post Master should be limited.

The present rate of Postage is very high; and as the Postage is reduced in the Mother Country, there appears to be no reason the rate should be kept up in the Colonies.

The Postage paid upon newspapers is a very heavy tax upon subscribers; the trouble of receiving and delivering the papers, the Deputies experience, and for it they receive no compensation. The Head of the Office receives the whole tax, for only mailing the papers.

The great facility now experienced in passing the Mails from and to Great Britain should be met by the Colonies, and every exertion I think should be used to facilitate the passage of the Mails within each of them. I am not sufficiently acquainted with the interior of any of the Colonies to afford any information upon the improvement of the Mail roads generally; the great object as regards the passage of the Mail through the Western part of the Province is to render it daily with the Province of New Brunswick.

No. 29.

H. HUDSON, Esq., J. P.

Annapolis, 11th December, 1840.

In the first place I would strongly recommend a suitable building for the Post Office in Halifax, as the place where it is kept now is too small, and is most certainly a disgrace to the town of Halifax, and the Head of the Department for the Lower Provinces. I understand there is also a want of Clerks in the Department, an evil which is now felt more particularly in consequence of the frequent and certain arrivals of the English Mails, which often cause considerable delay in the transmission of the Mails.

I would also beg leave to recommend that the Mails both for the Eastern and Western parts of the Province should be carried in light waggons allowing no passengers, and that they should not be carried by the coaches as they now are; these are often so lumbered with passengers and baggage as to make the arrival of the Mail at this place very uncertain. The Mails ought to be carried by contract, made with individuals, who should be bound to carry them, in a certain time, during the summer and fall months under a penalty; in spring, owing to the roads breaking up, it would be unfair to bind them down, as the roads in many places become almost impassable and in a very dangerous state to travel; in winter time, too, allowance should be made in consequence of the heavy snow storms which frequently occur. But when the roads are good, Contractors should invariably be held to time as in England.

As to whether the individuals who are in charge of the Post Office are paid enough or not, I cannot exactly say, but I have heard many of them say that the salary which they derived from it would be hardly worth doing the duty for, if it were not for some trifling advantages which are attached to the Office. I have no doubt but a regular salary attached to each Office, according to the profits derived from it, would be much more satisfactory. The salary should be liberal to each individual, according to the trouble which his Office gives him, and the time which he devotes to it. The salary derived from this Office is certainly too trifling to remunerate the person in charge of it for his time and trouble. I enquired of the gentleman who was formerly Post Master, and he told me it did not amount to more than £15 or £20 at the most, which is certainly too trifling a sum to remunerate the Post Master here, as he is obliged to be constantly in his Office, owing to the arrivals of the Steamboats and the departure of the Mails every day, and has to make up the Mails, as all the Mails for St. John and the Western part of the Province are obliged to be closed here, and Mails made up for almost all parts of the Province twice and sometimes three times a week. When there is a daily communication between this and St. John, the trouble of this Office will constantly be very great, and I would beg leave to recommend that such a salary may be given to the Post Master here as would make the situation respectable, and induce the person in charge to devote his attention particularly to it, as it must become a very important charge under the changes contemplated.

The rate of Postage is certainly too high in comparison with that which is now in force in England and the States, and I have no doubt if it was lowered, it would be the means of increasing the revenue, as few then would be induced to send letters by private conveyance or make up parcels (perhaps containing the letters of a whole village) to be forwarded in the coaches, by which they are carried for a mere trifle.

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H. Hudson,
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This is a fact well known, and cannot be prevented, except by lowering the rates of Postage and making that way of transmitting letters entirely useless. I have no hesitation in saying that the lowering the rate of inland Postage to England has been the means of making fifty times the number of letters go through the Post Office that was heretofore sent; as most of the merchants at St. John used to send their letters home by private vessels.

I would also recommend the doing away with the charge of 2s. 6d. Postage on newspapers, as it is at this present moment a most shameful imposition on the public, and I believe only puts money into the pockets of a few individuals, and is no benefit to the revenue of the Post Office. As it is the intention of Government to run a Steamboat daily between this place and St. John, N. B., I would call your particular attention to a line of road which is talked of as being the shortest route by which the Mail could be carried daily to Halifax, and which when once opened would shorten the distance from this to Halifax 45 miles. This road runs through the Dalhousie settlements, which were settled about 22 years ago; it is now a very good road, but might be much improved; it is open nearly all the way to Halifax, and I believe the people of St. John are well aware that it would be the shortest and best route. A great deal has been written on the subject since the daily route has been talked of, and I have no doubt but you will receive various communications on the subject. The fact is, every one wants it to go by his own door, and few care whether it is right or wrong. People will tell you of carrying the Mail in all manner of ways; but should the Dalhousie road be the one agreed upon by the two Provinces, I have not the least doubt but it may be immediately opened, and the Mail travel on it daily before the end of next summer to Halifax. This Mail should be carried on a light waggon, and no passengers allowed.

St^h February, 1841.

Answer to Second Circular.

[To Second Circular.]

6.—The rate at which newspapers are charged to subscribers is 2s. 6d. throughout the Lower Provinces, paid by the editors of the papers. It has been repeatedly complained of, and as no charge is made on English papers I must say that it bears very hard on those who take Colonial papers; particularly as it does not tend to increase the Post Office revenue, but is a nice sinecure to some gentlemen in the Department.—With respect to other periodicals, we have but few, and they are generally sent by the coaches in parcels directed to the agents.

7.—As to the proprietors of newspapers having any reasonable claim on the public service for the free transmission of newspapers, I do not know that they have. The only benefit they would derive from it would be this, that it would relieve them from paying annually a considerable sum of money; as they are now obliged to pay 2s. 6d. for every newspaper which passes through the Post Office, a great part of which they never receive back, as you must be well aware they have many bad subscribers and many go away in their debt, and how long it is before they get their pay, though they must pay for every paper. I must certainly say the doing away of the charge altogether would be a great relief not only to them but to the public in general.

No. 30.

Hon. Jos. FITZRANDOLPH, a Member of the late Council of Nova Scotia.

Annapolis, 5th December, 1840.

The administration of the Post Office and the remuneration of its Officers I am not prepared to say, but should judge the latter to be considerable. The Postage claim exacted on all newspapers coming into the country, of 2s. 6d. per year for every one that receives them, must amount to a large sum annually, where there are so many thousand taken. The irregularity in the carriage of the Mails is here matter of general complaint, arising, entirely I believe, from the carriage of them being left in the hands of a Coach Company, who receiving as they conceive but a very small remuneration from the Province, say £400, are compelled to make their transit subservient to the main object of their establishment, the carriage of passengers, instead of the public good.

It cannot otherwise than strike every person as surprising, that the rates of Postage in this Province should exceed in proportion those of Great Britain or the neighbouring Republic. The Postage of a letter from this place to Halifax is 9d. for 115 miles; and from Pictou to this place, 205 miles, 1s. 4d.; and for other places equally high. In short, the Colonial Postage bears exceedingly heavy on correspondence, and precludes much correspondence that would otherwise be carried on throughout these Provinces.

These observations apply equally to the transport of the Mails by steamers to St. John, as at present regulated; but this I am informed will be repaired by the establishment of a steamer between Annapolis Royal and St. John, by Government,—although should the owner of this be permitted to regulate the boat, the same evils will certainly continue.

* * * * *

I would further suggest as a means of securing the regular conveyance of the Mails through this Province, that covered single horse cars should be used; with locks and keys to be in possession of every Post Master on the line, who should keep a journal of the arrival and departure of the Mail cars, to be returned weekly to the Post Master General of the Province, and that such cars should be farmed out for set distances, parties giving security for the due performance of the duties undertaken. It should be stipulated that those cars carry nothing but the Mails.

No. 31.

JAS. B. HOLDSWORTH, Esq., M. P. P., for the Township of Digby.

Digby, 14th December, 1840.

For some years past there has been a tri-weekly communication by stage between Halifax and Annapolis, and I believe a pretty regular communication between St. John (N. B.) and the Canadas; but between St. John and Annapolis, *via* Digby, the communication (particularly in the winter season) has been and is now very irregular. It has been proposed to establish a regular Daily Mail between Halifax and St. John, *via* Digby. * * * * * This, since the introduction of the Royal Mail Steamers, will make their Mail route perfect from England to Canada. Heretofore in the winter, the Mails have

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been carried across the Bay of Fundy in small sailing Packets. If (which frequently did happen) the Packet arrived an hour or two after the Courier had left Digby for Annapolis, the Mail brought by the Packet remained at Digby until the next regular Post day, being seven days; there being but one Mail a week between Digby and Annapolis. It has often happened, in consequence, that this Mail (a part of which was from Canada for England) was too late in arriving at Halifax to be in time for the English Packet, and consequently remained at Halifax until the sailing of the next Packet, which in some instances was one month or more.

It is at present customary for the Post Master at Digby to demand for every single sheet (and in proportion for double sheets) whether received by Mail boat or otherwise, as much Postage as if they had been regularly mailed; as for instance, the captain of a vessel from St. John leaves a package of letters with the Post Master at Digby, who upon their receipt taxes them with the regular rates by Mail from St. John.

The Deputy Post Masters in the Province, as the Commissioners are probably aware, receive a commission upon their receipts as a remuneration for their services; whether in this respect as a change is proposed, or not, it may be necessary for me to state that there can be always found persons who will gladly act under the present system,—it being conceived that the percentage received, with some perquisites they have, amply remunerates them for their services.

* * * * *

It will be perceived from the above that the distance from Halifax to Digby, particularly in the winter season, is too great for the accomplishment of transmitting a regular Daily Mail. Consequently it has been proposed to make the Dalhousie road perfect, in order that by this route it might be accomplished by travelling this road to its termination and from thence to Digby, or to Victoria Cove, on the other side the Gut, whichever might be found most practicable. The distance by the two routes is nearly equal, but it is believed that the latter is wholly impracticable, in consequence of the body of ice which in the winter season continually surrounds Victoria Cove,* being thence carried by the current of the Annapolis River. On the contrary the spot selected for the erection of a breakwater at Digby would be always open and free from this objection. Were the place of embarkation fixed at Victoria Cove, the western part of this Province would be wholly unconnected with the line; and on the contrary should Digby be selected, the western part of this Province would be connected with it, there being at the latter place a regular communication with Yarmouth and the western part of the Province, which would enable them to participate in its benefits.

23rd January, 1841.

Answer to Second Circular. [To Second Circular.]

1.—As respects internal communication, it may be necessary to notice the present arrangements in this vicinity. In the summer season there is a weekly Mail from Halifax, St. John (N. B.) and Yarmouth, to Digby; the last of which places (Yarmouth) having become a place of considerable business, possessing over 100 vessels and now ranking second in this Pro-

* Another difficulty in travelling in the winter season on the road terminating at Victoria Cove, would be that this road being under the side of a mountain for some miles, would at that season be impassable from drifts of snow which reach in some winters to a great height; at which times coaches or sleighs could not possibly travel.

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vince, requires facilities for more frequent communication with the capitals of Nova Scotia and New Brunswick. Consequently, application from thence has been or is now being made, for the transmission of an additional Mail each week to Digby; which can be accomplished with but little additional expense to the Post Office Establishment, and when established will add to the necessity for regular transmission of an additional weekly Mail between this place and Annapolis, in order that the line may be made perfect from the western part of this Province to Halifax. A semi-weekly Mail between Digby and Annapolis is particularly necessary for reasons stated in my letter of the 14th ult., shewing that for the want of it instances had occurred of the New Brunswick Mails lying seven days at this Post Office when it has arrived an hour or two after the Courier had left for Halifax. A similar circumstance has occurred the present week, but in consequence of the Courier having been directed by the Deputy Post Master General of this Province to travel twice between this place and Annapolis during the winter, it in this instance only remained at this Office four days.

Although a stage travels regularly three times a week between Halifax and Annapolis, a distance of 120 miles, and a Mail is transmitted by said stage twice each week, yet for want of the extension of that arrangement to Digby (a distance of only 20 miles by land route, and 18 miles by water) the whole western part of the Province at present derives no advantage from the more frequent communication between Halifax and Annapolis. At the latter place the Mail generally arrives in summer at 4 o'clock, P. M., leaving sufficient time for it to reach Digby the same afternoon; but instead of this it remains at Annapolis until the following morning, and the Courier for Yarmouth is in consequence detained this additional time at Digby.

* * * * *

2.—It is the opinion of persons here having the best opportunities of judging correctly, that the communication between this place and those surrounding it is in the following proportions:—

From Digby to St. John, by Mail, 1—otherwise, 10.
From Digby to Eastern part of this Province, by Mail, 1—otherwise, 4.

From Digby to Western part of this Province, by Mail, 1—otherwise, 2.

From Digby to the United States, in summer by Mail, 1—otherwise 4.

In winter, chiefly by Mail.

3, 4 & 5.—It appears to be generally thought that a reduction in the present rates of Postage would not lessen the revenue of the Post Office Establishment, and that it would be conferring an incalculable benefit upon the Provinces; and “that the system of charging by weight (as is now the practice in the United Kingdom) might be advantageously substituted for the present mode.”

6 & 7.—The general charge for transmission of newspapers published in the Provinces appears to be 2s. 6d. per annum; this tax certainly appears to be capable of being reduced three-quarters, or at least one-half. It appears just and indeed necessary that all transmissions by Mail should contribute to the support of the Establishment; a small tax of 6d. sterling per annum could not be objected to by either printer or subscriber, while it would go far to accord with the liberal opinion of the age, that there should be as little tax as possible levied on those things which tend to the general diffusion of knowledge.

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No. 32.

26th March.

EDW. T. YOUNG, Esq., a Coroner for the County of Annapolis.

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Granville, 10th February, 1841.

E. T. Young,
Granville.

The present Mail route from Halifax Nova Scotia, to St. John, New Brunswick, (as far as Bridgetown in the Township of Granville) I think cannot be altered for the better; but after leaving Bridgetown, the Mail should be conveyed on the Granville or Northern side of the Annapolis River instead of the Annapolis side. It would shorten the distance at least ten miles, besides having the decided advantage of a good level road and consequently getting to the proposed Steamboat landing at the Indian Beach (so called) at all seasons of the year, for the Steamers, in much less time than it possibly could be conveyed by the present route even in the summer months.

No. 33.

No. 33.

Herbert Huntington, M.P.P.
Yarmouth.

HERBERT HUNTINGTON, Esq., M. P. P., for the County of Yarmouth.

Yarmouth, 31st December, 1840.

The principal question that suggests itself in an enquiry into the arrangement of the Post Office, is, where can this power be most safely trusted for the accommodation of the Colonists, as well as for the people in the Mother Country?

Assuming it to be the intention of the Imperial Government, whatever may be the opinion of the Colonists, that that power should remain as hitherto with themselves, the next enquiry that arises is, in what way can a Post communication be established that will afford the requisite accommodation to the public at the least expense?

Of the management of the Post Office in any other Colony I am wholly ignorant, and but partially informed even in this. Nova Scotia is a long narrow Peninsula indented with bays and harbours, no settlement lying at a greater distance than 30 miles from the coast. The settlements are principally around the harbours and scattered along the coast, affording unbounded facilities for sending letters by water and private conveyance.

Yarmouth is situated at the South-Western extremity of Nova Scotia out of the line of communication with the other Provinces. Mails are despatched weekly through the intervening Counties to this place, along both shores of Nova Scotia; from Halifax, along the shore of the Bay of Fundy, passing through the Counties of Hants, King's, Annapolis and Digby, and part of this County to the Town of Yarmouth; and from Halifax along the South-western shore through Lunenburg, Queen's and Shelburne Counties, and the remainder of this County. These are obviously the best routes for sending the Mails, as the main roads pass the heads of the bays and harbours where the principal villages are located, and where most of the commercial transactions take place.

Mails are sent from Halifax as far as Digby twice a week, and from St. John, (New Brunswick,) and the Canadas to all parts of Nova Scotia at least once a week the year round.

The amount of Postages in Nova Scotia at the present rates about meets the whole expenses of the De-

partment within the Province. By some error in the Post Office accounts, up to the present year, from £1000 to £1500 has been remitted to the Imperial Government as the proceeds of the English Packet Postage, which was in fact furnished by a grant of the Assembly towards the carriage of the Mails within the Province. This grant in future is not to be required, while the revenue of the Post Office is sufficient to pay the necessary expenses.

A Post Office was established in Yarmouth in 1806. At that time the Postages collected were only from £5 to £6. In 1810 they had increased to £9. In 1812 a Weekly Mail was established between here and Halifax; the inhabitants subscribing the pay of the Courier to Digby for about two years, after which it was sent regularly by the Government. In 1812 the Postages increased to £50, and have since gradually risen to about £200 in this year, more than doubling within the last ten years.

It appears by Returns made by the Assembly at its last Session, that there was paid the Courier between this place and Digby £18 18s. 2½d., a distance of 69 miles, passing through 20 miles of Digby Township, all the Township of Clare, and about half the Township of Yarmouth. The Courier between Shelburne and Yarmouth, a distance of 67 miles, was paid £134 12s. 5d., passing through half of the Township of Yarmouth, all the Townships of Argyle and Barrington, and part of the Township of Shelburne.

The Deputy Post Master at this place receives 20 per cent on all Postages paid at his Office. The number of Mail and way-letters on which Postages are collected here, are as follows:—

2100—Single rates,.....	2100
450—Double “	900
80—Quadruple,.....	320
40—Six or more rates,.....	240

3560 single rates.

The rate of Postage on a single letter from Yarmouth to Halifax, 220 miles, is 1s. 1½d.; to Digby, 69 miles, 7d.; Annapolis, 90 miles, 9d.; shortest distance way-letters, 4½d. For double letters twice these rates, treble 3 times, and so on. It is obvious as a general principle, that there ought to be as much revenue derived from the Post Office as will be sufficient to meet the expenditure; because the chief accommodation afforded by the Mails is to those who are best able to pay for it, such as merchants, ship-owners, bankers, and persons in business.

An uniform rate of Postage throughout these Colonies, if it shall be found practicable, I am of opinion would be decidedly the best; or at least throughout each respective Colony. Many persons I have conversed with think that 4d. would be an equitable rate for single letters and would afford a sufficient revenue. I have strong hopes it will be found practicable to establish even a lower rate than this, say 3d. or 2d., if paid when the letters are put in the Office; thereby reducing the rate so low as to take away every inducement to send by water or other conveyance than the Mails. I would beg to suggest that should an uniform rate be thought advisable by the Commission, so low as to leave doubt of its paying the necessary expense, it would be well that it should be submitted to the Colonial Legislatures to ascertain if they would be willing to make up the deficiency for a short time until the experiment could be tested. To which I cannot doubt they will cheerfully assent.

It has been suggested that the British Government intend proposing to allow the respective Colonies to

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receive all Postages payable within their respective limits, on condition of their carrying through the English Mails, and the Mails of the other Colonies. If this shall be decided on, such an arrangement will bear harder on Nova Scotia than any of the others. Halifax is the point where all the Mails for British North America arrive from England and are despatched; while Canada would have little more than the carriage of its own Mails. I trust, however, if found too burdensome on us, the other Colonies will be willing to bear their just proportion.

The Administration of the Post Office, so far as my information goes, in the Western part of the Province, under the Post regulations, has been faithful. I think it would be well, and probably considerable saving would accrue to the Province, if the carriage of the Mails was open to tender and contract for limited periods. The keeping of Post Offices of course could not be, as they must be so situated as to afford the greatest accommodation to the public.

The great road along the Bay of Fundy shore from Halifax to this place may be called good, and is gradually improving, excepting about 20 miles between Digby and Annapolis, which is extremely hilly, and where the travelling is further impeded by Bear River, about a quarter of a mile wide, crossed by a ferry. This ferry is near the mouth of the river, open to the Annapolis Basin, extremely difficult to pass in gales of wind or when choked up with loose or broken ice. This part of the road requires extensive alteration or improvements. Digby appears to me to be the point where the Mails from New Brunswick and Canada ought to leave and arrive in this Province. It is the nearest point of Nova Scotia to St. John, and has a capacious and safe harbour accessible at all seasons by steam or sailing vessels, which is not the case with any of the other harbours on the Nova Scotia side of the Bay of Fundy to the northward of that port.

The road from Lunenburg to Yarmouth is extremely bad, but it is gradually improving, and during the last year extensive repairs have been effected.

I would beg most respectfully to call the attention of the Commission to two circumstances in connection with the present subject, in this part of the Province. The Mail between Digby—the point where all the Mails to and from the other Provinces pass—and this place, is now carried once a week only, leaving Halifax on Saturday morning and arriving at Annapolis on Monday evening, from thence brought to Digby on Tuesday morning about 10 o'clock, and arriving at Yarmouth on Wednesday night. Thus eleven days intervene in which there is no communication, after the Mail leaves Halifax until its next arrival here; so that we have, I think, on every occasion of the Steam Packets' arriving from England, received the intelligence they brought by way of Boston from three to five days earlier than it came by the regular Mails. The present Courier between Yarmouth and Digby is advanced in years, and his son has for some time past performed the duty most satisfactorily to the public, the two dividing the emoluments between them. The carriage of passengers nearly pays the outlay. The people here are most anxious to have the Mails sent twice a week from Digby to Yarmouth, and through in one day in place of a day and a half, as at present. If this could be done it would be all that can reasonably be expected for many years. In order to do so the Mails must be forwarded from Annapolis to Digby the same evening they arrive there, and the whole arrangement would require but little additional expense.

The other circumstance is a detention of the Mail along the South shore of the Province for a week in Shelburne, owing to the two Mails from Liverpool and Yarmouth not arriving there at the same time. This can be easily remedied by the same Courier carrying the Mails the whole distance from Liverpool to Yarmouth.

No. 34.

REUBEN CLEMENTS, Esq., M. P. P. for the Township
of Yarmouth.

Yarmouth, 18th December, 1840.

As the whole management of the Post Office is under the control of the Imperial Government its income and expenditure has not been generally known or enquired into. It has however been lately ascertained that a grant of £1,500 annually for the service of the Post Office by our Legislature is not required for its support, and it has therefore been relinquished. I presume the intended enquiry has for its object the reduction of the Postage on letters. The frequent communication with England by steam lately adopted, and the consequent increasing correspondence, seem to warrant such a measure. A large proportion of letters are sent in the summer-season by Packets and Coasters to avoid the high charges of the Post Office; if the Postage were reduced so low, as to induce persons to prefer sending their letters by Mail, a considerable reduction might be made without lessening its income. It is thought that 4d. on single letters might be fixed as a medium; and should the revenue arising not be sufficient, the Legislature might be induced to grant a moderate sum for that purpose, until the increasing correspondence from the growth of the country should make it unnecessary.

There is weekly Mail between Digby and Yarmouth. The Courier drives two horses in summer and receives about £180, exclusive of passengers. The increasing trade and population of this Town requires a semi-weekly Mail from Halifax; and, should it be offered by tender and contract, one-fourth additional sum might accomplish it.

The Mail from Halifax to New Brunswick should be to some part of Annapolis Basin, and thence by steam to St. John's. It would afford accommodation to the large and populous settlements of Horton, Cornwallis and Annapolis. The roads are kept in good repair and are annually improving. A daily Mail from Halifax to New Brunswick has been desired by some to be taken to the Bay of Fundy shore at a place called Halls' Harbour; but this place can only be entered at high water; and to make an artificial harbour (as has been proposed) so as to admit steam vessels at low water, if practicable (which is very doubtful) would be attended with an enormous expense, and such as the advantages and business of the country would not warrant. I am therefore decidedly of opinion that it should not be attempted.

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R. Clements,
M. P. P., Yarmouth.

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Stayley Brown
Yarmouth.STAYLEY BROWN, Esq., a Director of the Yarmouth
Marine Insurance Association.

Yarmouth, 10th December, 1840.

From the Post Office Department never having been under the control of the Provincial authorities, its business and arrangements have not been subject to close public investigation. I have been informed its business has consequently been imperfectly understood by members of the Legislature who desired to be acquainted with it, and the accounts occasionally exhibited are said to have been incomplete and unsatisfactory. In this Province at present the whole Post Office revenue just about meets the expenditure. For some years prior to the present, grants of public money had been annually made by the Legislature to the amount of about £1,500 currency. But it appeared that a sum exceeding this amount had been annually paid over to the Parent Government as a surplus revenue by the Post Master General at Halifax. This Government gave up last year, relinquishing for the present a just claim on account of the Packet Service.

In these Provinces there would appear to be no occasion at present for seeking to desire a greater revenue from the Post Office than is actually necessary for its efficient support. And this much I conceive ought to be raised from Postages. I presume it is proposed to establish an uniform rate of Postage for all distances, if not throughout all these Colonies at least within each respectively. * * * It has been suggested by persons who have during the last year or two given some attention to the subject that four pence might be adopted as the uniform rate in this Province, with little risk of diminishing the revenue. This would be an important reduction, and if that is the least it could be made in order to raise a sufficient revenue, of course that rate should be adopted. Judging of the business of this District, which however may not be generally applicable elsewhere, I conceive it possible a smaller rate, say two pence halfpenny—and perhaps a penny additional if not pre-paid, might in a short period produce as large a revenue as a higher rate. This rate would tend to increase the number of letters mailed for short distances, and to the disuse of water conveyances in the summer season, by which a very large proportion of our letters are now sent to and received from Halifax and St. John.

I presume it will be the great object of the Government to fix the rate of Postage every where at the lowest possible amount. If in carrying out this principle the revenue for a year or two should fall short of the expenses, I have no doubt the Colonial Legislatures would readily, in such circumstances, and for a temporary purpose, provide for the deficiencies.

The successful establishment during the present year of a line of Steam Packets between Liverpool and Halifax has given new interest to the subject of more frequent and rapid Post communication between Halifax and some parts of this Province as well as New Brunswick. This Township is in an isolated situation, and its centre is about 69 miles southwest from Digby, the nearest point one of the great routes leading from Halifax to St. John, N. B., and the Canadas. At Digby Mails arrive twice a week and from thence they are sent to Yarmouth once a week. Letters from England have in several instances the present season been just as long coming from Halifax to this place as they were from England to Halifax. It is believed arrangements might be made now to have the Mails brought twice a

week with perhaps little or no additional cost. The person who has held the situation of Courier about thirty years has the last few years become incapacitated by age and lameness to perform the duty, and is obliged to employ a deputy, dividing the emoluments between them.

In several districts of the Province the Couriers are paid all the Postages collected on their route (except twenty per cent., the commission to Post Masters) besides additional allowances from the general funds of the Province, being the grants formerly mentioned. In the year 1839 the Courier between Yarmouth and Digby was paid from these two sources £180 net. The carriage of passengers also is here as elsewhere a source of considerable emolument to the Courier. The whole income has very much increased during the last few years, yet without affording corresponding facility and accommodation to the public. It is believed that if the Courier went twice a week to Digby, going through in one day instead of one and a half days as now, which could easily be accomplished, the business would afford it; and this would establish as frequent and rapid a communication between this place and Halifax or St. John as can reasonably be expected for many years. Unfortunately the engagement with the old Courier stands in the way. In reference to the engagement of Couriers the ordinary Government mode by tender and contract seems to be best, and as material changes are taking place in new countries it might be advantageous to engage them only for limited periods.

It is probable this mode would not be applicable to Deputy Post Masters. The compensation derived from the Office at present by some of the country Post Masters is very inconsiderable, but it appears there are always persons to be found willing to undertake the duty and to unite this with some other country business.

No. 36.

Wm. ROBERTSON, Esq., Collector of the Port of
Yarmouth.

No. 36.

W. Robertson,
Yarmouth.

Yarmouth, 30th December, 1840.

I beg to observe that the trade of Yarmouth has been rapidly increasing for the last few years. There are now 140 vessels (of 14,000 tons) owned at the Port, and I would most respectfully suggest the expediency of establishing a Mail communication between Yarmouth and Digby twice a week, in place of one as at present; as it could not fail to benefit the trade generally, and would prove of great moment to its shipping interests.

No. 37.

W. B. SARGENT, Esq., Assistant Judge of the Inferior
Court of the County of Shelburne,
WINTHROP SARGENT, Esq., late M. P. P., for do.
JOHN SARGENT, Esq., late M. P. P., for the Town-
ship of Barrington.

No. 37.

W. B. Sargent,
Wm. Sargent,
John Sargent,
Barrington.

Barrington, 19th February, 1841.

[To Second Circular.]

1.—We apprehend that the establishment of a Post Office in each township would tend to promote the

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interests both of the community and the Post Office itself. As it is now managed in some places, in this township, for instance, the public are left entirely to depend on the honesty, correctness and carefulness of the carrier of the Mail, or of a person without—strictly speaking—any official appointment or proper responsibility. The person with whom letters and papers are left has, indeed, some kind of appointment or sanction from the Deputy Post Master General, but there being no established Post Office here, his appointment, so far as we can understand, is deficient as respects anything of an official character. * * * Should the establishment in each township as above suggested be thought to cause too much trouble to the Post Master in Halifax, or too great a complexity in the accounts, it might be remedied by having one Post Master for each County, who should have a Deputy in each township and settlement in that County.

As respects their remuneration, we are not in possession of any information upon which we can speak confidently as to the mode in which they are at present compensated for their services. It appears to be, however, partly by the privilege of forwarding letters and parcels free of Postage, and partly by a division of Way Postage with the carrier,—and in one instance (at this place) and perhaps others, the person appointed, being a physician with a pretty extensive practice, has the privilege of forwarding medicines, &c., by the carrier free of expense. At least, he has stated this to be his principal object in seeking the situation. We apprehend it will be needless to point out the impropriety of this mode of remuneration. To what extent the pecuniary interests of the service may be affected by it we have not the necessary information upon which to form a correct opinion.

The remuneration of the carriers might be more advantageously made, both with respect to themselves and the interest of the service, by their having a fixed salary, sufficient fully to satisfy their claims, instead of deriving part of their compensation from the Postages of way-letters, packages, &c. All money carried by them should go through the Office instead of the fees for carriage becoming their perquisites, which is, we believe, at present the case,—at least with regard to all sums carried from one Office to that next on the route, say from Shelburne to Yarmouth, a distance of 68 miles. In some cases, as we have been told, so high a charge as 7½ per cent. has been demanded for carrying money from this place to Yarmouth,—46 miles.

We would beg to suggest that some pains should be taken to ascertain the shortest, as well as otherwise most advantageous, routes for carrying the Mails to the different parts of the Province. The time for arriving at and leaving each place should be fixed, and the various other necessary regulations decided upon; and when so established they should not be deviated from, as has sometimes been the case, at the suggestion of interested individuals,—indeed not on any occasion, unless some great public good is to be effected thereby. The suggestion made at the commencement of this paragraph arises from the fact that while a letter requires but six days to come from Halifax to this place, ten or twelve days are necessary for one to reach Halifax from here. The Mail by the shore route might be carried in four days.

It is highly desirable that the Mail Carrier should remain in each principal settlement a given time, when it can be done without much detention of the Mail; for instance, when he arrives, as at this place, late in the afternoon, he should tarry until next morning, instead of proceeding three or four miles on his route,—especially when that does not materially facilitate his arrival at his final destination.

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Considerable inconvenience having been experienced in this place, and in all probability elsewhere, in consequence of the arrangements being such as to require so long a time for a letter to reach Halifax from this place, we would suggest that in places where it so happens that the ordinary carriers cannot be regulated so as to avoid this inconvenience, that an extra person should be employed to convey the letters, &c., in due season to some Office from which they can be forwarded with the least possible delay. At present the carrier from Shelburne to Yarmouth passes here on Monday, and letters for Halifax are taken by him to Yarmouth, where they must remain until the Sabbath following, before they proceed any further on the route to Halifax; or if forwarded on Friday to Shelburne, they remain in the Shelburne Office until the Wednesday following, before being forwarded by the Eastern route.

It would add much to the respectability of the Establishment, and tend to facilitate the business of the Office, were a suitable building erected at Halifax for a Post Office, containing all necessary conveniences for the Officers and Servants of the Establishment, as well as for the public in their transactions with the Office. This object might, we apprehend, be accomplished partly at the expense of the Province, particularly should the internal Postages be in any way under the control of its Legislature.

The Officer at present at the Head of the Establishment in this Province, has, so far as we have had any communication with him, manifested all due concern to regulate the transmission of the Mails, &c., so as to accord with the interests of the various settlements; and gives, we believe, satisfactory attention to the duties of his Office. It might, however, be desirable, when any new appointments are made, to have that Office filled by some individual whose personal concerns are not of such a nature as to detach his main consideration and care from the business of the Office; inasmuch as the proper regulation of its affairs, a constant attention to the improvement of the routes, as well as the transmission of the Mails, &c. may be supposed to be amply sufficient to occupy the attention of one individual; and his remuneration should be such as to compensate him for his services without any additional perquisites, and without requiring his attention to ordinary business. The connection of this Office with the Press in any way is perhaps objectionable.

With respect to the great Post roads through the Provinces it may be observed generally that they are in a good gradual state of improvement; but by the present mode of keeping them up, by means of annual grants made by the Legislature, and that only on a limited scale, a large proportion of the sum annually devoted to the road service being necessarily and advantageously expended on the various cross roads intersecting the country, they must for a long time remain in an imperfect state. The expense of keeping the roads in thorough repair through most of the inland Counties must always be considerable, owing to the nature of the soil, the large amount of travelling, and the constant conveyance of vast quantities of heavy loads of agricultural produce to the Halifax market.

The most feasible mode of having these roads put in a speedy and thorough state of repair, it appears to us, would be for Government to have well directed surveys made, in order to ascertain the most desirable routes for the Mails and the best sites for the roads, &c., and to authorize an immediate expenditure in each County from year to year until the work is accomplished in a permanent manner. This expenditure of course must be finally refunded by the Provincial Legislature; but we apprehend that their assent to this mode could not be obtained unless the amount expended were chargeable free of interest. Perhaps a portion of the casual revenue might be advantageously expended on this service

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It is desirable that the whole arrangement and administration of the Post Office, so far as respects all internal and strictly Provincial transactions, like all other matters connected with the revenue of the country, should be under the immediate supervision and management of the Legislature of the Colony; the local Government still retaining a due authority, so that its interests shall not be interfered with. This would be more in accordance with the acknowledged privilege of British subjects to tax themselves, and would be a manifestation of the confidence of the Home Government, that could not fail to be duly appreciated by the Colonies.

As to the remuneration of the Officers of the Department, we are decidedly of opinion that all perquisites arising from any other sources than a fixed salary, should be abolished, and that wherever there is an Office, a fixed salary to the Post Master in proportion to the services to be performed by him should be attached to the Office.

2.—There is unquestionably a large amount of correspondence by various private channels; not merely by travellers by land, but by numerous vessels continually coasting between the out-ports and Halifax, St. John (N. B.) and the other Provinces. Much of this correspondence is in consequence of business to be transacted through the medium of persons connected with those vessels, either as masters or passengers, or respecting goods shipped or to be returned by them. This, at least, accounts for part of the correspondence, and it could not without public injury be obviated; much of the correspondence, however, that is carried on in this way would probably be sent by Mail, were the despatch such as if well regulated it might be, and if the rates of Postage were more reasonable. We should suppose that at present there is at least ten, perhaps twenty, times the amount of correspondence during the coasting season (say from 15th March to 15th December) from all the maritime ports by this mode of conveyance, that there is by Mail during the same season. Some considerable portion of it would necessarily have to be continued in the same way, although much would probably turn into the Post Office channel were the above hints carried out.

At the same time, it could not but be considered a great public grievance, and highly prejudicial to the social and other relations of society, to lay any legal restrictions on the conveyance of letters in this country. We apprehend it would be prejudicial to public interest in various points of view, as well as to public morals. Temptations to fraud and perjury are sufficiently frequent already. Restrictions, however severely laid on and executed, would be evaded with impunity. But a reasonable reduction of Postage, despatch in forwarding, and due care taken for the security of the Mails, would in time do more for the interests of the Post Office than any penal laws whatever.

3.—That the present rates of Postages are extravagantly high is generally admitted, and much felt. Take, for instance, the route from Halifax to this place, by the inland route 280 miles, now travelled in six days, or by the shore route 180 miles, which might be travelled in four days. The Postage either way is 1s. 1½d. currency; way-letters between Yarmouth and Shelburne, 68 miles, and the intervening places, are 4½d. each. Now if the former were reduced to one-third the amount at most, and the latter to 1d. for a single or even a double letter, we cannot but think that the consequent increase of correspondence by Mail would more than compensate as to pecuniary matters; besides the great public good resulting therefrom; and, in fact

if three-pence were the highest rate of Postage to any part of the country, we question much if the result would not be found to be in favor of Post Office receipts; especially if convenient arrangements were entered into to facilitate Post Office business in various settlements.

4.—Referring to No. 3, we would also further observe, that from a deduction of Postage inducements would be afforded for corresponding upon various matters of business that the present high rate is a bar to, where the subject is not of that urgent and imperious nature that it cannot be omitted. We cannot but conceive that such facilities would also lead to a much more extended private correspondence, and increasingly so as the population of the country increases, as it is now rapidly doing, and as a union of interests of one part with another is enlarged. The greater proportion of the community throughout the country settlements and on the coast being in a state of mediocrity as to pecuniary circumstances, prevents much correspondence that might otherwise take place, if the expense of transmission were less.

5.—We are not sufficiently acquainted with the details of the subject to decide whether such an alteration in the mode of doing the business of the Post Office would not be attended with more delay, expense and inconvenience, than would compensate for any supposed advantages. We should apprehend that the mode now in operation in the present state of the country would be the preferable. It appears to be the most simple, least liable to misapprehension by the generality of people, and not so open to mistake or fraud.

6.—Our printers invariably charge us 2s. 6d. annually, as the Postage of our newspapers. This sum we have always understood to have been paid to the Post Masters annually, for Postage of papers sent to each country subscriber, and if we are correctly informed, it is received by the Deputy Post Master General as his perquisite, and does not go into the general funds of the Office;—a state of things allowed by the regulations of the service, but which we apprehend, cannot but be considered highly detrimental to the interests of the Post Office.—Whether the Postage of 2d. per number for a monthly magazine which we have lately paid on the receipt of the book is disposed of in the same way, we are not informed.

We cannot but conceive that for payment to be made by the party receiving the paper, and at the time of receiving it, would be more equitable to all concerned, although the amount were a trifle more, or even the same sum paid annually or otherwise at the Township Office.

7.—We apprehend that there can be no objection, on any reasonable grounds, to the person receiving the publications by Mail paying a small compensation to the Post Office, provided it goes into the general funds of the Office. The Post Master, it is presumed, receives in direct salary a sum sufficient to compensate him for his services.

P. S.—We are informed that a regulation is now in force, and has been so for two or three months, compelling masters of vessels coasting from one part of the Province to another, to take oath that any letters they may have had on board have been delivered at the Post Office. One of us has lately received a letter from Halifax marked ship 2½d.,

2½d.,

5d. and we are assured that this is in accordance with the law now in

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force. Our sentiments with regard to such restrictions on the conveyance of correspondence, are before you in our reply to query No. 2.—In addition we need but express our very strong apprehension, that such a regulation will be considered and felt by all classes to be highly injurious to the interests of the country; and we look upon it as calculated to produce a very unfavorable feeling.

No. 38.

No. 38.

C. White,
Shelburne.

CORNELIUS WHITE, Esq., Sheriff for the County of Shelburne.

Shelburne, 31st Dec., 1840.

Answer to Second Circular.

[To Second Circular.]

The continuous expedition of the Mail from town to town is a matter of great importance; and the system in this section of the Province appears to have escaped the notice of the Post Office authorities. The Mail, for instance, arrives at this place from Yarmouth, St. John, (New Brunswick,) and the United States on Fridays, at noon, and remains here until the following Wednesday at noon, before it is despatched to Liverpool, Lunenburg, Windsor and Halifax; and the same delay occurs at Yarmouth on its return.

No. 39.

No. 39.

Z. Waterman,
Brighton.

ZENAS WATERMAN, Esq., late M. P. P. for Queen's County.

Brighton, Queen's County.

Answer to Second Circular.

[To Second Circular.]

1.—The present established order of the constitution of the Post Office Department is bad, and is productive of evil consequences; especially in the remuneration of its Officers. It holds out inducements for illicit traffic. I am aware of letters coming from England and also from Canada through the Post Office, free of Postage, and conclude where there is a track for one, others may follow. The Post Masters have it in their power to farm one-half of the profits of the Institution in all the Colonies, and also to make themselves friends who may be detrimental to the best interests of the country. The alteration of the remuneration of the Officers in the Department which I would suggest, is to pay every Officer an annual sum for his services without any fee of office or privilege whatsoever.

I would also suggest, for the safety and despatch of letters, that distinct Mails should be arranged for each town and district, so that they be not exposed until they arrive at the Office of their destination.

* * * * *

2.—As to the correspondence otherwise than by Mail, it is a known fact which cannot be controverted, that there is a great amount. I think I shall be correct in stating that there is four times the amount of correspondence by water, or otherwise, than by Mail. I allude to the southern shore; as to the other sections of the Province where they are more favored, having Mail stages running twice a week, I am not prepared to say; but if I am allowed to conjecture, I should say the same. To state the

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reasons distinctly is not within my power; it may be in consequence of the Postage being too high. Yet I have never heard any complaints from our patronage or business men; the reason for which I think will be found obvious. Halifax, Lunenburg and Liverpool, having always enjoyed a quick and less expensive conveyance by water. * * * I have considered, in my own individual case, that the Postage is too high,—as also have many others, among whom I reckon emigrants from the Mother Country,—and especially owing to the tax growing heavier according to distance. I have paid to our Post Office in Liverpool, for one single and one double letter, from Quincy, seven miles south-west from Boston, Massachusetts, the sum of 8s. 9d. I have sought private conveyance from another cause, viz. preferring a private friend for safe and quick despatch, to the Officers of an Institution who were not responsible to the Government of the country. If Post Masters were responsible to the Government, I think the great propensity for covering the faults of some of them which is so often manifest, would be done away with.

3.—“As to the present rates of Postage,” in my opinion they are entirely too high; and as to their growing higher with the distance, it appears to me contrary to the intention of the institution. I would ask, is it reasonable or just that a man living forty miles from the capital should pay more Postage than one living twenty; while every man is contributing to the funds of the country in proportion to his circumstances or the advantages he may derive from the growth and institutions of the country? * * *

It is my humble opinion that a direct tax, in support of all the institutions of a country, will be found to a certainty the most equitable; and the most popular before many years elapse. My opinion is, establish the Postage on letters low, say two or three pence; thus an inducement is held out for resort to the Mails; make the system general throughout the Provinces within their distinct boundaries, passing from one Province to the other without incumbrance; make no distinction for distance in each Province; and let it be understood that all fare alike as to price.

4.—Respecting the increase of Postage by a reduction of the rate, I am of opinion that a reduction of rate will increase greatly the communications by Post. Whether to such an amount as to greatly increase our funds, I am not competent to determine, although I see no reason why the funds should not increase. I think all letters where Mails are accessible should be subject to Postage; under which circumstance, Mail routes would be extended; which would be attended with two advantages, viz. the safety and facility of despatch, and also the gain of the Department.

5.—The adoption of the weight system I do not conceive necessary; if proper guards are attended to in carrying out the details of the order of the institution; still, weight could be resorted to by the Post Masters, when there were suspicions of fraud. Further, a double letter should be two sealed letters in one case, or one sealed letter inside of another which is sealed; but one and a half sheets of paper where the communication requires it, and under one seal, I think should not be called a double letter.

6.—I am aware that the charge for the transmission by Post of newspapers throughout this Province has been 2s. 6d. for a number of years; which cannot be objectionable as to price. It is reasonable that it should be so, for general information; should the price be raised for any just cause, I do not think it would reduce their present circulation. But the

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system of not accounting to our Government for the Postage of newspapers, in my opinion, is a gross inconsistency. The proceeds for Postage on newspapers cannot be less than five hundred pounds per annum, which with the other fees of office, must be objectionable to every well disposed person in the Provinces. I think all Postages, derivable from whatever source, should go into the funds of the institution.

7.—As to the claims of the proprietors of newspapers for the transmission of their papers free of Postage, I see no reason, nor shadow of claim, for the privilege, beyond other mechanics, whose article of manufacture, when exposed in the market, finds a sale from the principle of its superior workmanship, or some other necessary qualification, and the purchaser then finds the means of conveyance to his place of abode. Further, I do not consider that it would be granting a favor to printers to circulate newspapers free of Postage, but rather to the purchaser. It is my opinion, that if the printer cannot find disposition and materials to suit the tastes and circumstances of the people, to ensure a circulation for his paper, it would become a drug in the market Post free. It is foreign from my inclination to cramp the circulation of papers, but knowing that there are many in this Province who cannot read English print, and many, who pay duties on every article they eat or wear, and yet are not in circumstances to purchase papers, and many, who if they could are so located that they could not get them home for want of a road,—and knowing that every man that can pay for a paper can also pay its Postage, I think it would be unjust for any portion of the people to enjoy superior privileges at the expense of others, unfortunately less favored.

No. 40.

No. 40.

Hon. W. Rudolph.	Hon. W. RUDOLPH, a Member of the Legislative Council.
Jno. Creighton,	JNO. CREIGHTON, Esq., M. P. P. for Lunenburg County.
Jno. Hickman.	JNO. HICKMAN, Esq., M. P. P. for Lunenburg Township.
J. H. Kaulback.	J. H. KAULBACK, Esq., Sheriff for Lunenburg County.
Henry Ernst,	HENRY ERNST, Esq., Prothonotary for do.
G. T. Solomon,	G. T. SOLOMON, Esq., Registrar for do.
John Hunt, Lunenburg.	JNO. HUNT, Esq., Assistant Judge of Inferior Court for do.

Lunenburg, 28th January, 1841.

Answer to Second Circular.

[To Second Circular.]

1.—We are of opinion that the internal Post communication between this Province and the United States and New Brunswick, would be much improved if the Mails were landed at some point within the Gut of Annapolis and conveyed from thence by the new military road in a direct line to Halifax, the distance being about 95 miles. If this road was completed, the distance from Halifax to Annapolis could be performed in one day, thereby saving in distance, as compared with the present route, upwards of 35 miles.

This line of road would not only greatly facilitate the conveyance of the Mails to St. John, but would greatly benefit the inhabitants residing at the sea-ports on the south west shore of the Province, by enabling them to have the Mail twice in each week instead of once as is the case now.

The present arrangement for conveying the Mails from Halifax to Lunenburg, Liverpool, Shelburne and Yarmouth, is as follows:—The Mail closes at Halifax at 4 o'clock, P. M., on Monday, and leaves Halifax on Tuesday morning at 6 o'clock in the Mail coach; and the return Mail arrives at 6 o'clock, P. M. on the Monday evening. Consequently a letter sent from the out-ports to Halifax cannot have a reply by Mail until the expiration of seven days, and will not reach its shortest destination until the expiration of ten days.

This delay is a most serious inconvenience, and the consequence is that very few letters are transmitted by Mail; whereas immense numbers are conveyed by water in order to save time.

If the Mail was carried through the military road, the Mails for the sea-ports on the south west shore could be deposited where the military road intersects the road leading from Lunenburg to Windsor, and from thence be carried to Shelburne and back in time to meet the return Mail from St. John for Halifax. To complete the military road a large sum of money would be required. By far the greater part of the road is now settled upon; and if it was completed, settlers would be immediately induced to take up the vacant land; the line of road is generally speaking very level, and where hills are found they can be easily avoided.

2.—The letters sent by Mail bear no proportion to those sent by water carriage. From Lunenburg there is a regular Packet once a week to Halifax, and she brings on an average from Halifax every time 70 letters, and takes there about the same number. The letters sent and received by Mail weekly do not average 20. This is occasioned in a great measure by the bad arrangement stated in answer to the first question.

3.—A letter sent from Halifax to Lunenburg bears seven pence Postage, and thence to Liverpool 4½d., in all 11½d. This we consider a high charge for a single letter, and it ought to be reduced.

4.—We certainly think that if the Postage was reduced the communications by Mail would be greatly increased, even under the present bad arrangement. If an uniform system of Penny Postage was introduced, as in England, we think it would be an improvement; at all events it would be an experiment well worth the trial, and if found not to answer, could be abandoned.

5.—We certainly think the English system the best.

6.—All newspapers are charged 2s. 6d. annually, which we conceive to be a very heavy tax. No tax whatever ought to be imposed upon newspapers, as none is charged upon those sent from England by the Steamers.

7.—We think they neither have nor pretend to have any claim of the kind set forth in this question. The Post Master at Halifax charges the proprietors of newspapers with a sum for their transmission, and they charge it again to their subscribers in order to indemnify themselves. If the Post Master was to make no charge, the proprietors, we conceive, would not make any. Any additional trouble occasioned the Post Master in transmitting newspapers might perhaps be entitled to consideration, but not to the extent of 2s. 6d. annually for each paper.

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No. 41.

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H. M. MOYLE, Esq., Collector for the Port of Lunenburg.

(R.) No. 41.

Lunenburg, 2nd Feb., 1841.

H. M. Moyle,
Lunenburg.

I beg to state, that I think it would tend very much to the convenience of the inhabitants of this (Western) part of the Province, if it were practicable for the Mail to arrive from Halifax twice during the week, instead of once as at present. With the existing regulations, if the steamer from England arrives at Halifax on Tuesday or Wednesday, there is then but a very short time for answering letters by the return steamer, besides that the news is from seven to eight days old when received; whereas at Halifax or Windsor there would be at least a fortnight.

I would also suggest that there should be a reduction from the present rate of Postage, and I have not the least doubt the increase of letters sent by Post would in a short time fully make up for any reduction that might take place, besides its being a benefit to the public.

No. 42.

No. 42.

C. B. Owen,
Lunenburg.

CHAS. B. OWEN, Esq., Clerk of the Peace for the County of Lunenburg.

Lunenburg, 1st Feb., 1841.

I have understood that it is in contemplation, to establish a Mail route from Halifax *via* Hammond's Plains, Chester and Dalhousie settlement in this County for the conveyance of a daily Mail to St. John, N. B. The distance from Halifax to the town of Annapolis by the above route would be 95 miles, certainly the nearest and most practicable line of road for the conveyance of the Mail to St. John, N. B. If such line of road is completed, I would certainly recommend that a branch Mail be established from said line of road to the Town of Lunenburg twice at least in each week. At present there is but one Mail from Halifax to Lunenburg, Liverpool, &c. in each week; which has been and still is a very great inconvenience to the public.

I would also suggest that the present rate of Postage be reduced, and I feel convinced that any reduction would be more than made up by the increased numbers of letters, as hundreds of letters are sent every week to and from Halifax by water, for the purpose of avoiding payment of the high rate of Postage; which would otherwise be forwarded by Mail.

No. 43.

No. 43.

W. Logan,
Truro Road.

W. LOGAN, Esq., J. P.

TRURO ROAD,
Near Gay's River,
23rd February, 1841.

It appears to me that the rates of Postage are much too high in these Provinces; as they induce people to send thousands and tens of thousands of letters by private hand, in order to avoid Postage; many of which are mislaid or miscarried, often to the hurt and injury of the persons concerned. If the rate of Postage was

lessened by one-half; as has been done in the Parent Country, people would not resort to such expedients.

Secondly, the newspapers should be carried without Postage, as it is a direct tax on the people's information.

No. 44.

RICHARD SMITH, Esq.

Shubenacadie, 4th March, 1841.

I think the Deputy Post Masters and Carriers in different parts of the country receive nothing more than barely sufficient to remunerate them for their trouble and responsibility.

With regard to the rates of Postage I think they are too high. The distance from this place to Halifax is eighty miles by the Western line; and the Postage of every letter either single or double is 9d. for this distance, and weekly newspapers sent to the country by Mail pay 2s. 6d. annually, which is considered a heavy tax.

For the accommodation of the inhabitants of some of the interior parts of the Province and for the safety of their letters, I beg permission to recommend that more Post Masters be appointed, with salaries sufficient to pay them for their services.

No. 45.

G. W. M'LELLAN, Esq., M. P. P. for the Township of Londonderry.

LONDONDERRY, COUNTY OF COLCHESTER,
December, 1840.

It appears to me that to insure the regular transmission of the Mails through the Colonies of Nova Scotia, New Brunswick and Canada, there should be a general permanent law authorizing the Governors to draw money out of the Treasuries to defray the expense of carrying certain Mails through these Provinces and to pay into the Military chest a fair and certain rate of Packet Postage. All the rest should be left entirely to the management of the local Assemblies, whose duty it would be to make the rate of inland Postage so low as to barely pay the expense.

The carriage of all Mails should be by tender and contract,—all Carriers to be strictly temperate. Great speed should not be aimed at, so much as regularity; to ensure which, the Canada, New Brunswick and Halifax Mails should on no consideration vary over five minutes in their time of starting, and all Couriers should be charged a certain sum for each hour of lost time they make, to be deducted out of their pay. All unnecessary travelling should be avoided; such as the Miramichi Mail travelling now over a part of the road travelled by the Canada Mail to Dorchester instead of changing at Charter or the Bend of Petitcodiac, which would save one thousand miles travel annually to each Mail carried from Miramichi. Until the level road through the great Cumberland Mountain is completed, the Canada Mail ought to change about 20 miles nearer Halifax than

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Richard Smith,
Shubenacadie.

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G. W. M'LeLlan,
Londonderry.

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it now does; as it waits at Dorchester generally about six hours for the Halifax Courier. A strong recommendation ought to be made to the Nova Scotia Assembly by the Government to complete the level line begun, which would not cost over six or seven thousand pounds, and it would bring Canada and Halifax some thirty miles nearer together by the rate of travelling. This mountain may be said to form a complete barrier to the travelling between the Provinces. All Mail coaches stop at each side of it. Some light teams in attempting to come over it, have had to cut down a tree at the top of the Mountain and make it fast to their waggons. It may be reasonably asked why has the road over this mountain been suffered to remain in the state it is in—a disgrace to Nova Scotia—so long? Because there is a jealousy on the part of the Western Members of the Assembly, but a strong recommendation from the Post Office Commission and the Government will have, I trust, the desired effect.

The country Post Masters complain of being poorly paid, but there is no loss of suitable men to hold the office on account of pay; therefore there is no need of raising their emoluments.

No. 46.

No. 46.

C. Inglis Haliburton,
J. Chandler,
M. Gordon,
Gilbert Purdy,
Hon. James S. Morse,
S. H. Morse,
Wm. W. Bent,
John Morse,
Amherst.

C. INGLIS HALIBURTON, Esq., Judge of Court of Probate for Cumberland County.
JOSHUA CHANDLER, Esq., Sheriff of Cumberland County.
M. GORDON, Esq., Assistant Judge of Inferior Court for Cumberland County.
GILBERT PURDY, Esq., Deputy Registrar of Deeds for Cumberland County.
HON. JAS. S. MORSE, a Member of the Legislative Council.
SILAS H. MORSE, Esq., Deputy Prothonotary for Cumberland County.
WILLIAM W. BENT, Esq., J. P. and
JNO. MORSE, Esq., J. P., Coroners for Cumberland County.

Amherst, 24th Dec., 1840.

As regards the administration of the Department we would remark that, although we have not sufficient information to enable us to speak of it in general, yet we feel it to be incumbent upon us to bring under the notice of the Commissioners the regulations at present in force on the line between Westchester in this County and Dorchester in the Province of New Brunswick. The distance between the two places is 57 miles; the Courier therefore employed upon the route has a distance of one-hundred and fourteen miles to travel weekly, that is to say he takes the Mail from Westchester to Dorchester and brings back the return Mail from Dorchester to Westchester; for this he receives £209 per annum. Such are the terms of the contract between him and the Deputy Post Master General in Halifax; but in fact he carries the Mail only 40 miles and employs a sub-courier for the small sum of £49 per annum, to perform the remainder of the distance. The unfairness of such an arrangement is obvious. These expenses are entirely independent of the second or extra Mail.

We would also call the attention of the Commissioners to the great inconvenience experienced by the very many persons travelling on this line between Halifax and St. John, owing to the Couriers not being provided with proper and comfortable conveyances. On every other part of the line Mail coaches

are to be met with, and we are well assured that if the Deputy Post Master General at Halifax was directed to advertize the Mails, responsible and trustworthy persons could be found, who for the sum of £300 per annum would undertake to convey the two Mails between Westchester and Dorchester, and also to drive a comfortable covered two-horse waggon for the accommodation of travellers. The present expenditure of Her Majesty's Government upon the two Mails would, we are led to believe, be thereby considerably lessened, and the convenience of the public greatly enhanced.

The present practice of detaining the ordinary Mails in Halifax beyond their stated times of departure, on account of the arrival of the English Mail, is also a subject of complaint; it no doubt occasions great inconvenience, and might be productive of serious loss to all persons, but especially to those engaged in mercantile pursuits.

Another subject of complaint to which we solicit the attention of the Commissioners arises from the charge of 2s. 6d. per annum imposed by the Deputy Post Master General in Halifax upon all Provincial papers sent from that place throughout the different parts of the country. We earnestly recommend that it should be discontinued, especially as we understand it does not materially add to the Post Office revenue.

As to the remuneration of the Officers of the Department, we are of opinion that the Post Masters in general throughout the Province are not sufficiently paid for the labor they undergo in discharging their duties, but we can speak with certainty only in reference to the Post Master in this County; and that gentleman is by no means adequately remunerated for the services he performs. The following statement will show the nature of the duties his Office imposes upon him.

There are ten different Mails received at and sent from the Post Office in Amherst; the times of their arrival and departure are very irregular. In the winter time they generally take place in the night; and in that inclement season the Officer is often two and sometimes four nights in a week occupied in attending to them; the necessary outlays required for the Office subject him to a considerable annual expense. The emoluments of his Office amount to sometimes less, but never more, than twenty pounds per annum.

The former Post Master, we are informed, relinquished the Office on account of the trifling sum he received from it, and the present one is only induced to retain it by the solicitation of many who are anxious that it should remain in the hands of a correct and responsible person.

The "rates of Postage" come next for consideration; we think them high, but we are not prepared to advise a reduction.

The improvements on the Mail roads in this Province have been of late years very great; and other and more extensive ones are intended. The speed at which the Mails at present travel averages about five miles an hour; we think it might be increased to seven.

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R. M. G. Dickey,
key, Amherst.

No. 47.

R. M. G. DICKEY, Esq., late M. P. P. for the Town-
ship of Amherst.AMHERST, CUMBERLAND COUNTY.
22nd December, 1840.

I beg leave to state that in my opinion the speed of the Mail ought to be increased, and for that purpose that four horses ought to be put in the teams, with strong waggons in summer and autumn and sledges in winter; to run twice in each week. This team would hasten the speed very much; the contracts on the different sections on the line should be divided so as that the Couriers might be quite certain to be able to perform the line in the time prescribed, and one person should have charge of one section for the whole carriage twice in the week, and not as at present two persons, the regular weekly Mail carried by one and the extra Mail by another; for both being in one they could be conveyed cheaper than as at present. These changes would be a great accommodation to the public, and increase the number of travellers by the Mail waggons.

I am also of opinion that the per centage ought to be reasonably increased; so as to make some addition to the pay of the Deputy Post Masters in the country, as their time and trouble are not sufficiently paid to ensure responsible persons to hold them.

With respect to the rates of Postage, I am of opinion that it would not be advisable to alter the rates at present, or until the increased speed should have had a fair trial.

As regards the improvements of the Mail roads, that is a question that has in some degree occupied the attention of the Legislatures of Nova Scotia and New Brunswick; the latter has far surpassed the former. The principal obstructions on the Mail road from the bounds of New Brunswick to Halifax, a distance of 130 miles, are the Brookfield Hills in the Counties of Halifax and Colchester, a distance of some 14 or 15 miles. This distance is now in a state of improvement, £4,500 has been granted for that purpose in the last session, and grants will be continued until the line is completed. The other principal obstruction is the Cumberland Mountains; this line is also in a state of alteration and repair. Last year and the year before, £1,400 were expended, which completed the two first sections, to where it comes up to and crosses the old line, a distance of about 5 miles, avoiding some of the highest mountains. The Mail has the advantage of these sections at this time; the next sections that will cross and re-cross the old line, a distance of about eight or nine miles, I hope will be proceeded with until completed. When these sections are completed, the principal obstructions will be removed from New Brunswick to Halifax.

No. 48.

Hon. A. Camp-
bell, Tatama-
gouche.Hon. A. CAMPBELL, a Member of the Legislative
Council.TATAMAGOUCHE, COLCHESTER COUNTY,
4th December, 1840.

I am not aware what the remuneration of the Deputy Post Master General is at Halifax, but the Post Masters throughout the Province generally complain of the small allowance made them for their services.

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The rates of Postage are generally complained of, and this affects persons in business very much. They are compelled to keep up a large and often unprofitable correspondence; and it is a serious injury to trade, without being profitable to the Post Office revenue. If the internal rates of Postage in the Province were reduced, it would, in a great measure tend to keep down the numerous measures now adopted for forwarding letters by private conveyances to evade the payment of Postage. Letters of a single sheet, for every ninety miles, pay about eight pence currency, which is much more than I believe is paid in England or in the United States for the same distance; whereas, if the rates of Postage were reduced, I have no doubt the Post Office revenue would increase, provided due attention was paid to keeping up regular Post communications throughout the various parts requiring the same.

The improvement of the Mail roads is a subject which every well wisher of the British Provinces has a deep interest in. As far as I can state from personal knowledge, the great or Mail roads, particularly in this Province, are far from being in a safe and proper state for transporting the Mails. The system adopted in this Province of endeavouring to complete both the great and what are called the bye-roads by small grants from the Legislature has very much retarded the improvement of the Post roads. My opinion on this subject is that the improvement of the Mail roads connecting the different Provinces should be taken up by the Government, and completed by large grants from the different Legislatures; and after this object has been accomplished, what are called the bye or cross-roads should be attended to.

The roads from the capital of this Province to the different towns and villages are in a very dangerous state. This is of course owing to the small grant of money to complete the same, as well as for want of scientific Commissioners to expend the grant. I believe that the different Mail routes are as well arranged as the state of our roads will admit of; but the Deputy Post Master General of this Province is often compelled to send the Mails by circuitous routes for want of safe roads; for instance, the Mail from Halifax to Charlottetown in Prince Edward's Island is forwarded by way of Pictou, a distance of 100 miles land carriage and about 50 miles more by water, whereas the distance from Halifax to the harbor of Tatamagouche, which is safe and commodious, and situate on the Northumberland Strait opposite to Charlottetown, is only a land carriage of about 85 miles, and a water carriage of about twenty. But on account of the state of the roads from Truro to this place, a distance of about 25 miles, and which could at an expense of £1,000 be completed, the Prince Edward's Island Mails have to be sent the circuitous route by Pictou. I consider the improvement of this road one of great importance to the Mail communication; and more particularly at this present time, on account of the steam communication from Halifax, Pictou, Charlottetown and Quebec; as this would be a short route from Halifax to the Strait of Northumberland, and would give troops and travellers an opportunity of embarking or disembarking at the following harbors, viz: Pugwash, Wallace, Tatamagouche, River John, or Pictou, Tatamagouche being about a centre of these harbors, say 30 miles north-west from Pictou, Pugwash being about 25 miles north from Tatamagouche, and as above stated Charlottetown, Prince Edward's Island, being about 20 miles distant. Besides, a great convenience might be derived from this road, if steamers were compelled to make any of these ports on account of head winds or otherwise.

I consider the improvement of the main Post road on the sea-board, from the Gut of Canso through

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Pictou and this place, and so on through New Brunswick, by way of Shediac, Miramichi and Baie des Chaleurs, and on to Gaspé, to be of vast importance to this Province, as well as to the Province of Lower Canada, as this would if completed be a level and safe road for transporting troops and heavy baggage, and would pass near all the principal harbors on the Strait.

No. 49

No. 49.

Jas. Dawson,
Esq.

JAS. DAWSON, Esq., Agent for Lloyd's.

Pictou, 2nd December, 1840.

It requires but a small degree of intelligence to perceive that the Penny Post Office System of Britain would be inapplicable in its details to the wants of the Colonies. The scantiness of their population scattered over a wide extent of surface, the great length and imperfect state of the roads, and the consequent expense of conveying the Mails when compared with the Parent Country in these respects, forcibly impress the mind with the difficulties to be met with in carrying out such a system here. Some approach to it, however, might be made advantageously; for example, a uniform rate of Postage, say 4d. for the half ounce, might be adopted for all letters posted and delivered within the same Province, excepting always letters posted and delivered within the same town and not passing through a second Post Office, which ought not to exceed 2d. Eight pence might be charged on letters delivered in the next adjoining Province to that in which they were posted, and one shilling when they are carried to a third or fourth to be delivered. One half the foregoing rates might be charged on letters going and coming by the Packets.

Something of this sort might be tried for a limited period, say for five or ten years: and as the population increased, and the roads became improved, a corresponding reduction of Postage might be effected.

All papers, whether of a political, religious, scientific, or literary character, if printed in folio or quarto, and done up in single sheets with their names printed on the cover, ought to go free: and all printers of such papers ought to be bound to print in their respective papers all Post Office communications also free. Provision ought also to be made for the cheap transmission of all monthly and quarterly publications, if printed in octavo or smaller size and their names printed on the envelope. If these could be carried and delivered in all parts of these Provinces at 1d. per ounce, it would be a great boon to the people of British North America, and place them on a level with the people of the United States in the cheap means of acquiring literary, scientific and religious knowledge, in which they are at present sadly deficient.

The British North American Provinces ought to assume the sole management of their own Post communications; all the Provinces sharing alike in the loss or gain. The Post Master General ought to reside in Halifax,—to the Post Office of which place the greatest responsibility naturally attaches, owing to the transmission of all the Mails through it to and from the Mother Country. He ought to be the servant of the Provinces, and paid from the General Post Office funds, and should hold his appointment from the Governor General during good behaviour. Each of the other Provinces ought to have a Deputy Post Master General appointed by the Executive; and

paid from the Post Office funds of the Province; and in each of the Provinces a Committee of three should be annually appointed, one Member by the Assembly, one by the Legislative Council and the other by the Executive, to audit the Post Master General's accounts, or his Deputy, and report thereon to their respective branches of the Government. This Committee should have the power of nominating fit and proper persons, as Post Masters throughout the Province; the appointment to be made accordingly by the Executive, and to be held during good behaviour. This would relieve the Deputy Post Master General of a great deal of his responsibility, as the Post Masters would then be directly responsible to the Government, but through the Post Master General or his Deputy.

It is hardly to be supposed that, after having with great generosity conferred so many benefits on the Colonies, the Home Government would decline surrendering the control of the Colonial Post Office to the Colonies. She has too much magnanimity to desire that any part of her revenue should be derived from such a source; and the Colonies ought to manifest their gratitude by undertaking at once their own Post communications, collecting the whole of the British Packet Postage, and remitting it free of any expense to the Home Government. They would thus show that they were not insensible to that parental care and ample protection which has been extended to them with no sparing hand, and that they were ready to co-operate with her to the extent of their means, in every scheme she might devise for the public good.

In nearly all British Institutions there is a remarkable disproportion between the remuneration of the Heads of Departments and their working servants. I need hardly remark that the Post Office, both at Home and in the Colonies, partakes largely of this discrepancy.

In the United States, and also in the Colonies, things are generally otherwise managed, both economy and justice point out the propriety of equalizing the remuneration of public servants; and hence the disposition manifested in them all to obtain the control of the Crown Revenues, and the payment of all their public servants.

As the plan I propose for the appointment of the Post Masters will greatly lessen the responsibility of the Post Master General and his Deputies, and as their present remuneration is out of all proportion to the duty they have to perform,—I would propose that the salary of the former should not exceed £400 or £500,—and of his Deputies £300; in all cases exclusive of the charges of their Office Stationery and Clerks' wages. I am satisfied that for these salaries, an equal if not a greater amount of talent and integrity can be secured, than is now for a much greater sum.

The enquiry made some years ago into the Colonial Post Office proceedings by the last House of Assembly of Lower Canada, and more recently by the Legislature of this Province, has laid bare a series of transactions which are anything but creditable to the present Heads of the Department. Their appropriating to themselves excessive salaries and perquisites, seemingly without any check from the Home Authorities, under pretence of great responsibility,—and their obtaining pecuniary grants for Post communications from the Legislature under various disreputable pretences, while they were at the same time remitting large balances to the Home Post Office or paying it into the Military chest here,—are doings

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which no deliberative Assembly in British North America would for a moment countenance; and while these men are continued in office, it is more than probable that they will hesitate in giving the Colonial monies, under any circumstance, for Post communications.

The next thing that comes under this head is the payment of the country Post Masters. At present, I believe, they are chiefly paid by commission. I do not see, however, any difference it would make to the Department were they all paid salaries. Both ways amount to the same thing in a pecuniary point of view. But in some instances the remuneration as at present is too little, while in others it is too much. A new scale, more adapted to the present state of the country, is much wanted. And as all new Colonies are remarkable for rapid fluctuations in their population and commerce, this operation would require perhaps to be repeated every ten years.

All that seems desirable at present as to Post communications could be accomplished were the different Governors, in their annual Speeches at the opening of the Legislatures, to recommend the state of the great Post roads to their consideration. The Colonial Legislatures have always shown a laudable readiness to promote any object so recommended by the Executive; and there is no reason to believe that they will not continue to do so, if upon enquiry the object be found to require it, and the trustees of the money be worthy of confidence. Great improvements have lately been made on the road leading from Halifax to this place; and others are in contemplation which, when executed, will make it as good as any similar extent of road in every part of the world.

Very expensive alterations on the great Post roads do not seem advisable at present, as it is highly probable that before many years transpire, the Colonies will be traversed in all directions with lines of rail-roads which will in a great measure supersede the use of common roads as Mail routes, and should the British claim to the disputed territory be ultimately recognized, the contemplated rail-road through it to Quebec would be a great desideratum, and would immediately lead to the construction of others; for instance, from Halifax to Windsor or even to Ligby, when by means of a swift steamer on the Bay of Fundy to connect the two lines, the Mails could be conveyed from Halifax to Quebec in about 24 hours. Again, a line of rail-road would most likely be opened from Quebec to Montreal, which would convey the Mails in little more than a third of the time now required by the river boats.

In Nova Scotia and Prince Edward's Island, very little new Post Office accommodation is required, but such as the people will provide at their own expense; the chief part of the country being already settled, and possessing access to some Post Office at no great distance; but the case will be very different in some of the other Provinces to which the tide of emigration is now setting, and where large new communities are forming every year. In such places a great increase of Post accommodation will no doubt be required; and if the Department should be made to produce anything over its expenditure, it ought in the first instance to be applied to this object.

The carriage of the Mails along the great Post roads should be sold by public competition, say once every ten years, the expense being so great of providing horses and carriages, that a shorter period would not afford inducement enough for men of enterprise and capital to embark in it. Good security ought to be taken for the due performance of their engagements.

With regard to letters or papers passing to or from the United States, a convention ought to be entered into with the Post Office of that country, on terms of perfect reciprocity, by which the same Postage will be paid on passing the lines into either country, and the amount collected and guaranteed by either party on the same terms. The commission on the collection of this, and on papers or periodicals, should all be paid into the general fund, and no perquisites allowed in any case to Post Masters beyond their fixed salaries.

No. 50.

JAS. PRIMROSE, Esq., United States' Consul at Pictou.

Pictou, 29th January, 1841.

I am of opinion that a small uniform rate of Postage from any part of these Colonies to any other part would be a boon of great value to their inhabitants. A most desirable regularity and simplicity would thus also be introduced into a public Department, the machinery of which is at present almost unintelligibly complex and unsatisfactory in its operation.

If, however, a modification of the present system should be considered as better suited to our present condition, I think there should not be over three or four different rates of Postage, proportioned to distances of transmission; and that the highest rate should not exceed one shilling currency on letters not over half an ounce weight, and be for all distances over a certain number of miles.

There are some evils in the present administration of the Post Office which require to be remedied.

Letters mailed for any part of these Colonies can only be pre-paid as far as the next Post Office. If I wish to send a letter to Montreal on which I desire to pay the Postage, I can, under the present system, only pay its Postage as far as the Post Office next to the one in which it is mailed.

I would recommend that every Post Master should have exhibited in some conspicuous place in his Office a table shewing the Postage therefrom to every other Post Office in the said Colonies, and that when any person wishes to pre-pay the full Postage, he may do so, and thereupon have the words "paid to Montreal" (or such other place as may be designated in the address) written in red ink immediately preceding the amount of Postage so paid.

At present letters mailed in the Colonies for any part of the United States must have the British Postage to the lines pre-paid or they cannot be forwarded; while letters from any part of the United States are received in the Colonies charged with the whole tax of American and Colonial Postage.

If the British Post Office pay the American Post Offices at the lines the amount of American Postage incurred on letters mailed in the States for the Colonies, why are not the American Post Offices at the lines required in like manner to pay the British Post Offices the Postages incurred on letters mailed in the Colonies for the United States? The system of requiring pre-payment of the Colonial Postage on letters for the United States restricts materially the freedom and certainty of communication by Mail. The amount of Postage to the lines is different from almost every Post Office. Many Post Masters do not know the exact sum to charge on a letter posted

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Jas. Primrose,
Pictou.

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for the United States; and the consequence is that many letters are short paid and never reach the lines. If it should be necessary to continue the system of pre-payment on such letters, I would strongly recommend a uniform charge of Postage to the lines on all letters mailed for the United States; and to prevent confusion in the various Offices through which they may have to pass after they are first mailed, I would recommend that the words "paid to the lines" be written on them with red ink immediately preceding the amount of Postage.

Letters addressed to settlers in remote parts of the country are frequently returned to the Dead Letter Office, marked "unclaimed," and are thus lost alike to the parties and to the revenue. The way in which such letters are advertized requires improvement. For instance, we find in such lists, "McDonald, John;" now what information can this convey to the proper person in a country in which 2 or 300 John McDonalds reside? The lists of unclaimed letters should be always printed when practicable, or if not legibly written, should contain as much of the address in addition to the name as would clearly designate the party; and should be posted in at least eight or ten of the most public places in the District in which the Post Office is situated. In order to designate clearly the age of letters remaining over in the Post Offices, the date and place where first mailed should be legibly stamped or written by the Post Master on every letter posted in the Colonies.

Post Masters in the Colonies are by far the most miserably paid of all Public Officers; and no Public Office requires such patient and enduring attendance. In addition to their present remuneration they might be allowed to include all forward Postage on letters received at and mailed from their respective Offices in the sum on which they charge commission; and a graduated sum might be allowed for office rent, stationery and fuel, proportioned to the extent of duty performed.

The Post Office at Halifax is altogether inefficient for the prompt performance of the important duty of distributing the Mail brought from England by the Steamer for every part of the Colonies.

Mr. Howe is an indefatigable Officer, but he requires a great deal more assistance for the proper performance of the laborious task assigned to him. As an illustration of this point I may mention that during the last summer the English Mail brought by the Steamers for Canada frequently passed through this place for Quebec two or three days before our Mail, brought to Halifax by the same conveyance, was received here.

No. 51.

Jno. Cunningham, Antigonish.

JNO. CUNNINGHAM, Esq., Assistant Judge of the Inferior Court for the County of Sydney.

Antigonish, 5th Jan., 1841.

One evil I think might be remedied, by letting the Carriers have the whole sum allowed by the Government, which I believe is not the case generally; the Contractors generally farming out the roads to those who will take it the lowest, by which means they are often unable to keep sufficient cattle or carriages to expedite their business.

No. 52.

JNO. THOS. HILL, Esq., Barrister.

Antigonish, 1st Feb., 1841.

As regards the County in which I reside I am satisfied that abuses exist therein; to explain myself more particularly, Mr. Howe enters into contracts with certain persons for carrying the different Mails made up here, namely one for Pictou, one for Cape George, one for Guysborough, and one for the Gut of Canso, for sums I presume not more than an equivalent. Some of the Contractors with Mr. Howe, in place of performing the duty themselves, farm it out to poor persons, who for the sake of a little money perform the service at a much lower rate than was originally contracted for, but not with that punctuality and despatch which they might do, and perhaps would if reasonably paid.

The Post roads in this County and in Guysborough, an adjoining County, are not very good, but are in a state of rapid improvement. In the Island of Cape Breton, generally speaking, they are in a deplorable state, and large sums of money, considering their extent, would be required to make them good. Taking, however, a general view of the roads in this Province, they may be called good.

The existing charges made for the transportation of letters throughout the Province I think moderate enough; but if a reduction took place, a much greater number would be sent by the Post and the revenue be very little if at all injured thereby.

I am of opinion that several plans might be pointed out which would greatly facilitate the movements of the different Couriers throughout this Province and lessen the existing expense. I think it would be advisable to have a Commissioner appointed in each County to overlook the conduct of the Deputy Post Masters, as well as that of the Couriers.

No. 53.

GEO. C. LAWRENCE, Esq., Sheriff for Inverness County, Cape Breton.

Port Hood, C. B., 1st Jan., 1841.

The Mails for this County are made up in Halifax in conjunction with those for Antigonish, where they are overhauled and made up for the Gut of Canso; where they are again overhauled and made up for the next Post Office; and thus a letter going to the northern and inland parts of the County are handled and charged by four or five different Post Masters.

The remuneration of the Post Masters in this County depends altogether on the number of letters passing through their hands, each Post Master charging two pence on a single letter, four pence on a double, six pence on a treble, and eight pence for a letter weighing an ounce weight, &c. &c.

The amount of Postage, from what I have observed, depending altogether in this County upon the number of Post Offices the letter passes through, no matter what the distance, are in many cases higher than on a letter going to England; for example, a double letter, although not weighing half an ounce, passing through five Offices (in a distance of 40 or 50 miles) would be charged 1s. 5d. I have often paid 4 shillings and sometimes 5, for one letter from this to the Gut of

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John T. Hill, Antigonish.

No. 53.

Geo. C. Lawrence, Port Hood.

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Canso, a distance of 26 miles; and no part of that sum went into the general revenue, but all into the private pockets of the Post Masters. A letter from England to the Gut of Canso, as to any part of the Colonies, costs 1s. 4d.; but by the time that letters are carried two days on a boy's back in the country at the rate of three miles the hour (during the day only) it costs nearly 1s. 4d. more. Thus we are in a great measure losing the benefit of the great boon conferred by Her Majesty's Government on the Colonists.

Our main roads are undergoing great and lasting improvements under the superintendence of an experienced Engineer and road maker; and although our Mails are, as I before observed, carried at the slow rate of three miles an hour, it is not on account of the badness of the roads, as there are none of our great roads that cannot be travelled in ordinary weather on horseback 6 or 7 miles an hour. It is because we are not allowed money enough to employ horses, and this we can hardly expect to be while the revenue derives no benefit from our internal Postage. Were our Post Masters paid a small salary or allowed a commission on their collections, a small revenue might be derived, and the pockets of the inhabitants not near so severely taxed. As almost all our Post Masters are merchants, the privilege they enjoy of franking their own letters would nearly pay them for the small trouble which they are put to by the Mail coming once a week to their door.

No. 54.

H. W. CRAWLEY,
Esq., Sydney.

No. 54.

H. W. CRAWLEY, Esq., Commissioner of Crown
Lands for the Island of Cape Breton.SYDNEY, CAPE BRETON COUNTY,
8th January, 1841.

The administration of the Post Office is understood to rest entirely with the Deputy Post Master General at Halifax. The two principal Post Offices in Cape Breton are at Sydney and Arichat, besides which there exist a number of small intermediate or extra Post Offices. As far as I can perceive, these lesser Post Offices are independent of the two first named, and this inconvenience results, that a letter from any part of the Island to any other place within its limits cannot be sent Post-paid. The Postage to the next Post Office is all that will be received, as I have frequently experienced. On representing this difficulty to the head of the Department at Halifax, he replied that he was always anxious to afford every facility of communication, but that he was at a loss how to correct the matter complained of.

* * * * *

Of five weekly publications to which I subscribe, I receive on the average, not more than three, sometimes one only, and sometimes none at all. This grievance I have frequently represented to the Post Master here, and more than once to the Deputy Post Master General at Halifax, without avail. I do not believe that the Officer in charge here has any intention of causing this disappointment. Towards me he has always shown a readiness to be attentive. Indeed complaint is general. I believe that some of the papers are abstracted on the route, and that others are taken away by the crowd at the Post Office here.

I consider that the insufficient remuneration of Post Masters is one cause of the evil last stated. Indeed the Post Master here declares that he cannot afford to

provide a proper apartment with the requisite conveniences for preventing the public from interfering with the opening of the Mails and delivery of the letters. The consequence is that in the confusion occasioned by people pushing into the Office, papers disappear without the Post Master being able to account for their loss. In the several petty Offices throughout the Island it is to be expected that matters are managed still worse.

Between Sydney and Halifax single letters pay one shillings and threepence currency. Formerly they were charged one shilling and sixpence. The rate for a letter to England from Halifax is only one shilling and fourpence currency. These rates appear out of proportion. Letters conveyed by Post through the Island are charged very high comparatively; a consequence probably of the number of petty Offices through which they pass. I think that single letters have been received by me from Mabou, Marguerite and Judique, charged from 10d. to 1s. 1d. I do not know that they had been transmitted by the shortest route.

The improvement of Mail roads is the grand requisite in this Island. There is not a Post road within the whole circuit that can be travelled by wheels; not even the principal route from Sydney to St. Peter's, which is the main Post road to Halifax. Most of the others are mere bridle paths. To several settlements there is no road of any sort. This deficiency is mainly attributable to the inadequate representation of this part of the Province in the Legislative Assembly. The Island of Cape Breton constitutes nearly one-fourth part of the whole Province in extent and population,—the latter being about 50,000,—and much more than a fourth in importance, when its fisheries, minerals, agricultural capabilities and produce, and the proportion of revenue actually contributed, are taken into the estimate. Yet the whole Island sends but six Members to a House of fifty. Of course it cannot obtain due consideration; and thus it never receives the grant of money necessary for the road service, which should in justice be more than double the amount annually given.

There appears also throughout the Province a backwardness on the part of the people and their Representatives to lay out sufficient money on the main Post roads. It is in great part frittered away on the cross roads and bye roads.

The effects of this deficiency are seen in the delay of the Post communications within the Island. Letters to Sydney from different parts, where there are Post Offices, are from ten to fifteen days on the way. From places where no Post Offices exist, they are detained a month or more. This takes place in an Island only measuring one hundred miles in length, and about eighty in breadth. It is true the country is very much intersected by water, which circumstance increases the difficulty of travelling and the length of the roads.

The weekly Mail between Halifax and Sydney performs the distance, either way, generally in five days. A steamboat would carry it by water in two days, or thirty-six hours in fair weather. The Unicorn performed the distance in 24 hours. During the summer, the Post takes five days to travel from Halifax to Sydney, and the same time to return; but in the winter it is from eleven to eighteen days on the return from Sydney to Halifax. The delay is owing to the want of a second Courier between Pictou and Truro. During the summer a private stage runs three times a week on that part of the road; in the winter only once in the week. The return Mail cannot arrive in time for the stage, and is accordingly detained till the following week; and a failure on the part of the stage produces another week's detention of the Mail. This occurs, too, at the season when the Legislature is in Session,

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and when the communication with the seat of Government is most required to be expeditious. The cheapest remedy probably would be to afford a moderate assistance to the Stage Company, to enable it to run the stage twice in each week during the winter.

The Mail is also occasionally detained on its way to Sydney from one to two or three days, by the difficulty of crossing the Strait of Canso when the drifting ice is rushing through, or when it becomes jammed in the Strait. It is stated, however, that the passage is always practicable during a part, at least, of every day, toward the southern entrance of the Strait.—The ferry should be there. The obstacle is, that a road to that part is not made, although it has been some time laid out.

A steam ferry-boat seems essential in the Strait of Canso, a boat similar to those in use at the ferries across the North and East Rivers at New York, and capable of being fitted as an ice boat for breaking through the ice when needful.

A more efficient conveyance is also wanted from the Strait of Canso to St. Peter's and Sydney. But one Courier is employed, and with ineffective horses. From two to three days are spent in getting through these seventy or eighty miles on horseback.

No. 55.

No. 55.

Hon. W. Ouseley, Sydney.

Hon. W. Ouseley, a Member of the Legislative Council.

Sydney, 28th Dec., 1840.

With regard to the administration of the Post Office in Nova Scotia, it is, I believe, wholly and solely in the hands of the Post Master, or Deputy Post Master General in Halifax, John Howe, Esquire, in whose hands I conceive it might remain, subject however to a much more extended and efficient control of the Provincial Legislature than it is liable to at present. Its administration in the Island of Cape Breton is delegated by Mr. Howe to one principal Deputy in each County of the Island, who again appoints his own Couriers and Deputy Post Masters, either individually or through recommendation from Halifax, as the Post routes are extended and increased.

With respect to the remuneration of its Officers a great deal more may be said; as it is, I believe, in the present uncertain and fluctuating mode of payment, received by the various Deputies from a per centage upon the letters and newspapers passing through their hands. The greatest confusion in consequence exists, and their salaries are becoming so reduced as to render their appointments scarcely worth retaining, which is rendering the holders of them careless in the discharge of their duties. I should suggest, therefore, that permanent salaries should invariably be given to all Post Masters and Deputies, without perquisites of any sort or kind beyond the privilege of franking their own letters. The proportioning of the different salaries should probably be left with Mr. Howe, as the person most likely to know the amount of the duties to be performed by his different Deputies. I should say that for the extent of duty performed by his Deputy here, Mr. Martin, the sum of from £50 to £100 per annum would be ample remuneration; and for Mr. Martin's Deputies, again, the sum of from £5 to £20 each per annum, with the power of franking their own letters, would in my opinion be amply sufficient; and probably the same in the other Counties, according to the extent of the duties to be performed by each person.

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With regard to the rates of Postage, they have been arranged I believe by the old English rates, and would not be considered high for the Province were they not compared with the English rates since the introduction of the general Penny Postage; any immediate reduction, therefore, without a much larger increase of population would probably much cripple the efficiency of the Department.

Upon the last subject of the inquiry, the improvement or state of the Post roads, I can only state, that in this neighborhood they are in a very bad state indeed, and that I believe this to be the case generally, with very few exceptions, with the Post roads throughout the Province.

No. 56.

No. 56.

P. H. CLARKE, Esq., J. P.

P. H. Clarke, Sydney.

Sydney, 21st Dec., 1840.

In this Town the Post Office is conducted by Mr. Martin. The remuneration for the services of so responsible an Officer (through whose hands large sums of money are forwarded) I conceive to be very inadequate; I understand it does not exceed £50 currency per annum.

* * * * *

Within the last ten years nineteen branch Offices have been established on the Island, the Mails to which are all made up here, thereby throwing much additional duty and responsibility upon the Department in this town,—a strong circumstance in favor of increasing Mr. Martin's allowance. The Postage to these branch or minor Offices is only two pence, which I understand is allowed to the different Deputy Post Masters as a remuneration for their trouble, with the privilege of franking their own letters.

The Mail roads are in a very bad state. Some improvements have taken place within the last few years, but much more is required ere punctuality and speed can be accomplished. Some of the bridges on the main Post roads to Halifax are actually at this moment unsafe for man or horse; and much and severe are the sufferings of the Couriers in such a state of things.

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(S.)

EXTRACTS FROM GENERAL CORRESPONDENCE.— PRINCE EDWARD'S ISLAND.

General Correspondence—Prince Edward's Island.

No. 1.

No. 1.

WILLIAM COOPER, Esq., Speaker of the House of Assembly.

Wm. Cooper, Charlotte Town.

Charlotte Town, 6th Jan., 1841.

[To Second Circular.]

Answer to Second Circular.

1.—I am not sufficiently acquainted with the Post Office regulation of the British Provinces, or of the intercourse between them and the United States, to pro-

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pose any alteration; but generally speaking to encourage intercourse will be the means in a great measure of dispelling prejudices, of extending knowledge and of promoting good will; and I would suggest that no revenue should be raised from the Post Office, besides the actual expense of that Establishment.

2.—I am not aware that many letters are sent to this Colony through any other channel than the Post Office, but the high rate of Postage is a strong inducement to evade the payment when an opportunity offers by any other conveyance.

3.—The rate of Postage from the Canadas, as also from United States, is a great complaint. It appears from the enclosed backs of letters that they are charged from one Office to another, therefore I think it would be preferable and would be attended with less trouble and expense to forward them to their destination at once, charged only for the direct distance.

4.—A reduced rate of Postage would no doubt increase the number of letters. There are many persons in this Island who have relatives and friends in the Upper Provinces and the United States who would keep up a constant correspondence by letter if the price of Postage was reduced.

5.—It would certainly be preferable to charge letters by weight instead of rating by single and double letters, as the Postage would be more easily ascertained and disputes prevented.

6.—I am not sufficiently informed to offer an opinion.

7.—I am of opinion that the same indulgence should be extended to the publishers of newspapers and other periodicals in the Colonies as has been found beneficial in Britain, but not to be considered as a boon to the proprietors of such works, but to afford information and instruction to the public generally.

Enclosed backs of Letters.

<i>Kingslon, October 4.</i>		2s. 4d.
<i>Halifax " 23.</i>	THOMAS OWEN, Esq., Cardigan River, Pr. Edward Island.	2s. 8d. 5s. 0d. 4d.
		5s. 4d.
<i>New Albony.</i>		9d.
<i>St. Andrews.</i>	THOMAS OWEN, Esq., Three Rivers, Pr. Edward Island, Gulph St. Lawrence, North America.	1s. 0d. 1s. 9d. 4½d.
		2s. 1½d. 2 d.
		2s. 3½d.
<i>Dunstable, Mass., Nov. 13.</i>		11½d.
<i>Pictou.</i>	THOS. OWEN, Esq., Cardigan, Pr. Edward Island.	9 d. 1s. 8½d. 1s. 0 d.
<i>St. Andrews.</i>		2s. 8½d. 4½d.
		3s. 1 d. 2 d.
		3s. 3 d.

No. 2.

R. HODGSON, Esq., Attorney General for Prince Edward Island.

Charlotte Town, 23rd January, 1841.

[To Second Circular.]

2.—I believe that during the summer months, correspondence to a greater amount than by Mail is sent by private conveyance between this Colony and Nova Scotia and New Brunswick, in consequence of the high rate of Postage at present existing. I have also reason to believe that letters for England are frequently sent during that season from this Island by private conveyance, to be posted in Halifax, in order to save the intermediate Postage.

3.—I am of opinion that the present rate of Letter Postage in these Provinces is much too high; take for example the Postage now paid on a single sheet between Charlotte Town in this Island and Halifax in Nova Scotia, (a distance of 160 miles including of course the water carriage to Pictou,) the Postage is 8d. currency, far exceeding in proportion the Postage paid on a single sheet between Nova Scotia and England, which is only 1s. 3½d. currency. I understand that the Postage between the other British North American Colonies is also proportionably high, but I do not speak from my own knowledge on this point. I am of opinion that the Postage between this Island and Halifax, Nova Scotia, ought to be reduced at the least one half.

4.—I am of opinion that a reduction in the rates of Letter Postage would increase the amount of correspondence by Mail between this Colony and the neighboring Colonies.

5.—I think the system of charging letters by weight (as now in practice in the United Kingdom) might be advantageously substituted for the mode in use in these Colonies.

6.—I am aware of a charge of 2s. 6d. per annum at present made for the transmission of each number of any weekly newspaper published in these Colonies. I do not consider the rate of charge objectionable, the mode of payment I think is so. The great clamour made against this charge arises chiefly, if not wholly, from the publishers of the papers: these persons are frequently obliged to pay the annual charge of 2s. 6d. on each paper to the Post Master General years before they can collect their subscriptions from subscribers scattered over the face of a whole Province, and in very many instances I believe they are never received at all, either from inability to pay on the part of the subscriber, or from death, removal or other casualties; this in my opinion sufficiently accounts for the hostility of publishers of newspapers to the charge as now enforced. I think that a rate of Postage on each paper to be paid by the recipient of the paper at the Post Office, to make up the annual charge of 2s. 6d. now exacted, would not be felt or complained of; and the publishers of newspapers being thus relieved, no more would be heard of what they with justice consider a great grievance, as it at present bears upon them individually.

7.—I am of opinion that the proprietors of newspapers in British North American ought to be relieved from the payment of Postage on such papers, but that a rate of Postage equal to the present charge of 2s. 6d. per annum on each paper, to be paid by the person by whom the same is received, as stated in my answer to the last preceding query, would not be burdensome, and would not in the least impede an extensive and free circulation of such papers.

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(S.) No. 2.

R. Hodgson,
Charlotte
Town.
Answer to Second Circular.

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HON. GEORGE WRIGHT, Surveyor General for Prince
Edward Island.

(S.) No. 3.

Hon. George
Wright, Char-
lotte Town.*Charlotte Town, March, 1841.*

During the summer months, correspondence to a greater amount than by Mail is sent from this Island to the neighboring Provinces by private conveyance, in consequence of the high rate of Postage.

I am of opinion that the present rate of Letter Postage is far too high. The Postage of a letter from England is only 1s. 3^d. currency, whereas a letter from Halifax, Nova Scotia, is 8d.—a distance of only about 160 miles (including the water carriage to Pictou, 60 miles.) A reduction in the rates of Letter Postage would materially increase the amount of correspondence by Mail between this Island and the neighboring Provinces. The practice of charging Letter Postage by weight might be advantageously adopted in these Colonies.

I am aware that the editors of weekly newspapers are charged 2s. 6d. per annum for their transmission to the subscribers, which charge I consider moderate; but as it is paid by the publishers in the first instance, and often years occur before he is reimbursed, is, I believe, the chief reason why the charge is so loudly complained of. Were a rate of Postage charged on each paper to be paid by the subscribers at the Post Office, equal to the annual charge of 2s. 6d., it would not be complained of; and the publishers would be relieved of what they consider a great grievance. Proprietors of newspapers in British North America ought not in my opinion to be charged Postage, but the charge at present made ought to be paid by the subscribers.

No. 4.

G. R. Goodman,
Charlotte Town.

No. 4.

G. R. GOODMAN, Esq., Collector of Customs at Char-
lotte Town.*Charlotte Town, 2nd January, 1841.*

The Officers employed in the Department should receive a fixed salary, without additional emoluments in any shape, the same to be paid out of the receipts for Postage; the residue of the receipts to be appropriated by the Executive to the improvement of the Mail roads.

Newspapers should pass free: and the amount of Postage on letters be determined by the Chief Officer of the Department in each Province, subject to the approval of the Executive.

All appointments to Office should be made by the Imperial Government, or by the respective Lieutenant Governors in each Colony.

No. 5.

T. B. Tremain,
Charlotte
Town.

No. 5.

THOS. B. TREMAIN, Esq.

*Charlotte Town, 10th April, 1841.*Answer to Se-
cond Circular.

[To Second Circular.]

1.—The Post route for letters during the winter months between this Province and Canada is much retarded by letters being sent from this place in the

Halifax letter bag when they are made up for Quebec, thereby travelling about 300 miles out of their way, and all the attendant delay of waiting the Post days, &c. The Quebec letters mailed for Halifax cross the Strait from this Island to Cape Tourmentine in New Brunswick, and thence proceed to Amherst or Fort Cumberland, whence they take the Halifax Mail route, are mailed for Quebec, and retrace the same road with the Canada Mail. I would suggest that a separate Mail be made up here to take up its route at Cumberland for Canada direct. The same delay and inconvenience exists with regard to letters for St. John and Fredericton, New Brunswick, although the Mail passes through part of that Province on its way to Halifax. I may further remark that letters for Canada in summer have during the last summer gone through Pictou to Halifax and back to take the Steamer for Quebec. This is so palpable an error that it will have already probably occurred to the Commissioners. My own opinion is that a bag should be made up here for each of the Colonies, particularly Canada, instead of Halifax alone as heretofore.

2.—I would strongly remark upon the large amount of Postage lost to the revenue from the great number of letters sent by private opportunities to Halifax and back to this place—in consequence of the heavy Postages at present charged of 8d. on a single letter to Halifax, with which place much the greatest amount of correspondence exists.

3.—I would remark the Postage between this and Halifax is too high—that the most expensive part of the route by land to Pictou is travelled in Nova Scotia at a Postage of I think 4d., when the Mail is but thrown on board a Steamer (paid by this Colony) and is brought free of expense to this Post Office; for which we pay a Postage equal to the land carriage to Pictou. It is a common practice here to load private individuals with letters, by which the revenue suffers much. I am of opinion that one half the present Postage would yield a greater revenue. It at least I think calls for a reduction.

The present rates of Postage to Quebec being 1s. 8d. by the present circuitous route before alluded to, it may be fairly argued that a more direct communication, say hence to Pictou and thence by Steamers to Quebec, may be accomplished at a less rate.

5.—I am not prepared to give an opinion, but think the present system a good one.

6 & 7.—With regard to newspapers and other periodicals, I think they should pay a small rate of Postage, but they should all pay alike in the Colonies, as the circulation of a periodical is in proportion as it is valued.

No. 6.

JOHN THOMPSON, Esq., M. P. P. for the Town of
Georgetown.

No. 6.

Jno. Thomson,
M. P. P.,
Georgetown.*Georgetown, December, 1840.*

Conceiving that the intention of Government in establishing communication by steam with the North American Colonies is evidently to reach the most important stations by the best and safest routes within the shortest space of time, and that Halifax is and must continue to be the station at which the Atlantic Steamers will deliver and receive the British Mails, and Pictou that from which the Gulf Steamers must

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continue to keep up the line of internal communication, (Quebec being the *terminus* of this communication,) a question naturally arises here, which is the shortest, safest and best passage from Pictou to Quebec,—whether through the Straits of Northumberland or by the East Point of this Island? On examining the latest Charts of the Gulph it evidently appears that the shortest passage is that made by the East Point of the Island by a few miles; and that it is the safest, must appear evident to the most superficially informed in nautical matters.

* * * * *

The House of Assembly in April last passed a Resolution to the following effect:—"That it is the opinion of this Committee, that an Address be prepared and presented to His Excellency the Lieutenant Governor, praying him to use his influence with Her Majesty's Government to cause the Steamboat about to be established between Pictou and Quebec to touch at the most convenient port in this Island on her going to and returning from those places." Which Resolution being agreed to, the House then Resolved: "That a Committee of five Members be appointed to prepare an Address to His Excellency the Lieutenant Governor, praying that he would exert his influence in order that the Government Steam Vessels to be employed to ply between Quebec and Pictou be directed to make Charlotte Town a port of call." The Committee was appointed, and an Address prepared and presented in terms of the Resolution; and no doubt His Excellency the Lieutenant Governor will exert his influence, as he was pleased to say on the presentation thereof that he would comply with the desire of the House. As there was no opposition to this Address (my colleague and I being absent), it might be contended that the House was unanimous in pointing out Charlotte Town as the most convenient port of call in the Island; but for the reasons already given it appears not to be the most convenient. In the first Resolution the most convenient port of call is mentioned; but the Commissioners will observe that the framers of the Address did not pretend to say that Charlotte Town is the most convenient port of call; they avoid that question altogether by glossing the matter over with a trifling story about the new Chart of Charlotte Town Harbour and its public wharf, at the same time saying not a word about the new Chart of Georgetown nor of its equally good wharf. Regarding the superior natural advantages of the latter harbour over the former, Mr. Holland, Surveyor General, who surveyed the Island soon after its cession by the French, in his Report of Georgetown to the Home Government, says:—"In respect to trade and navigation no place can be more convenient; the entrance into the rivers with the help of two or three buoys being fixed (there were three set down this year, 1840) the channel will be fair and open for the largest ships to enter and to ride with great safety."

Last winter the House of Assembly provided the means to have lithographic Charts of both harbours on a large scale, a survey having been made of the same in 1839 under an Act of the Legislature. Georgetown has, as Mr. Holland says, a fair and open channel of about eight miles from the heads; Charlotte Town a very serpentine channel of from fifteen to twenty miles from the heads and a blind entrance, giving a difference in and out in favor of Georgetown of twenty miles, and as a matter of course in favor of the passage by the East Point of the like distance.

If therefore a place of call be determined on, which I trust will, the East Point being the shortest and safest route, Georgetown of course will be the most convenient port to touch at.

I proceed in the next place to state my views on the sorting of the Mails for the different routes; on steam communication between Pictou, Charlotte Town and Miramichi; and lastly on the administration of the Post Office. As Government has provided an Officer to take charge of the Mails which, on their arrival at Halifax, have to be sorted in great haste, additional Clerks would consequently be required; this might be avoided and the delay at Halifax lessened by the Officer in charge assorting the Mails as far as possible on the passage, leaving one bag for the doubtful places, the same to be assorted in Halifax, and which I presume could not be a large one, particularly if the British public were directed to address their letters, stating the place, County, Province, &c. fully; the Mails for the different countries, counties, places, persons, &c., might be likewise sorted by the return Steamers. It appears to me that the communication by steam from Pictou to Charlotte Town and Miramichi, is of such a nature that it must and will be kept up between the Provinces, and is amply sufficient for the conveyance of passengers and the necessary Mails. When the British Mail arrives at Pictou it might be conveyed thence by this line of communication. No doubt the interest of all the Colonies concerned would ensure a satisfactory arrangement.

The administration of the Post Office is a subject to which I have never paid great attention; it is, however, a matter of deep importance. I am much in favor of the Penny Postage system of Great Britain, and can see no reason why it could not be adopted in the Colonies, although the scale would require to be higher in order to meet the outlay, the population being thin, the range of the Colonies extensive, and their commercial transactions less in proportion to the population than in Britain. The payment or remuneration of the Post Officers appears to me to require some modification; for there are several Offices where the Mails are sorted and but few letters for that neighborhood, and there are peninsular situations where but one Mail arrives and departs, and where by the present mode the Officer is overpaid; a very careful investigation will be required in this matter and no extra allowance can safely be given, nor any reduction made until the several routes are fixed and established.

Mr. Thompson having shewn us the foregoing letter, we entirely concur with the subject matter thereof, and humbly recommend the statements therein contained to the favorable consideration of the Commission.

ANGUS M'DONALD, J. P.
W. B. AITKIN, J. P.
W. MACKAY, J. P.

Georgetown, December, 1840.

23rd February, 1841.

[To Second Circular.]

2.—The routes by which letters are sent otherwise than by Post that I am acquainted with, are from Pictou to Halifax in Nova Scotia, from Charlotte Town to Georgetown in this Island, and from Georgetown to Pictou. The letters transmitted by the two former routes and not sent by Post amount to about one-half of those sent by it. The last conveyance (a sailing Packet) was established last year; and as no Mail is made up at Georgetown for Pictou or at Pictou for Georgetown, a great deal of the correspondence that does take place with the Provinces is sent free of Postage. The letters thus sent might be to the extent

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of £10 or £15 per annum to Pictou—£5 to £10 back; the difference arising from the circumstance of letters from Halifax or elsewhere coming by Post in answer to those sent otherwise. In all these cases the reason why these modes of transmission are resorted to are, first, to save Postage—second, the facility and attention offered by stage-coach owners and passengers. The amount of correspondence otherwise than by Post and such coaches I conceive to be a very small fractional part: that by vessels, other than such like regular runners, trifling.

3.—There is a large surplus revenue, if I mistake not, arising from the Post Office; now I see no reason why this should be the case, and I therefore conceive the present rate of Postage to be unreasonable. It is an improper tax on commercial transactions, as they form the chief part of the Postage and otherwise bear a fair share of the public burthens of the Colonies. In my former letter the Commission will see my views on the subject of an improved scale of Postage to be in favor of the system now in practice in Great Britain; and I can see no reason against its being adopted in the Colonies, although the scale would require to be higher to meet the outlay; the population being thin, the range of the Colonies extensive, and their commercial transactions less in proportion to their population than in Great Britain. I may add the scale might be raised or lowered as on trial of a year or two the current expense of the establishment might be found less or more than was absolutely required.

4.—I should think that, taking into account the increase of population and commercial productiveness, an increase of letters of from 25 to 50 per cent. may fairly be reckoned upon under any improved scale.

6.—I consider the rate and the mode of payment both objectionable; first, because no good reason can be shewn why all the Postage on papers should be paid to one individual, that possibly has not even seen a title of the different newspapers; at all events a title of them do not pass through his Office; secondly, because the rate of charge on all papers coming to Prince Edward Island is 2s. 6d.—the sum paid to the Post Master General, and 2s. 2d. per annum Island Postage. 4s. 8d. on an article that costs only 10s. per annum. Pictou papers coming to Georgetown, a direct distance of 40 miles, by way of Charlotte Town, 90 miles, pay 4s. 8d.; and an American paper from New Orleans, 2,000 miles overland, only 2s. 2d.; while one from Britain, 2,500 miles by sea and land, costs nothing. The Commission will see in these cases that there is great liberality in two at least, and something wrong in the other; and if the imposition of 2s. 6d. is to be continued, the mode of payment is a tax upon the publisher which should be borne by the subscriber at once; for, being often long out of the price of his paper, there is no just reason why he should advance the Postage too.

7.—I conceive it to be the duty of a Government, anxious to secure its stability, to court an honest enquiry into its acts, which can best be done by a free canvass in a periodical; and these publications containing matter for all minds, excite a desire for reading which I conceive Government would do well to encourage as one of the best means of promoting education. And so long as the public support the Government by other means which it conceives to be preferable, there is no necessity to keep up excitement on the subject; and for the last reason I conceive it to be the public who have a claim for the free transmission of papers. But apart from this, a proprietor may be viewed in the light of a public servant, and being so, in my humble opinion, entitled to have his publications sent free of

Postage. They often contain a fund of public and commercial information that would cause many more letters to be written and posted than would otherwise be; and in this way they pay for the trouble of free transmission.

No. 7.

THOMAS OWEN, Esq.

Cardigan, 18th Feb., 1841.

[To Second Circular.]

2.—In consequence of the high charge of Postage on letters passing from one of Her Majesty's Provinces to another by Mail, particularly from the Upper Provinces to this Island and from the United States, the correspondence is very limited, and is carried on (excepting in mercantile transactions where despatch is necessary) principally by private conveyance; which is at all times uncertain, but which has to be resorted to to save the high charge of Postage now exacted.

3.—The charge of Postage is excessive, particularly from the Upper Provinces and the United States, in consequence of letters passing through so many Offices in each of which an additional charge is made, and as the routes frequently vary, the Postage almost precludes any correspondence except on the most pressing business. I would humbly suggest that a fixed rate of Postage be established from one Province to another, and that the same may be paid where the letter is posted if necessary; and that an arrangement be made between Her Majesty's Government and the authorities of the United States for Postages so received; as from the number of Americans in the Provinces, and British subjects in the United States, information is daily required which cannot now be given except at a loss to the informant, in the first place for the Postage of the letter received, and the outward Postage to the American lines.

4.—A reduction of Postage would greatly increase the amount of correspondence by Mail; indeed if it were materially reduced in the manner suggested in reply to third query I am of opinion the correspondence would be confined to that conveyance, as the only certain and expeditious mode; and the increased population and trade of the Colonies render it necessary that information should be conveyed and obtained at the least possible expense, and in the most certain and expeditious manner.

5.—I consider it immaterial whether the Postage is charged by weight or by the sheet. It would be best to charge by weight where the package is more than a double letter, but in all cases the charge should be from one Colony to another, as it is ruinous to send anything more than a letter by Mail under the present system. All bulky documents are transmitted by private conveyance to save the Postage, which would seldom be resorted to were the charge moderate.

6 & 7.—I am not perfectly acquainted with the charges at present made for the transmission of newspapers and periodicals by Post; but deem it of importance to society that information be obtained on every subject, as the means of stimulating the population to greater industry and thereby conferring greater happiness and contentment; and if such can be effected by the transmission of well-conducted newspapers and periodicals I think the publishers have a claim on the public service for their transmission free, or at a very low rate of Postage.

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No. 7.

Thomas Owen,
Cardigan.Answer to Second
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No. 8.

Rev. A. V. G. WIGGINS.

St. Eleanors, 2nd Feb., 1841.

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Rev. A. V. G.
Wiggins,
St. Eleanors.
Answer to Se-
cond Circular.

[To Second Circular.]

1.—The Post Office communication on this Island might in my humble opinion admit of very material improvement; at least as far as relates to the Mails to the westward of Charlotte Town, with which only I am particularly acquainted. At present the Mail which is made up at Charlotte Town on Tuesday at 10 o'clock does not reach St. Eleanors, a distance of 40 miles only, until Wednesday, generally between 2 and 4 o'clock; and its progress farther west is still slower. This is owing partly to the slowness of the Mail Carrier's progress, and partly to his turning aside from the direct route to visit Malpeque, which is merely a branch from the main Western route passing through St. Eleanors. It appears to me that the principal line should not be interfered with for the convenience of bye settlements, which in fact could be equally well served and at as little expense by carriers communicating with the main line.

I would therefore suggest that the Mail should be sent by the shortest route from Charlotte Town to Cascampeque, a distance of 70 miles, without any unnecessary delay. Three days are at present required to perform this distance, which certainly might without any very great exertion be done in half that time.

2.—The principal part of the correspondence between this part of the Island and New Brunswick and Nova Scotia is sent by private hands to Chediac and Bay De Verte. This is occasioned by a want of Post communication, otherwise than by Charlotte Town and Pictou, with those Provinces: for although we have a packet receiving Legislative aid running regularly once a week between this and Chediac in summer, and once a month between this and Bay De Verte, still, by some unaccountable oversight, neither of these vessels carries a Mail.

I would therefore suggest that the Post Master at St. Eleanors should be directed to forward a Mail by each of said packets, and that Mails be made up at Chediac and Bay De Verte for St. Eleanors.

3.—If we compare the rates of Postage in the Provinces with those of Great Britain they certainly do appear high; but I am not sufficiently acquainted with the Post Office Department to offer any suggestions for improving the scale.

5.—It does appear that the system of charging letters by weight would be a more equitable mode than the one at present acted upon.

6.—The charge at present made upon newspapers transmitted from Charlotte Town to the other parts of the Island is a half penny upon each. If a charge is made upon newspapers I do not know that it could be less; but the mode of payment seems to me objectionable, as it imposes a heavy duty upon the Post Masters, to be obliged to exact a half penny for each paper delivered, for which they receive no adequate remuneration. If a charge is made, for which I am no advocate, the mode practiced in the neighboring Provinces of making the proprietor pay in the first instance appears much less inconvenient than ours.

7.—I am not aware of any particular claim that the proprietors of newspapers or other periodicals have upon the public service for the transmission of their

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publications free of Postage. It appears to me that the readers are more interested than the publishers, as they are the persons who must eventually, if not in the first instance, pay the Postage: and it would appear but reasonable that as these publications are intended for the diffusion of information among the people generally, they ought to be supplied at as low a rate as possible.

The Post Masters on the Island, with the exception of the one in Charlotte Town, have no salaries attached to their situations; and their only remuneration is 15 per cent upon the monies which they receive. This in most places is so very trifling that the office is seldom held by persons either respectable or responsible. Still as letters containing valuable inclosures are seldom transmitted by the inland Mail, serious inconvenience has not, that I am aware of, been hitherto experienced; although as the country increases in wealth and importance it may probably, if the same system is continued, be felt hereafter.

No. 9.

Rev. JNO. KIER,
W. M'GREGOR,
ROBT. S. PATTERSON, and
JNO. GEDDIE, Esquires.*Bedeque, 9th February, 1841.*

[To Second Circular.]

1.—With respect to the internal Post communication in the Island, we apprehend that it is susceptible of much improvement. The General Post Carrier who travels to the westward proceeds from Charlotte Town by one route and returns by another. Although he may be compelled to stop at certain places for two hours, yet he rarely remains any time except for the purposes of refreshment. He also leaves the Mails for more distant parts of the country, and those which do not lie on the general route, at particular places from which they are taken by inferior Posts; the consequence of which is that letters received by Post cannot in general be answered until the following week which is often a serious inconvenience. We would respectfully suggest that if one general Post were to travel from Charlotte Town to the extremity of the Island westward, going and returning by one route, and if the Mails for the different Posts were left on the general line, and taken from these Posts by inferior Posts during the time that the general Post travelled to the extremity of his line, an opportunity would be afforded of answering letters during the same week and the Post communications would be greatly improved.

It may be also remarked that in many instances the Post Offices are placed in the hands of those who follow the business of retailing spirituous liquors; in consequence of which irregularity in receiving and delivering letters and papers often occurs, and persons disposed to drink are furnished with plausible pretext for frequenting these places where it is to be procured, and they are sometimes allowed the liberty of perusing the papers of others if not of carrying them away. We would therefore respectfully suggest that in cases where it can conveniently be done the Post Office should be placed in the hands of those who do not follow the business of retailing spirituous liquors. Perhaps if the remuneration given to Post Masters were more liberal there would be an inducement to respectable persons to undertake this Office, which is not the case at present, their recompense being but trifling. The com-

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Rev. J. Kier,
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munication between this and the neighboring Provinces in winter is very circuitous. We have known instances of letters being more than twenty days in arriving at Miramichi. The Courier who carries the Mail between the Island and New Brunswick crosses the Strait about thirty miles to the westward of Charlotte Town. Our letters are carried by Post to Charlotte Town, from that they return again thirty miles back to the place of crossing the Strait. Thus there is an unnecessary carriage of 60 miles, which necessarily occasions a considerable delay in the transmission of letters to the neighboring Provinces. Again, when letters are addressed to this vicinity from other places, they are first carried to Charlotte Town and thence return back this way. We would respectfully suggest that if there was some Post Office establishment near the place of crossing the Strait, where Mails for the western sections of the Island could be made up and forwarded immediately to their different destinations, the interests of this part of the country would be essentially served.

In the conveyance of the Mail across the Strait in the winter season we apprehend there might be a material improvement. As this is a difficult task, it cannot be well effected without an adequate remuneration. The carriage of the Mail is given to the lowest Contractor. In a country where money is scarce there is a great inducement to do a great deal for very little, and the transmission of the Mail is taken for a mere trifle; the consequence of which is that it must necessarily be ill-done unless a very rigid inspection be exercised, which is not the case. It has been stated in the public prints, and we believe with truth, that the transmission of the Mail has been entrusted by the Contractor to individuals who from their very inadequate remuneration have no inducement to expose themselves to hardship and danger in the regular carriage of it. In many instances the Mails have not been received for two or three weeks in succession. The best remedy for this we conceive to be, for Government to advertise for plans for the transmission of the Mail and to grant an adequate compensation to the individual proposing the most practicable and best scheme. By this means a much more efficient method of transmitting the Mails than the present might be attained.

The communication in summer has not been so regular between this Island and the neighboring Colonies, as might have been expected from a steam conveyance, procured at the expense of £500 for the summer months, from this Government, besides the allowance from Nova Scotia and New Brunswick. The route of the Cape Breton Steamer that carried the Mail has been to leave Charlotte Town on Thursday about twelve o'clock for Pictou, from which she returned on Friday, proceeding immediately to Miramichi, from which place she did not return to Charlotte Town until the following Thursday. She was however far from being regular in this route, it being sometimes Friday and even as late as Saturday before she arrived at Charlotte Town from Miramichi, the Mail in these cases being generally delayed at Pictou until she returned there to take it. We would respectfully suggest that were the time of the Mail boat more equally divided between Charlotte Town, Pictou and Miramichi, and her trips more regularly performed, the interests of the Post Office would be materially served.

2.—The communication otherwise than by the Mail we are of opinion is considerable. This may not be the case so much within the Island as between this and the neighboring Colonies. There is perhaps as much if not more letter communication by private conveyance than by the Mail. The chief reason of this doubtless is to save Postage. Between this western part of

the country and Miramichi and the Baie des Chaleurs in summer, the principal part of the letter communication is without doubt by private conveyance through vessels trading between this and those places; for this different reasons may be assigned; one undoubtedly is to save Postage, another is the circuitous route by which letters proceed between this and those places, which occasions great delay. Were the Mail boat on her way to Miramichi to touch at Bodeque this reason would in a great measure be remedied.

3 & 4.—With respect to the rates of Postage they cannot be said to be altogether unreasonable within the limits of the Island. At the same time we humbly conceive that if they were lowered to one penny for single letters from one place to another within the Colony, whether to a greater or less distance, it would serve greatly to increase the amount of letter communication. The rates of Postage in general between this and the neighboring Colonies seem to us, particularly in winter, to be unreasonably high. Between Miramichi and Charlotte Town in winter it is one shilling and three-pence for single letters. Between different parts of Chaleur Bay and this Island it is as much as 2s. 6d., and even 3s. 6d. There can be no doubt at all that a reduction of Postage would greatly increase the communication by Mail between this and the neighboring Colonies: in fact, the high rates of Postage in winter are such as to prevent any communication between this and New Brunswick except that which is absolutely necessary. In summer, if the rates of Postage were lower, the passengers in the Mail boat would no doubt be less burdened with letters—the Post Office communication being surer. In this case also a much greater number of letters of mutual friendship would doubtless be transmitted by Mail. We would respectfully suggest that about two-pence for each single letter between Charlotte Town and the Post Offices at which the Mail is landed would be sufficient, and that the passengers should be required under a penalty to deliver up their letters to the master of the Mail boat.

6 & 7.—The Postage upon newspapers we believe to be high, being two shillings and two pence per annum on weekly papers between Charlotte Town and the various sections of the Island. The Postage on the weekly Halifax papers to Charlotte Town is two shillings and six-pence; which brings them when they arrive in the country to the sum of four shillings and eight-pence, a very high tax. As in this country the taste for reading is not great, they are liable to the imposition of designing political agitators. It is therefore of importance that every inducement to reading should be held out; and we would respectfully suggest that the Postage on all periodicals should be greatly reduced, if not entirely removed.

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Extracts from
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APPENDIX (T.)

EXTRACTS FROM POST MASTERS' LETTERS.—NEW
BRUNSWICK.

[NOTE BY THE COMMISSIONERS.—The selection of Extracts for this and the two following Appendices has been made on the same principles as for Appendix (N.)

The First Post Masters' Circular was addressed only to the few New Brunswick Post Masters whose Offices are under the Quebec charge.

All the answers received to the Third Post Masters' Circular are printed, with the omission only of so much of the contents of the Table therein called for as relates in each case to the day of the week on which Mails are received and despatched.]

No. 1.

Richard Eng-
lish, Wood-
stock.

RICHARD ENGLISH, Esq., Post Master at Woodstock.

Woodstock, 30th November, 1840.

I cannot but think that the remuneration of Post Masters as it now stands is very unequal; as the system of allowing a commission for what money each Office collects is any thing but just. One of the principal sources of the revenue is from the Government and Public Offices, Banking Establishments, &c. Almost all these Offices pay their Postage to and from their Offices, at head quarters. Hence the Post Masters at these places receive all the pay, and the Out-Offices do half the duty, and get no remuneration for their trouble. I should certainly think that a stated salary, classed and proportioned according to the duty of the several Offices, would be much more equitable and just.

29th December, 1840.

Answer to Sec-
ond Circular.

[To Second General Circular.]

1.—The Post communication between Fredericton and Halifax could not in my opinion be placed on a worse route than the present one, having to cross the Grand Lake, which cannot be got over when the ice is making and breaking up without great delay and trouble; and in travelling round the head of the Bay of Fundy, a long distance of the route is over clay ground, and in the Spring and Fall it is morally impossible to drive faster than a walk, as the horses generally have to travel knee-deep in mud and mire. These roads can be made good only by gravelling at a great expense. Of the route contemplated by the way of St. John to Halifax, crossing the Bay of Fundy at Digby, the part between Fredericton and St. John is over a good hard, gravelly road, and very level wheeling or sleighing all seasons of the year; from Digby Gut through Granville, about 30 miles, is part of the way muddy and part hard ground; from Granville to Horton, hard sand and gravel, and some spots soft sand, the distance about 50 miles; and the remainder of the route to Halifax is a mixture of rock, gravel and loam. The whole of this

route is over a good road, and a great part of the way through a very level thick settled country, and may be travelled from Woodstock to Halifax in 48 hours with ease. From Woodstock to Fredericton the new road will be finished the coming summer and may be driven over at the rate of 8 or 9 miles per hour; from Woodstock to Quebec the Report of Mr. Russel of Quebec will give you every information you require.

The Mail route from Woodstock to the United States is one of the best in America, and can be travelled over easily at the rate of 8 or 10 miles per hour as far as Bangor, through quite a level country and over good substantial bridges not liable to be swept away by freshets. The Mails by this route if properly driven can reach Woodstock from Boston in 50 hours, Fredericton in 60 hours; and owing to the level and good road, this is decidedly the best route for safe and quick conveyance from the United States into the Eastern Provinces. But a great inconvenience is experienced at present by the American Government only having 3 Mails a week from Bangor to Houlton, Maine, and consequently they drive very slowly over this part of the route, which causes a needless delay of about 12 or 16 hours. The Post Master General at Washington is now about to put out new contracts for the Mails for three years, and I have no doubt but that, should the Deputy Post Master General of these Provinces see proper to address the Post Master General at Washington, representing the benefit of putting on a daily line on this route, and recommending the measure to him, he would meet the wishes of the Department, and give a daily line from Bangor to Houlton, which would be of great benefit to the public and mercantile community in these Provinces, and would open up a quick and expeditious route of conveyance from these Provinces by land to the United States.

2.—I am confident that full as many letters are carried by private conveyance through this part of the Province as are carried by Mail; the greater number are carried by Steamboats and Stage-coaches—by the drivers when they do not carry the Mail, and by passengers when they do. The public complain that they would not send by these conveyances, only the Postage is too high and they cannot afford the expense. I do not doubt but the high rate of Postage induces many to evade the payment; but I have ever found an inclination in the public to defraud the Department as much as possible, and many would evade the payment were it ever so little, merely for the sake of opposition. The rates of Postage for short distances are the principal reason; when the distance is considerable there are but few letters sent but what go by Mail.

3.—I cannot but think that the present rates of Letter Postage in these Provinces are too high, especially for short distances, when so many opportunities offer for sending letters by private conveyance; and I am strongly inclined to believe that the reduction of Letter Postages for distances especially under 100 miles, would be attended with beneficial results to the Department in increasing its funds. I think the scale of Postage should be computed by weight, allowing, oz. for each letter, as very few single letters weigh over a quarter of an ounce and any note or single bill of exchange may be put within a single letter and not be over-weight. I do not think the system adopted in England a good one, to allow each letter to weigh half an ounce; the complaint made against Postage is not against the weight, but against the Postage of a single letter; and to raise the standard of weight on a single letter would greatly reduce the revenue of the Department. The weight of any packet over one ounce should I think be charged with a very moderate amount of Postage; it would

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induce the public to send small costly packages and bundles by Mail; bound books sent by Mail could be made subject to Postage in this way.

(T.)

4.—Reduction in the rates of Letter Postage would undoubtedly increase the amount of correspondence by Mail; the great difficulty would be in preparing a scale of rates that would meet the object in view; the best mode of raising a revenue to meet the expense of the Department and the greatest benefit to the people of these Provinces. Probably something like the following scale would be my opinion on the subject; viz. a single letter weighing $\frac{1}{2}$ oz., under 50 miles, three pence; over 50 and under 100, four pence; over 100 and under 150, five pence; and one extra penny for every 50 miles the letter travels; $\frac{1}{2}$ oz., double; $\frac{3}{4}$ oz., treble; 1 oz., four letters; over 1 oz. and under 2 ozs., five letters; over 2 ozs. and under 4 ozs., six letters; over 4 ozs. and under 6 ozs., seven letters; over six and under 10 ozs., 8 letters; and above that a letter for every four ozs. of weight.

5.—I think the system of charging letters by weight a good one and preferable to the one now in operation in these Provinces; but I do not think the scale adopted in England a good one for these Colonies. The weight of a single letter is too great and would materially diminish the revenues.

6.—I am aware of the charges at present made on the transmission of newspapers, and other periodicals by Post. I do not consider the rate or tax objectionable. I do not see how it could be made less than at present; it merely pays for the trouble of mailing and delivering. But perhaps the mode of payment would be acquiesced in more readily, and would be better for all concerned, were the payment collected by the Post Masters on delivery instead of from the publisher; this mode of collection I am confident would meet the wishes of the publishers.

7.—I cannot see the least shadow of right the publishers of newspapers or other periodicals have to claim the services of the Post Office Department to aid them in their business more than any other portion of Her Majesty's subjects. The public might with equal propriety call upon the editors of papers to send them free of charge as to call upon the Post Office Department to pay Post Masters and Couriers to transmit them through the Provinces without remuneration. Still the public have a right to expect these services to be performed for them at as moderate a tax as possible.

17th February, 1841.

[To First Post Masters' Circular.]

I would state for the information of the Post Office Commission, that my pay and emoluments as Post Master for the year ending 5th July 1840 were as follows:—

	£	s.	d.
Salary allowed instead of Commission on Provincial Postage,.....	40	0	0
Commission on American Letter and Newspaper Postage,.....	106	12	6 $\frac{1}{2}$
Commission on other Newspapers,.....	18	19	3 $\frac{1}{2}$
Allowed for Stationery,.....	4	0	0
	<hr/>		
	£169	11	10

Answer to
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cular.

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Respecting my expenses I can hardly make a calculation what they really are, owing to my keeping this Office in the building occupied by my mercantile business. My clerk or assistant in the Office is a young gentleman whom I have brought up from his infancy, and who has not received from me the amount of wages he would obtain from a stranger. I only pay him, including his board, about £100. He now has a share of my business and does a good share of the duties of the Office; yet my personal services, when my business does not require my absence from home, are regularly afforded to the duties of the Office, but I could not carry on any other business if I had not a clerk with me, as the duties of the Office require the constant attendance of one good efficient person.

The real expenses for keeping this Office in the regular manner for one year would be nearly as follows:

Office Rent,.....	£25
Fuel and Candles,.....	18
Stationery,.....	12
Salary of Clerk, and Board,.....	125
	<hr/>
	£180
	<hr/>

My salary for the year ending 5th July, 1840, is much greater than at present, owing to the great amount of American letters for England then passing through this Office to the United States; that source of salary is now greatly reduced, as you will see by the return of American Postage for the quarter ending 5th July, 1841, which amounts to but little over half its former amount. This falling off is owing to Cunard's line of Steamers from Halifax taking almost all the letters and despatches for England instead of their going by New York; therefore the amount of American Postage will now be very little.

The above I think is as near as I can calculate about the expense it would cost me to keep the Office, as it would require a good Clerk to attend to it, one who would command the above salary in any other situation.

This Office is constantly kept open from 7 o'clock, A. M. until 9 o'clock, P. M.; and often the Mails are received and made up in the night. We have now daily Mails received and despatched from this Office

10th March, 1841.

[To Second Post Masters' Circular.]

4.—I should consider my franking privilege, including letters and newspapers, worth about £15 to me per annum.

5.—I should be willing to accept £15 a year in compensation for the loss of my privilege of free Postage.

I think it proper to state that the amount of Postage on letters franked by me would be more than the sum stated above, were they all to pay Postage; yet I consider a great many of these letters would not be written were Postage to be charged on them, being of little or no importance to the writer; and I therefore think the above sum would be a fair remuneration for the Franking Privilege now enjoyed by me, exclusive of my official correspondence with the Post Office Department.

Answer to Se-
cond Post
Masters' Cir-
cular.

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No. 2.

26th March.

J. H. RYAN, Esq., Post Master at Grand Falls.

Grand Falls, 8th April, 1841.

(T.) No. 2.

[To First and Second Post Masters' Circulars.]

J. H. Ryan,
Grand Falls.
Answer to
First and Second Post
Masters' Circulars.

My pay and emoluments amounted to about £20 for the year ending 5th July, 1841, derived from my commission of 20 per cent on monies collected, my free letters, and Franking Privilege. My clerk hire would perhaps amount to the same sum; as the business is done in my own office, there is no charge for Office rent. There may be other small charges of minor importance.

* * * * *

I consider my Franking Privilege and free letters to be worth about £12 currency per annum.

As I have heretofore attended to the duties of the Post Office merely for the accommodation of the General Post Office and the public here, not considering the emolument as any compensation for my trouble; and as the duties are becoming more troublesome, there being an exchange of Mails here twice a week, requiring considerable attention; and the salary or commission also being reduced to almost nothing under the new system of Postage, (my last quarter's commission amounting to only ten shillings,) I have concluded to resign the office unless a sufficient compensation is allowed me for my trouble. Considering the situation I hold here, this being the general Mail route and requiring great attention to the forwarding of the Mails at different times of the year (to which I have always attended, getting it done at the lowest possible expense,) I would humbly beg to submit that £50 is the lowest salary I should receive.

No. 3.

No. 3.

W. B. Phair,
Fredericton.

W. B. PHAIR, Esq., Post Master, Fredericton.

Fredericton, 12th Dec., 1840.

I should wish that each Courier should drive two horses and be provided with a comfortable carriage for the convenience of passengers, and that they should be obliged to change at least every 15 miles. The work might then be done in nearly half the time through this Province.

That the revenue might in some degree meet the expectations in reducing Postage, I would strongly recommend the adoption of some method of preventing the illicit conveyance of letters which is practiced to such an extent in this Province as to deprive the Post Office of at least nine-tenths of its dues, except where the Public Departments are concerned. But this proposition I am aware will come from none but Post Masters.

As to the roads throughout the Province they are generally bad, and I believe I am correct in saying that of the Main Post is the worst; I think the attention of the Legislature should be called to it.

I have already observed to Mr. Ereer the great convenience, it would be to me as well as to the Couriers, if the Mails were put up at the London Office in bags of such size as would with ease enter the locked bags which pass between *this and Quebec*.

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As much will be said by others with whom you have communicated on the subject of remuneration of Post Masters, I will say but little. It is well known that we are paid by commission of 20 per cent., and our quarterly accounts show the small amount. I am aware that a fixed salary will be recommended; it would be most desirable to me.

11th February, 1841.

[To First Post Masters' Circular.]

Answer to
First Post
Masters' Circular.

My income for the year ending 5th July, 1840, appears by my quarterly accounts to have been £247 15s. 10 $\frac{1}{2}$ d., derived entirely from commissions of 20 per cent., having no other source whatever from which emolument arises.

Quarter ending 5th October, 1839,.....	£46	12	2 $\frac{1}{2}$
Do. do. 5th January, 1840,.....	55	0	11 $\frac{1}{2}$
Do. do. 5th April, 1840,.....	102	14	9
Do. do. 5th July, 1840,.....	43	7	11 $\frac{1}{2}$

I have a clerk who is paid by the Post Office £100 per annum. The Office duties are such by day, and frequently by night, as to require the constant attendance of us both. I have not been at any extra expense for the hire of a clerk, as when occasion requires I call in two more of my sons, my eldest being my clerk.

I am allowed £30 per annum for Office rent, which I pay for that I occupy. I am at much expense for fuel and candles. I am also allowed £16 for stationery, which is by no means sufficient for the supply.

I keep accounts with the Governor and all the Public Departments; and to His Excellency I am required to render an account in detail quarterly, shewing the Postage on each particular letter, where sent to, and from whence received. For keeping these accounts I receive no remuneration by way of per centage, or otherwise; which I believe is allowed in the Canadas; as well as payment on the quantity of Journals of the House which pass through the Office during the Session.

5th March, 1841.

[To Second Post Masters' Circular.]

Answer to Second Post
Masters' Circular.

In reply to your question No. 1, how many letters or packets, do you judge you frank annually? I beg to say, very few,—perhaps two or three weekly; having no other business to transact through the Provinces but that of my office. Not so with many other Post Masters, particularly professional men, whose franks are of much greater amount. Those received to my address and on my own business do not exceed what I send; so that to me the Franking Privilege I consider of little consequence.

8th March, 1841.

[To Third Post Masters' Circular.]

Answer to
Third Post
Masters' Circular.

1.—My accounts are sent to the Post Office at St. John, where all the Provincial accounts centre. They are there compared and forwarded to the General Post Office, Halifax. They are sent quarterly, using the printed Monthly Sheets.

2, 3, 4, 5, 6, and 7.—None.

Appendix (F.)

S.—Answered in the following table :—

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Post Offices with which the Office at Fredericton exchanges Mails.	Its distance in miles from each of said Offices.	Rates of Postage charged to each of said Offices.	Number of Mails exchanged weekly with each of said Offices.	REMARKS.
Halifax.....	316	0 11	Two.	These distances are computed by the route <i>viâ</i> Boiestown. Sunday of course excepted. (Distance by land.) But three Mails per week are received from Gagetown during the winter, and daily in the summer. The American Mail is received on Sunday morning.
Cumberland.....	188	0 11	do.	
Richibucto.....	?	1 0	do.	
Dorchester.....	161	0 9	do.	
Sussex Vale.....	80	0 7	do.	
Chatham.....	108	0 9	Three.	
Newcastle.....	104	0 9	do.	
Bathurst.....	158	1 2	do.	
Dalhousie.....	?	1 3	do.	
St. John.....	64	0 9	Daily.	
St. Andrews.....	?	0 7	do.	
Gagetown.....	22	0 4	Three.	
Kingston.....	50	0 5	do.	
Woodstock.....	64	0 7	Daily.	
Great Falls.....	138	0 9	Two.	
Madawaska.....	171	0 11	do.	
Remicouata.....	218½	0 11	do.	
Rivière du Loup,...	250	0 11	do.	
Quebec.....	362½	1 2	do.	
Montreal.....	?	1 6	do.	

9.—The Mails for Newcastle, Chatham, Bathurst and Dalhousie are sent by the route through Boiestown on Mondays and Thursdays: and on Saturday *viâ* Finger Board and Dorchester. Those for Sussex, Dorchester, Richibucto, Cumberland and Halifax, *viâ* the Finger Board: for St. John, St. Andrews, Gagetown and Kingston, in the winter by both river and land. The Mails for St. John and St. Andrews are conveyed daily by the steamer; and once a week *viâ* the Nerepis route, chiefly for the benefit of the settlers. There is no Mail from Kingston during the summer months; any letters for that place are sent to St. John. For Woodstock and the upper route, the Mails are sent by the old road. The service is performed on each route by waggons and stages, at the rate of about 5 miles per hour.

10.—There being no Way Offices appointed by me, I can give no information on this point.

11.—My control over the Couriers arriving and departing from my Office is in common with all Post Masters. The hours of arrival and departure are fixed by the Deputy Post Master General at Halifax; together with the rate of travel, remuneration, &c.

12.—One of the Couriers between my Office and the Finger Board, I pay at the rate of £130 per annum; also the Courier between this and Newcastle, at the rate of £85* per annum; and Brown, between this and Woodstock, at the rate of £155 per annum. No other Couriers being paid by me, I can give no further information on the subject.

for making out accounts, and 8 or 10 lists of letters remaining on hand, to be sent to different parts of the country. I think the Post Masters in these small places should be allowed sufficient to pay Office rent, Fuel, and something for their time.

3rd March, 1841.

[To Second General Circular.]

Answer to Second General Circular.

2.—I should think that at least double the number of letters are sent by private conveyance. It prevails more generally in country places, where letters of consequence only are mailed.

3.—I think the present rates of Postage entirely too high. The Postage between this place and St. John is 5d. and to Fredericton it is 4d. To reduce the Postage generally to one half its present rate, I think, would not affect the present revenue of the Post Office.

4.—I am quite of opinion there would be double the number of letters the first year, and treble the next.

5.—I think the present mode of rating by single and double, with a reduced rate of Postage, preferable. The same number of letters by the present way of rating would yield ¼ more revenue than by weight as practiced in the United Kingdom.

15th March, 1841.

[To Third Post Masters' Circular.]

Answer to Third Post Masters' Circular.

1.—My accounts are made up with the General Post Office, Halifax, quarterly; say 5th January, April, July and October; in the same form as those of all other commissioned Offices in this Province; and they are forwarded to John Howe, Jr., Esq., P. M. at St. John, together with the balance due.

2.—I receive Mails from St. John and Fredericton, and account as above.

3.—I have no Way-Offices connected with my Office. When letters come for persons who live on the route of the Post-man, I hand them to him and hold him accountable to me for the amounts.

No. 4.

W. F. BONNELL, Esq., Post Master at Gagetown.

Gagetown, 3d March, 1841.

I am decidedly of opinion that placing the Post Masters on salaries would be much better than the present rate of per centage. There are many small places where Offices are established that scarcely pay a person

*NOTE.—It may be well to observe that this Courier receives an annual grant of £200 from the House of Assembly.

Appendix (F.)

8.—Answered in the following table :—

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(T.)	Post Offices with which the Office at Gagetown exchanges Mails.	Its distance in miles from each of said Offices.	Rates of Postage charged to each of said Offices.	Number of Mails exchanged weekly with each of said Offices.	REMARKS.
	St. John,	52	d. 5	2 sometimes 3	By the Nerepis road.
	Fredericton,	54	4	2 sometimes 3	By the Nerepis road. St. John to Gagetown by river, 45 miles. Fredericton to Gagetown by river, 32 miles.

9.—From the 5th of January we receive Mails by the regular Mail stage on the river to Fredericton, till about the 5th of April, or as long as the ice remains sufficiently good for travelling. From the 5th of April till about the 5th of May, they go by the Nerepis road twice in the week to St. John and Fredericton, on horseback; and when passengers offer, in a light wagon. From the 5th of May to the 5th of November we receive one Mail by the Nerepis and one by the steamer. The Mails by the steamer are landed about one mile below this place, and are brought up by a ferry-boat. From the 5th of November (about the closing of the river) we receive two Mails weekly from St. John, and three generally from Fredericton, till the 5th of January.

11.—The Courier to the Nerepis is under my direction. The Mail from St. John for Fredericton leaves on Monday morning, and should the travelling be good arrives at the half-way house about 1 o'clock, P. M.; when our Courier receives the Mails. He arrives about 6 o'clock, a distance of 22 miles, and leaves this again at 12 next day with the Return Mail, giving persons time to answer their letters; the Mail arrives again on Friday evening, and closes the same evening at 10 o'clock, as letters go by this Mail to meet the steamer or Mail for Nova Scotia.

12.—The Courier on the Nerepis road receives £30 for his services, which I generally draw and pay him quarterly; the money is granted by the Legislature. The Ferryman receives £5 for bringing and taking Mails to the steamer; this sum is paid by me and charged in my accounts, by order of the Deputy Post Master General.

P. S.—Since the 5th of January I have received and sent 81 Mails.

Hampton Ferry, who accounts to Mr. Howe, the Post Master at St. John.

8.—I exchange Mails with the Fredericton Office twice in each week in the winter season, distance 60 miles; I also exchange Mails with the St. John Office once a week throughout the year, distance 18 miles. Rate of Postage to and from Fredericton, 5d. for a single letter; to and from St. John, 3d. for a single letter. Mails are received from St. John on Friday morning and sent on Thursdays; sent to Fredericton on Mondays and Fridays. The Mails from St. John to Kingston during nine months of the year go by the Halifax route, and are brought to Kingston by special Courier from Hampton; which makes the distance 8 miles longer than it would be direct from St. John to Kingston.

9.—The Mail service is generally performed by waggons in summer and by stage sleighs in winter; the Mail travels in summer about 7 miles per hour, and in winter frequently 10 miles per hour on the ice.

11.—I have no control over the Couriers; they are all solely under the control of the Deputy Post Master General at Halifax.

No. 6.

No. 6.

JNO. HOWE, Jr. Esq., Post Master at St. John.

Jno. Howe, Jr. St. John.

St. John, 24th Dec., 1840.

As far as my knowledge and experience extend, I think the system works exceedingly well—at all events as far as New Brunswick is interested the Post communication affords the most satisfactory convenience to its inhabitants generally. Our intercourse with the Canadas and Halifax is regular. The Chamber of Commerce at this place, have, I understand, recommended the establishment of a daily Post between St. John and Halifax, and a great reduction in the rate of Postage. Both these recommendations will no doubt be duly considered by Her Majesty's Government. To sustain the present routes of communication in the Province, the present rates of Postage in my opinion are necessary. The intercourse with Halifax is at present tri-weekly.

As to the question of "Remuneration to its Officers," I would respectfully suggest the establishment of salaries for the Post Masters.

This Office is, as you may suppose, only second to Halifax in its importance and the extent of the duties it has to perform. Only one assistant is allowed at the rate of £60 sterling per annum. There is no allowance for Office rent, though I pay for the apartment

No. 5.

No. 5.

A. Davidson, Kingston.

A. DAVIDSON, Esq., Post Master at Kingston.

Kingston, King's County.

[To Third Post Masters' Circular.]

1.—The Office under my charge accounts quarterly to the General Post Office at Halifax; viz. on the 5th January, 5th April, 5th July, and 5th October.

2.—There are no Post Office Accounts rendered to the Office at Kingston.

3.—There are no Way-Offices which account to the Kingston Office.

7.—I am aware of but one Way-Office which is within ten miles of me; it is kept by Oliver Hallett at

Answer to Third Post Masters' Circular.

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£25 per annum. In addition to the immediate duties of the Office, I have to revise and examine the accounts of the offices of St. Andrews, St. George, St. Stephen, Sussex Vale, Kingston, Fredericton and Gagetown.

28th December, 1840.

[To Second General Circular.]

Answer to Second General Circular.

1.—The Post roads in this Province are (except in the spring and fall) good. The Mail Couriers should, I think, be obliged to convey the Mails at the rate of 7 miles per hour. As the Mails from the United States are received at St. Andrews daily, I would have a daily land Mail (Sundays excepted) from that place to St. John; leaving St. Andrews as soon after the arrival of the United States' Mail as possible.

2.—I cannot form any idea of the amount of correspondence sent otherwise than by Mail. I think the routes on which the practice is most prevalent are between Halifax, Fredericton and St. Andrews. The reason why persons send letters otherwise than by Mail is to save Postage.

3.—I am of opinion that the present rates of Postage are reasonable.

4.—I think a uniform rate of Postage, of, say four-pence, would increase the amount of correspondence by Mail.

5.—I think the present mode of rating by single and double letters the best suited to the correspondence of this Province.

6.—The charge now made on a newspaper sent by Mail is two shillings and six-pence currency per annum; other periodicals are taxed according to the number of pages they contain—say one-penny for every sixteen pages. I do not think the present charge ob-

jectionable; but would let the subscriber pay it instead of the publisher.

7.—I am aware of no good reason for sending newspapers or other periodicals free of Postage.

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[To Third Post Masters' Circular.]

Answer to Third Post Masters' Circular.

1.—This Office accounts to the Post Office at Halifax, quarterly; sending Bye-Bills, Account Current, and the necessary Vouchers.

2.—The Fredericton, St. Andrews, St. Stephens, St. George, Kingston, Sussex Vale and Gagetown accounts are rendered to and included in the accounts of this Office; they are rendered quarterly and checked.

3.—One, at Quaco, kept by Mr. A. Lockhart, recommended by the Magistrates of the place, approved of and appointed by the Deputy Post Master General, Halifax, in May, 1838.

4.—I am obliged to see that he discharges his duty faithfully.

5.—By a commission of 20 per cent., about four pounds.

6.—I keep a private account with Mr. Lockhart, which is settled at the end of every quarter. An addition Postage of five-pence is charged for sending letters to Quaco, which is brought into my Way-Account. I would here remark that I allow the Post Master at Quaco the commission on forward Postage, to which I would be entitled if delivered from this Office.

7.—No Way-Office accounts to Mr. Lockhart.

8.—See accompanying table.

Post Offices and Way-Offices or places of deposit for letters, not regularly established as Post Offices, with which the Office at St. John exchanges Mails.	Its distance in miles from each of said Offices.	Rates of Postage charged to each of said Offices.	No. of Mails exchanged weekly with each of said Offices.	REMARKS.
		s. d.		
Sussex Vale,.....	46	0 5	Two.	
Dorchester,.....	119	0 9	do.	
Cumberland,.....	146	0 11	do.	
Parrsborough,.....	134	0 9	One.	
Pictou,.....	252	1 0	do.	
Halifax,.....	270	0 9	Three.	This is the summer arrangement, only two Mails in the week are exchanged in winter.
Digby,.....	30	0 4½	One.	
Yarmouth,.....	73	0 9	do.	
Shelburne,.....	140	0 9	do.	
Annapolis,.....	49	0 4½	do.	
Kentville,.....	77	0 9	do.	
Windsor,.....	104	0 9	Two.	
Kingston,.....	30	0 3	One.	
Gagetown,.....	40	0 5	Two.	
Fredericton,.....	64	0 7	Six.	
Quebec,.....	410	1 6	Two.	
Montreal,.....	.....	1 8	do.	
Miramichi,.....	186	1 1	do.	
Richibucto,.....	146	1 0	One.	To Richibucto, Bathurst, Newcastle and Dalhousie, when necessary, we send two Mails in the week.
Bathurst,.....	194	1 2	do.	
Newcastle,.....	186	1 1	do.	
Dalhousie,.....	248	1 3	do.	
Quaco, (Way-Office,).....	30	0 5	do.	
St. Andrews,.....	67	0 7	Six.	This is the summer arrangement, only three Mails in the week are exchanged in the winter.
St. George,.....	45	0 4	Three.	

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9.—Digby, Annapolis, Kentville, Windsor and Halifax are served once in each week by the steamboat from St. John to Digby, and thence by the line of Nova Scotia Royal Mail coaches. Yarmouth and Shelburne are served by a Courier from Digby. The following places are served twice in each week by the Post Office Couriers from St. John to Halifax, exchanging Mails at Amherst, Nova Scotia, Sussex Vale, Dorchester, Amherst, Pictou, Parrsborough and Halifax. A Courier is in readiness at Dorchester to proceed with the Mails from St. John for Richibucto, Miramichi, Newcastle, Bathurst and Dalhousie, twice in each week. Mails for St. George and St. Andrews, the latter containing letters for the United States and St. Stephen, are forwarded by land three times in each week during the winter, and during the summer months daily Mails are sent to and received from St. Andrews. Mails are exchanged daily with Fredericton; in the winter by land three times a week, and by the river three times. In the summer five Mails in the week are exchanged with Fredericton by means of the steamer on the River St. John; the sixth is received

and sent by land for the accommodation of settlers on the road. Mails are exchanged twice in the week with Quebec, Montreal and Gagetown, by the Fredericton route. Kingston is served by a Courier from that place meeting the St. John Mail twenty miles from the City. During the summer an extra Mail is exchanged with Halifax, *via* Windsor, N. S. Five miles per hour is the prescribed rate of travelling, but when the roads are in good order the Couriers in New Brunswick travel with much greater speed, say 8 or 9 miles per hour.

10.—I am not aware of any.

11.—I have a controlling power over the Couriers who travel to and from St. John; every Post Master is bound to keep them strictly to their duty. The Deputy Post Master General regulates the time of starting, rate of travel, remuneration, &c.

12.—See accompanying Table. The whole Riding Work is credited in the St. John account.

Account paid for Riding Work by the Post Master at St. John and other Post Masters in New Brunswick.

Service Performed.	Distance in Miles.	Rate per annum.			By whom paid.
		£	s.	d.	
From St. John to St. Andrews,.....	67	200	0	0	By the Post Master at St. John.
“ “ to Sussex Vale,.....	50	120	0	0	“ “ “
“ “ to Fredericton,.....	64	120	0	0	“ “ “
“ “ to Finger Board,.....	37	90	0	0	“ “ “
“ Kingston to Hampton,.....	10	20	0	0	“ “ “
“ Fredericton to Dorchester,.....	150	390	10	0	“ “ “
“ St. Andrews to St. Stephens,.....	23	34	15	0	“ “ at St. Stephens.
“ Petitcodiac to Dorchester,.....	25	47	10	0	“ “ at St. John.
“ St. Andrews to Robbinstown,.....	5	35	0	0	“ “ at St. Andrews.
“ Sussex Vale to Petitcodiac,.....	50	120	0	0	“ “ at St. John.
“ Fredericton to Finger Board,.....	60	150	0	0	“ “ at Fredericton.
“ St. John to Fredericton,.....	84	75	0	0	“ “ at St. John.
“ St. John to Indian Town,.....	2½	20	0	0	“ “ “
	627½	1422	0	0	

No. 7.

A. Lockhart, Quaco.

No. 7.

A. LOCKHART, Esq., Post Master at Quaco, (a Way Office.)

Quaco, or St. Martin's, 15th March, 1841.

[To Second Post Masters' Circular.]

My Franking Privilege I consider as good as £6 5s.; I would be willing to receive yearly in compensation for the loss of my present privilege of free Postage, £5.

I would add, that the Commission on letters received through this Office is of but little emolument to me at present; therefore the Franking Privilege is a great addition. We are in hopes of having the Mail come twice a week. The country is fast increasing, and ship building is carried on here to a large extent, which makes the communication through this place very great.

No. 8.

Gid. Knight, St. George.

No. 8.

GIDEON KNIGHT, Esq., Post Master at St. George.

ST. GEORGE, CHARLOTTE COUNTY,
4th January, 1841.

I would suggest that the rates of Postage should be reduced to at least one-half of the amount at present

charged, and that they should be reckoned by weight; and then the practice in the Post Offices in this Province would be assimilated as much as possible to that of England. It would be a great accommodation to the inhabitants of this County to have a more direct Mail communication with the capital than by the present circuitous one by the way of St. John. A road is now making near this, direct to Fredericton, which will be in a short time perhaps the most eligible route. The public would also be greatly accommodated by the appointment of "Distributors of Letters" at different growing settlements off the main roads, such as Permfield, the Upper Mills of Maguadavick, &c., with trifling salaries, and under bonds for the delivery of letters. Those places, and many like them throughout the Province, are daily growing into more importance, and from the thronging of Old Country people to them, and the natural increase of the population, seem to demand the consideration of the Commission, particularly since the communication between England and the Provinces has been so facilitated, and the Postage so materially reduced on Old Country letters.

I will here take the liberty of mentioning that in the year 1829, at the earnest solicitation of the inhabitants of this place, which was not then one-half as large as it is at present, I allowed myself to be appointed its Post Master, by Mr. Howe of Halifax; that I have ever since performed my duty, I believe, to his satisfaction, and to that of the public; that I have built a convenient

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Office at my own expense, and devoted my time and services to the public with the expectation that I should be at some distant period remunerated. I now trust that time is arrived, and that the Post Office Commission will rate St. George in the scale of salaries sufficiently high to make it an object for a responsible person like myself to hold the situation.

20th March, 1841.

[To Third Post Masters' Circular.]

1.—This Office accounts to the Post Office, St. John, quarterly; 5th January, April, July and October.

- 2.—None.
- 3.—None.
- 4.—Nil.
- 5.—Nil.
- 6.—Nil.
- 7.—None.
- 8.—Answered in following Table.

Answer to
Third Post
Masters' Cir-
cular.

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Post Offices and Way Offices, or places of deposit for letters, not regularly established as Post Offices, with which the Office at St. George exchanges Mails.	Its distance in miles from each of said Offices.	Rates of Postage charged to each of said Offices. Single Letter.	No. of Mails exchanged weekly with each of said Offices.	REMARKS.
St. John,.....	45	s. d. 0 4	Three.	The Post Office in St. George does not exchange Mails with any Way Office, and only with the two regularly established Offices, St. Andrews and St. John.
St. Andrews,.....	21	0 3	Three.	

- 9.—Per Stage; rate about 7 miles per hour.
- 10.—I do not know of any.
- 11.—None.
- 12.—There are no Couriers under my control.

The tax of Postage from this Office should be reduced to the following rates, (letters by weight as in England,) to St. John, 3d.; Fredericton, 6d.; Halifax, 9d.; Quebec, 1s.; St. George, 2d.; St. Stephen, 3d.; and to Robbinstown (United States) one penny. This reduction is called for by the voice of the people; but I am not of opinion that at these rates sufficient will be collected to pay all the expenses on the different routes.

There should be a weekly Mail direct to and from Fredericton; a good road is now open and the distance is only 70 miles. Between St. John and this there should be a daily Mail by land (Sunday excepted) from 6th October to 5th April; distance by repaired and improved road only 60 miles; the other 6 months of the year a tri-weekly Mail as at present. St. George being on this route, a Mail could always be left at and received from that Office. This daily Mail (from 6th October to 5th April) I conceive to be of very great importance to the public at large of these Provinces. There is a daily Mail (Sundays not excepted) from and to this Office for and from the remotest part of the United States, only taking 4 days between this and New York and three from Boston. This route has been long established for Post communication with the United States, and possesses great advantages both in distance and facility over all others connecting that country with this Province.

To St. Stephen the Mail has for a number of years gone tri-weekly, and I feel confident that the reduction of Postage from 4d., the present tax, to 3d. will not more than pay the expenses on this road. Post Masters, when required, should be authorized to register letters, the day of mailing, by whom posted, and the address on the letter; but the Office should be no further bound for the safe delivery of such letters than at present.

31st December, 1840.

[To Second General Circular.]

1.—It is only possible to improve the Post communication between this Province and the United States,

Answer to Se-
cond General
Circular.

No. 9.

No. 9.

G. F. Camp-
bell, St. An-
drews.

G. F. CAMPBELL, Esq., Post Master at St. Andrews.

St. Andrews, 24th December, 1840.

Under the administration of J. Howe, Esq., Deputy Post Master General for this Province, Nova Scotia and Prince Edward's Island, very general satisfaction has been given; yet in my opinion a well qualified person as Inspector or Examiner should be appointed in each Province, whose duty it should be once every two or three years to visit every Post Office and report to the Deputy Post Master General the state of the Office, the efficiency of the Post Master, &c. &c.

The County of Charlotte is second only to that of St. John in this Province, in wealth, population, shipping, imports, exports, &c., &c.; and as this is the Shire-town and principal port of Her Majesty's Customs, the duties of the Post Master here are inferior only to those of St. John. I therefore conceive that the person holding that appointment and discharging the duties, should receive only £100 per annum less than the Post Master of that city, independent of any commission allowed him by the General Post Office of the United States, for which he performs a separate and distinct duty by keeping separate accounts with that Department and remitting quarterly. I would here remark that this commission will be very nearly entirely done away by the direct communication by Her Majesty's Steam Packets between Great Britain and Halifax, as heretofore it was principally derived from United States' Postage on letters from England for these Provinces coming *via* New York.

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by the Post Master General of that Government allowing the Mails to pass directly between Robbinstown and Dennysville in the State of Maine, a distance of only twelve miles and an excellent road; this (in reply to a communication from the Chamber of Commerce of this County) he states that he hopes to do the ensuing spring, when the new Mail contracts are entered into.

2.—Between this and St. John the practice of sending letters otherwise than by Mail is most prevalent; the reason I presume is the number of passengers constantly passing between the two places, and the reluctance of the public generally to pay Postage when it can be avoided.

3.—The scale of Postage in these Provinces might be improved; but it would be found that any material reduction in the present rates would fall short of paying the expenses even on the most important Mail routes.

4.—A reduction of rates may increase the correspondence by Mail, but not very greatly. Many will prefer sending letters by an uncertain conveyance free of expense, to sending them by the regular Mail, subject to any tax whatever.

5.—Whatever system is followed in Great Britain of sending letters by Mail, whether by weight or single and double Postage, should be adopted in all Her Majesty's Colonies.

6.—I do not consider the present tax for the transmission of newspapers by Mail too high, nor could I devise a better mode of collecting it than that at present pursued.

* * * * *

7.—I am not of opinion that publishers of newspapers or periodicals have any claim whatever for the transmission of their publications by Mail free of Postage.

16th January, 1841.

I am now happy to inform the Commissioners that yesterday I received official information that the Post Master General of the United States has concluded the route so earnestly desired by the mercantile community of these Provinces in the new contracts for Mail conveyance, *i. e.* direct from Machias through Dennysville to Robbinstown and back, daily; this contract goes

into effect 1st July next, when the present one expires, and will afford every facility for the receipt of their, and the despatch of our Mails, making in the latter a saving of twenty-four hours. I will only further remark that I last week received letters by Mail from Philadelphia in four days.

13th March, 1841.

[To Third Post Masters' Circular.]

1.—The Accounts Current from this Office are made out with the General Post Office, Halifax, and transmitted to the Post Master at St. John, who examines and forwards them to Halifax; they are made out on the 5th April, 5th July, 5th October and 5th January in each year, on printed forms furnished by the Department. I also make out Accounts Current at the above periods with the General Post Office, Washington, which are transmitted with remittances direct to the Post Master General of the United States; copies of these accounts are always forwarded direct to the Deputy Post Master General at Halifax.

2.—No Post Office accounts are rendered to this Office.

3.—An Office of deposit for letters is established at the Island of Campo Bello, to which I forward all letters for that Island, Grand Manan and the Parish of West Isles; Captain W. F. W. Owen, R. N., is the gentleman in charge of this Office, who at his own request was appointed in May, 1837, by the Deputy Post Master General at Halifax.

4.—I have no authority whatever over that Office.

5.—I do not think one farthing of emolument is derived by the gentleman holding that appointment.

6.—I keep only a private account with Captain Owen, which is settled at the end of every quarter by his returning such letters as have not been called for, and paying the balance. No additional Postage whatever is charged for sending these letters to Campo Bello, and Captain Owen is only debited with such sums as I am charged by other Offices.

7.—There are no Way-Offices or Offices of deposit in this County, except that at the Island of Campo Bello.

8.—See accompanying table.

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Masters' Circular.

Post Offices and Way Offices, or places not regularly established as Post Offices, with which the Office at St. Andrews exchanges Mails.	Its distance in miles from each Post Office.	Rates of Postage charged to each of said Offices.	No. of Mails exchanged weekly with each of said Offices.	REMARKS.
Robbinstown, U. S.,.....	3½	s. d. 0 2	Seven.	Mails for Fredericton are made up and forwarded <i>via</i> St. John with every Mail for that city, although there is now a direct road open between this and Fredericton, distance only 70 miles. A Winter Stage now runs on this road and has performed the distance in 12 hours, but no Mail is sent or received by it.
St. Stephen,.....	22	0 4½	Three.	
St. John,.....	65	0 7	Three.	
St. John,.....	60	0 7	Three.	
Fredericton,.....	132	0 9	Three.	
Quebec,.....	490	1 0		To Quebec, Mails are sent weekly <i>via</i> St. John, or whenever letters for Canada are to be forwarded; a packet paid by the Province leaves this every Monday for Campo Bello and Grand Manan, by which I forward letters to the former place, (see answer to query 3,) and such letters as are received by her on her return, (on Saturdays) are forwarded and taxed as if posted at this Office.
Campo Bello, (Way-Office,)	17			

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- 9.—To Robbinstown, by water, 1 hour.
- “ St. Stephen, by a 2 horse waggon of sleigh, in from 4 to 5 hours.
- “ St. George, by a 4 horse coach, in 3 hours.
- “ St. John, “ “ in 10 to 12 hours.
- Also by steamers in summer in 6 to 8 hours.
- “ Fredericton, *via* St. John, by the same conveyances.
- “ Quebec, by the same conveyances, *via* St. John.
- “ Campo Bello, by packet, in 2 or 3 hours.

10.—None whatever, that I know of.

11.—The Courier to and from Robbinstown I have always regulated so as best to suit the arrival and departure of the United States' Mail at and from Robbinstown; also the Courier to and from St. Stephen, the Post Master of that place and myself regulate so as best to suit the public convenience, and the arrival and departure of the Mails at and from this Office. I have no control whatever over their remuneration.

11.—The Courier to and from Robbinstown receives thirty-five pounds per annum (and a like sum from the United States) from this Department, which I pay him quarterly, taking his receipts in triplicate, two of which I forward with my accounts current, taking credit for this sum as “cash remitted.” The Courier to and from St. Stephen is paid by the Post Master at St. Stephen; but I would here remark that to accommodate the inhabitants of that section of the country, and to enable the Courier to perform this service tri-weekly the Deputy Post Master General at Halifax instructed me to pay him the sum of £25 annually in quarterly payments, and to charge that sum to his private account, which I have regularly done since the 5th of October, 1833. I would further remark, that to enable this Courier to drive a respectable two horse waggon in summer, and sleigh in winter, the House of Assembly last year granted him £50, which grant I believe is continued this year.

No. 10.

No. 10

D. A. Rose,
St. Stephen.

D. A. ROSE, Esq., Post Master at St. Stephen.

St. Stephen, 24th December, 1840.

The principal inconvenience felt here by the commercial community arises from the want of despatch. This could most effectually be remedied by having the

Post Offices and Way Offices or places of deposit for letters, not regularly established as Post Offices, with which the Office at St. Stephen exchanges Mails.	Its distance in miles from each Post Office.	Rates of Postage charged to each of said Offices.	Number of Mails exchanged weekly with each of said Offices.
St. Andrews,.....	22 miles.	4½d.	3

9. St. Andrews is the only Office with which this Office exchanges Mails; the route is by land. The Mail is generally carried in a two horse waggon or sleigh; the rate of travelling is about 2½ miles per hour, *i. e.* the Mail leaves St. Andrews at 10, A. M., and generally gets here about 4, P. M. The distance is 22 miles.

Remark.—The Courier gives great dissatisfaction by delay; the same compensation would command better despatch, say 3½ hours hence to St. Andrews.

St. John Mail for St. Andrews and here conveyed under the same contract. It might then arrive here the same day by having a relay of horses at the Cross Road two miles from St. Andrews, there to receive the St. Andrews Mail.

This alteration would I think lessen the expense. But I doubt whether sectional influence would not, as it often does, prevent the improvement, unless under the personal inspection of some one duly authorized to make examination and carry it into effect.

The income of this Office for the last year was £27 6s. 8d. The Mail arrives tri-weekly and returns next day. In former years the income did not exceed £24, which, deducting office rent and fuel, &c., makes the income inadequate to the services performed.

11th March, 1841.

[To Second Post Masters' Circular.]

Answer to Second Post Masters' Circular.

4.—If I paid for my letters and newspapers sent and received, it would be about £3 4s. 6d.

5.—I do not consider the privilege worth to me more than half that amount; and situated as I am at present, should be willing to accept 40s. yearly in lieu of it.

12th March, 1841.

[To Third Post Masters' Circular.]

Answer to Third Post Masters' Circular.

1.—The accounts of this Office are with the General Post Office in Nova Scotia, and are sent with the balance of money to St. John, quarterly.

2.—There are no accounts with any other Office, rendered to this Office.

3.—There are not any Way Offices or places of deposit for letters which account with this Office.

4, 5, 6 and 7.—Same answer.

8.—See following table :

10.—See Answer to Query 3.

11.—I do not consider that I have any direct control over the Courier; I have no authority to regulate the hours of starting, rate of travel, remuneration, &c.

12.—I pay the Mail Carrier £8 13s. 9d. quarterly; I am not aware of the exact amount he receives more.

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No. 11.

26th March.

J. C. VAIL, Esq., Post Master at Sussex Vale.

(T.) No. 11.

SUSSEX VALE, KING'S COUNTY,
20th March, 1841.

J. C. Vail,
Sussex Vale,
Answer to Second General Circular.

[To Second General Circular.]

1 & 2.—Between St. John and Dorchester, Offices with which I account, a fast four horse stage-coach is established and runs regularly twice in each week; and considering the very extensive amount of letters which pass weekly by this conveyance, very considerable increase in the receipts would be obtained were the Mails carried by the coach.

2.—The reasons which induce persons to resort to this mode of conveyance for their letters are, that no charge is made by the proprietors of the coach establishment, and their transmission is equally safe and generally more certain and speedy, as the coach is liable to no detention. I have no hesitation in saying that more than double the quantity of letters and papers are carried by the coach than pass through the Post Office between St. John and Dorchester.

3.—The present rates of Postage through the country I think might be more equalized. For example, a letter mailed in St. John for Halifax is charged 9d.; one mailed at Sussex Vale is sent to Dorchester, and 7d. charged upon it; it is then mailed again for Halifax and charged 11d. additional, making double the sum for 50 miles less distance.

4.—I cannot say what would be the result of reducing the rates of Letter Postage, but am inclined to think that the amount of correspondence would be materially increased.

5.—I think the system of charging letters by weight more equitable than the present mode of rating by double and single letter; but whether it might be substituted advantageously I cannot pretend to say.

6.—I cannot consider the charge upon newspapers improper or unjust; nor do I consider the mode of payment objectionable.

7.—It does not appear to me that the proprietors of newspapers have sufficient claim upon the public service for the transmission of their papers or periodicals free of Postage.

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20th March, 1841.

[To Third Post Masters' Circular.]

1.—The Office under my charge does not account directly to the General Post Office at Halifax; my accounts are rendered to the Post Office at St. John on the 5th January, April, July and October in each year, in the usual form of Post Office Accounts.

2.—No Post Offices render their accounts to me. Monthly Sheets are exchanged and checked with those I make up Mails for.

3.—There is a Way Office for the deposit of letters at the Bend of Petitcodiac which accounts to my Office; William Steadman is the Post Master and was in charge of the Office previous to my entering upon the duties of mine; I do not know by whom he was appointed.

4.—The Way Post Masters are held accountable to me for all letters sent them from my Office, and all the paid letters from them to me.

5.—He receives two pence for each letter delivered by him, which is added to the amount marked on each letter.

6.—The accounts are rendered and settled quarterly at the same periods my accounts are rendered. Letters sent from my Office are charged an additional Postage of 4d. on each single letter, and the amounts paid by me as Way Postage.

7.—I am aware that there are two or three Way Post Masters who account with the Way Post Master at the Bend. The Couriers on these routes are maintained by subscription, and are not under the control or superintendence of the Post Office Establishment.

8.—See following table.

Post Offices and Way Offices or places of deposit for letters, not regularly established as Post Offices, with which the Office at Sussex Vale exchanges Mails.	Its distance in miles from each Post Office.	Rates of Postage charged to each of said Offices.	No. of Mails exchanged weekly with each of said Offices.	REMARKS.
Fredericton,.....	80	7d.	Four.	Except when detained by accident.
St. John,.....	50	5d.	Four.	
Bend, (Way Office),.....	50	4d.	Four.	Except as above.
Dorchester,.....	73	7d.	Four.	

9.—The Mail from Fredericton by way of the Finger Board is carried by one horse in a light cart in summer, and small sleigh in winter; both these Mails are taken from the Deputy Post Master General by one person, one for £150 per annum, the other for £175, and again underlet for £100 each. This I consider highly objectionable, as the low rate at which they are taken prevents the Couriers from keeping a relay of horses, and in bad roads they are always detained from this cause. The usual rate of travel is 5 miles an hour. The Mails from St. John to Dorchester are carried with two horses, in a waggon in summer and sleigh in winter; the usual rate of travel is from 6 to 7 miles an hour.

10.—There is no Postage marked on letters sent from the Way Office to my Office except on paid letters; the amount is put on when I receive them.

11.—I have no control over the Couriers as regards their hours of starting, rate of travel or remuneration; but, in case of any neglect or misconduct, am directed to report the same to the Deputy Post Master General at Halifax.

12.—The Couriers from St. John to Amherst, where the Mails have lately been exchanged, receive their pay from the Post Master at St. John.

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No. 12.

26th March.

WILLIAM STEADMAN, Esq., Post Master at Bend of
Petitcodiac.

(T.) No. 12.

4th March, 1841.

W. Steadman,
Petitcodiac.
Answer to Se-
cond Post
Masters' Cir-
cular.

[To Second Post Masters' Circular.]

1.—The value of my Franking Privilege is about
£7 2s. 0d.

5.—I would be willing to take £10 for it.

I have to remark that this Office is merely a branch Office to that of Dorchester, being situated in a country village through which the Mail passes on its way to Halifax; and if it were not for the perquisite of an extra two-pence charged by me upon all letters, by direction of the Post Master at Dorchester, the situation would not be worth holding.

12th March, 1841.

Answer to
Third Post
Masters' Cir-
cular.

[To Third Post Masters' Circular.]

1.—I have no direct communication with the General Post Office at Halifax; I account every quarter with the Post Offices at Dorchester and Sussex Vale.

2.—None.

3.—There are three Way Offices, namely, Hillsborough, Hopewell and Salisbury, each of which accounts to me quarterly for their transactions, which of course I check.

4.—I have no authority over any of the Way Post Masters.

5.—The remuneration on each letter is 2d. The emoluments are from £3 to £6 per annum.

6.—Rendered quarterly, checked by me and accounted for to the Offices enumerated in Query 1st.

7.—Harvey accounts to Hopewell, which latter accounts to me.

8.—I exchange Mails with the Offices mentioned in Query 3. The distances from my Office in miles are to Hillsborough 12, Hopewell 22, and Salisbury 14. With Hillsborough and Hopewell I exchange Mails weekly, and with Salisbury twice a week.

9.—During winter the Courier to Hillsborough and Hopewell travels by land, and according to the state of the roads, either in a sleigh or on horseback; when opposite my place he crosses the river, which is sometimes both difficult and dangerous and frequently causes delay; in summer he goes by water, just as it suits him. The Mails for Salisbury, that place being on the high road, are conveyed in carriages.

10.—I do not know of any other than the Hopewell and Harvey Offices that exchange Mails directly. The rate of Postage is the established one, and 2d. additional is charged for trouble.

11.—I have no control over any of the Couriers on the various routes; nor do I know their rate of travelling.

12.—The Couriers have no remuneration from me.

The Courier to Hopewell, &c., has I believe £30 per annum from the Province for his services; the Postage on letters, &c. conveyed by him, may amount to about £50.

No. 13.

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CHAS. MILNER, Esq., Post Master at Dorchester.

(T.) No. 13.

Dorchester, 18th December, 1840.

Chas. Milner,
Dorchester.

The present state of the Post Office Establishment in Nova Scotia and New Brunswick is a matter of almost universal disapprobation, and this alone is sufficient to shew that the improvements in this establishment have not by any means kept pace with the improvements in the establishments under the immediate control of the Provincial authorities; and it also suggests the necessity of placing the Post Office Department, in some degree at least, under the control of the Colonial Legislatures, as these bodies must be best qualified to determine what is most conducive to the general benefit and convenience. Some of the Officers of the Department are very amply compensated for their labors, and others very insufficiently; instead of their being remunerated as at present, by a commission of 20 per cent upon their receipts, they should each have a fixed salary proportioned to the labor and responsibility of their respective situations; and the privilege of franking should be wholly abolished; by which, from the number of Post Masters and the manner in which the privilege is abused, a great part of what would otherwise be the revenue of the Department is absorbed.

An uniform rate of Postage is highly desirable, but any very material reduction in the present rate, in consideration of the revenue of the Department, is hardly practicable. An uniform rate of five pence currency pre-paid, and seven pence unpaid, upon each single mailed letter, and of two pence pre-paid, and three pence unpaid, upon each single way letter, with the abolition of all Postage upon newspapers within the Colonies, is perhaps as great a reduction as could be ventured upon. Great dissatisfaction exists in this Province on account of the time that elapses between the arrival of the English Mail in Halifax, and its delivery in St. John and Fredericton. The Mail roads are certainly not in so good a condition as they ought and soon will be, but they are doubtless immensely better than they were 15 or 20 years ago; and yet the Mails are not required to travel any faster now than they did at that time, viz:—5 miles per hour, with an understanding between the Contractors and the Department, that bad roads, severe storms, or even the breaking of a trace or shaft, will be a sufficient excuse for travelling at even a slower rate than this. The stage-coaches in New Brunswick, heavy vehicles weighing from 15 to 18 cwt. and frequently carrying 12 or 15 passengers, make good 8 miles per hour, except upon some very extraordinary occasions. Her Majesty's Mails certainly ought to be transmitted with as much rapidity as private travellers. It is perhaps worthy of remark that these coaches carry a passenger for 3d. per mile. Now, supposing Her Majesty's Mails, between Halifax and Fredericton, to weigh 9 cwt. per week (and I do not think they exceed this upon an average) and that an ordinary passenger with his baggage weighs only 1½ cwt., so far as the weight alone is concerned, the Mails might be transmitted from Halifax to Fredericton, twice a week at about £1150 per annum. It would undoubtedly be both more economical and promote expedition, if the transmission of the Mails was in some way connected with the New Brunswick Stage-coach Company, which receives an annual grant from the Legislature of the Province, or if a like Company were incorporated and encouraged by a similar grant from the Legislature of Nova Scotia.

On the subject of franking, it may be proper to inform the Commission that this is the only regularly established Post Office in the country, but that there are nevertheless seven Way Offices in connection with

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it, the Post Master of each of which has the same privilege of franking that is granted to the Post Master of this Office.

27th January, 1841.

Answer to Second General Circular.

[To Second General Circular.]

2.—I cannot make an estimate of the amount of correspondence sent otherwise than by Mail, but am satisfied it is very considerable, and as it affects this Office amounts to 50 per cent. The practice is most prevalent between St. John and the Nova Scotia line; the inland Counties by the stage-coach, and those on the sea-board both by the coach and by water conveyance; the principal inducement to the practice is the supposed high rate of Postage.

4.—I am not of opinion that a reduction of the rates of Postage upon letters would materially increase the correspondence, unless the reduction were greater than I would recommend; but combining the carriage of

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the Mails with the stage-coach would, I am of opinion, very materially increase the Postage correspondence.

5.—I think the mode of charging letters by weight, preferable to that of rating by single and double letters, as the double Postage upon a letter enclosing a bank note is generally considered an exorbitant charge.

6.—The charges for newspapers transmitted by the Mail are at present 2s. 6d. currency per annum for each; this is paid by the proprietor, and goes (I believe) one-half to the Deputy Post Master General in Halifax, and the other half to his Deputy where the paper is published and mailed. I consider both the charge and mode of payment objectionable; for if made at all, it should in justice, be a perquisite of the Post Master who delivers them, and not of the Post Master who merely puts them into a Mail bag.

7.—I do not know that the proprietors of newspapers have any sufficient claim upon the public to have their papers transmitted free of Postage, but although the proprietor pays the charge in the first instance, the purchaser is the real payer, and the charge is therefore a heavy tax upon the extension and diffusion of knowledge through the public press.

10th March, 1841.

Answer to Third Post Masters' Circular.

[To Third Post Masters' Circular.]

1.—This Office accounts with the General Post Office, Halifax, quarterly, according to the form in general use provided in blank by the General Office.

2.—The accounts of no regularly established Post Office are rendered at this Office.

3, 5, & 9.—There are Way Offices not regularly established as Post Offices, which account to this Office; the names, &c. are—

Sackville, kept by Messrs. Crane and Allison, on the route to Halifax; appointed by D. P. M. G. The supposed emoluments are £25 per annum by franks, and 2d. on each letter delivered.

Jollicure,	Joseph D. Wells,	do.	do.	£2	10	0	do.
Shediac,	W. C. Smith,	route to Miramichi,	do.	7	10	0	do.
Cocagne,	James Long,	do.	do.	5	0	0	do.
Buctouche,	A. B. Smith,	do.	do.	3	0	0	do.
Petitcodiac,	Wm. Steadman,	route to St. John,	C. Milner, 1839,	7	10	0	do.

I cannot say when the others were appointed; the last I appointed in 1839 upon the resignation of James Beattie, the former Post Master of that place, usually called the Bend.

4.—The authority which is exercised by this Office over these is very limited; every suggestion made by this Office is usually complied with, or a representation is made to the Deputy Post Master General who decides.

6.—The Way Offices make up no accounts, but pay to this Office quarterly the amount of Postage transmitted to them from this Office, which accounts to the General Post Office at Halifax, in the same manner as if the letters were delivered here.

7.—Mr. Steadman at the Bend has several Way Offices on the western side of the Petitcodiac, which account to him; and they, I believe, have no privileges or emoluments. They were formerly in connection with this Office; they then had, or might have had, two pence on each letter they delivered, according to custom; but Mr. Steadman now has this. The names of these are—

Hillsborough,	Wm. Steves,	15 miles from the Bend of Petitcodiac,	} Appointed by the General Sessions of the Peace, who have a grant from the Provincial Legislature to pay a Courier on this route.
Cape, (Hopewell),	Geo. Calhoun,	21 do.	
Hill, (Hopewell),	S. G. Morse,	30 do.	
Village, (Harvey),	M. B. Palmer,	35 do.	

Post Offices and Way Offices, or places of deposit for letters not regularly established as Post Offices, with which the Office at Dorchester exchanges Mails.	Its distance in miles from each of said Offices.	Rates of Postage charged to each of said Offices.		No. of Mails exchanged weekly with each of said Offices.	REMARKS.
		Single Letter.			
		s.	d.		
Halifax,.....	150	0	11	Two.	By two Mails per week in the fourth column, I wish to be understood that I send two to, and receive two from, each of the different Offices mentioned in the first column.
Cumberland,.....	25	0	2	Two.	
St. John,.....	122	0	9	Two.	
Fredericton,.....	150	0	9	Two.	
Sussex Vale,.....	67	0	7	Two.	
Richibucto,.....	62	0	6	Two.	
Miramichi,.....	100	0	9	Two.	
Sackville, (Way Office),...	9	0	2	Two.	
Jollicure, do.	15	0	2	Two.	
Shediac, do.	26	0	2	Two.	
Cocagne, do.	33	0	2	Two.	
Buctouche, do.	43	0	2	Two.	
Petitcodiac (Bend,) do.	22	0	2	Two.	

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9.—The Mail Service is performed by waggons or stages on all the routes. In New Brunswick the Couriers travel at the rate of 6½ or 7 miles per hour; in Nova Scotia, at 5 miles per hour.

10.—I do not know of any, further than answered in the 7th query.

11.—I have no control over any of the Couriers.

12.—Answered by the 11th query.

No. 14.

No. 14.

Jos. D. Wells, Jollicure, JOSEPH D. WELLS, Esq., Post Master at Jollicure, (a Way Office.)

Jollicure, 12th March, 1841.

[To Third Post Masters' Circular.]

1.—Accounts are made up by me quarterly, to the Post Offices at Dorchester and Amherst.

2.—None.

3.—Place of deposit for letters at Cape Tourmentine, (George Dobson,) appointed by me.

5.—By receiving 2d. for each letter delivered.

6.—Paid quarterly to me and included in my account with the Dorchester Post Office.

7.—None.

No. 15.

No. 15.

W. C. Smith, Shediac, W. C. SMITH, Esq., Post Master at Shediac, (a Way Office.)

Shediac, 13th March, 1841.

[To Third Post Masters' Circular.]

1.—I account to the Post Offices at Dorchester and Richibucto every 3 months, viz: 5th January, 5th

Answer to Third Post Masters' Circular.

No. 17.

No. 17.

A. B. Smith, Buctouche, A. B. SMITH, Esq., Post Master at Buctouche, (a Way Office.)

Buctouche, 20th March, 1841.

[To Third Post Masters' Circular.]

1.—I account to the Post Offices at Dorchester and Richibucto every quarter, say 5th January, 5th April, 5th July, 5th October; and remit to each Office the amount charged to me on letters.

2.—There is none rendered.

3.—There is none.

4.—I have no authority over any.

5.—None account to me.

6 & 7.—Nothing to say.

Answer to Third Post Masters' Circular.

April, 5th July and 5th October, by remitting to the Post Masters the amounts charged on each letter as Postage.

2.—There is none.

3.—There is none.

4.—I have none.

5.—I don't know.

6.—None.

7.—No.

8.—There is no exchange of Mails at this Office; the Mails go through this place on Sundays and Thursdays from Miramichi to Dorchester, and return on Mondays and Fridays or as soon as the Halifax Mail arrives at Dorchester.

9.—The Mails are carried from Miramichi to Dorchester in a covered waggon in the summer and a covered sleigh in the winter; from this place to Dorchester and back they travel at the rate of 6 miles an hour unless the road is very bad. I cannot say about the rest of the route as they carry no Way Bills.

10.—I don't know of any.

11.—I have none.

12.—There is none.

No. 16.

No. 16.

JAMES LONG, Esq., Post Master at Cocagne, (a Way Office.)

James Long, Cocagne.

Cocagne, 28th March, 1841.

[To Third Post Masters' Circular.]

8.—Answered in following Table.

Answer to Third Post Masters' Circular.

Post Offices and Way Offices or places of deposit for letters, not regularly established as Post Offices, with which the Office at Cocagne exchanges Mails.	Its distance in miles from each of said Offices.	Rates of Postage charged to each of said Offices.	Number of Mails exchanged weekly with each of said Offices.
Richibucto,.....	25	None, as this is only a Way Office.	Four.
Dorchester,.....	33		
Buctouche, (Way Office),.....	10		
Shediac, do.	7		

8.—There is no exchange of Mails at my Office, but the Mail passes through on Sundays and Thursdays from Richibucto to Dorchester, and returns on Mondays and Fridays, by which the letters and papers are received and despatched.

9.—The Mail service is performed by the Courier with a covered waggon in summer and covered stage in winter, at the rate of about five miles an hour. I think seven miles an hour might be performed, as our roads from Miramichi to Dorchester are very good.

10.—I do not know of any.

11.—None.

12.—I received my appointment from the Deputy Post Master General, J. Howe, Esq., 20th March, 1835.

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26th March.

JNO. W. WELDON, Esq., Post Master at Richibucto.

(T.) No. 18.

Richibucto, 6th March, 1841.

J. W. Weldon,
Richibucto.
Answer to Second Post
Masters' Circular.

[To Second Post Masters' Circular.]

1 & 2.—I should judge about fifty or sixty letters are sent free of Postage, and the like number received.

3.—I receive only one newspaper free of Postage. I am agent for those papers which send them to me.

4.—I consider my Franking Privilege worth about £15 per annum.

5.—I would be willing to accept yearly £15 or £20 for the loss of my Franking Privilege. Including commission and my Franking Privilege, the Office is worth about £40 per annum. When I first took the Office £10 per year in addition to the commission, was allowed for Office rent and Stationery, but has been long since discontinued.

If I had not other offices and were obliged to keep clerks, the compensation would be insufficient for the trouble, responsibility, stationery and loss of Postages occasionally by crediting, which has to be done in a scattered community.

6th March, 1841.

[To Third Post Masters' Circular.]

Answer to
Third Post
Masters' Circular.

1.—The Post Office under my charge accounts directly to the General Post Office, Halifax, at quarterly periods, viz: 5th of January, April, July and October. The form is prescribed by Mr. Howe, the Deputy Post Master General. They contain the account of letters received and sent (way and ship letters) from each Office Mails are made up for, or received from.

2.—There are no accounts of any regularly established Post Office rendered to my Office.

3.—There are four receiving houses, or places of deposit for letters, viz: Buctouche, Cocagne and Shediac, between Richibucto and Dorchester, and Carleton, between Richibucto and Miramichi. The three first named places were established by the Post Master under the sanction of Mr. Howe, the last by myself. At Buctouche, Mr. A. B. Smith, at Cocagne,

Mr. J. Long, at Shediac, Mr. W. C. Smith, and at Carleton, Messrs. J. Cunard & Co., act as Post Masters. The three first named Offices were established in 1829, I believe; when I say established I wish to be understood as referring to the first period letters for persons in that district were sent to those persons, they becoming responsible to the Post Masters respectively sending the letters for the Postage charged thereon; they receive no per centage, but two pence is added to each letter to repay them for their trouble. They account to me whenever I send them the amount of letters sent and desire payment. As regards Carleton, Messrs. J. Cunard & Co. having a branch of their establishment there, letters for persons in their neighborhood are sent in a parcel to them; for convenience I charge them with the Postage, and they account to me therefor. I am not required to do so by any authority from Mr. Howe, but it is done for the accommodation of the inhabitants in their neighborhood. The whole Postage on letters sent to the three first named Offices does not amount to five pounds per year; the letters to Carleton probably amount to eight pounds per year. The last mentioned Office or place of deposit has only existed for a few years.

4.—I have no further authority over them than that, if they do not settle for the letters sent them, I should discontinue doing so and send the letters to some other person. I have never had any difficulty with the persons above-named.

5.—I believe no other remuneration is allowed than the two pence on each letter, as stated in my answer to the third query, and their letters being allowed to go free. The two pence and the Postage on their own letters, if charged, would not I conceive amount to thirty shillings a year to each; I mean those letters sent to and from my Office.

6.—They make up no accounts. I send the gross amount from my Office of letters sent them, and of letters marked "paid" by them. They remit to me according as I desire it. The letters are charged to me by the Post Office with which I exchange Mails; the paid letters at these Way Offices are charged against my Office in the Post Bills sent to the Offices with the letters.

7.—I am not aware of one Way Office accounting to the others; I believe each Way Office charges the two pence. My belief arises from the circumstance of uncalled-for letters returned from those Offices being charged with two pence. I have never charged them to the Dead Letter Office, nor do I allow the Way Offices to take credit therefor.

8.—The following Schedule contains my answer.

Way Offices or places of deposit for letters, not regularly established as Post Offices, with which the Office at Richibucto exchanges Mails.	Its distance in miles from each of said Offices.	Rates of Postage charged to each of said Offices.	No. of Mails exchanged weekly with each of said Offices.	REMARKS.	
On the road from Richibucto to Dorchester.	Buctouche,	17	Nil.	One.	My answers will shew that no charge of Postage is made upon letters sent to the Way Office. The Way Offices charge 2d. for their trouble from the person who receives the letter.
	Cocagne,	9	do.	do.	
	Shediac,	9	do.	do.	
(On the road to Miramichi.) Carleton,	13	do.	do.		

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JAS. CAIE, Esq., Post Master at Chatham, Miramichi.

Miramichi, 16th March, 1841.

(T.) No. 19.
James Caie,
Miramichi.
Answer to Second General
Circular.

[To Second General Circular.]

1.—I have not any suggestions to offer as to the internal Post communications of these Provinces, but I would recommend that an arrangement be made that will enable letters transmitted from this place to reach Britain *via* the United States of America, with or without being paid, which has not hitherto been the case.

2.—I am aware that the amount of correspondence sent otherwise than by Mail is very great; and I attribute the cause of that circumstance to the non-efficiency or non-existence of any law to prohibit it.

3.—I consider the rates of Letter Postage in this Province to be generally reasonable, but badly rated, being guided seemingly by no particular scale.

4.—I am not of opinion that a reduction in the rates of Provincial Letter Postage would materially increase the amount of correspondence; the late reduction made in Britain having increased the number of letters sent thither but very little.

5.—I am of opinion that the system of charging letters by weight is more equitable and advantageous than the present mode.

6.—I am aware what are the charges at present made for the transmission of newspapers by Post. I do not deem the rate of charge objectionable, but as to the mode of payment, I will not venture an opinion.

7.—I am not aware that the proprietors of newspapers and other periodicals have any just claim on the public service, for the transmission of the same free of Postage.

16th March, 1841.

[To Second Post Masters' Circular.]

1.—As near as I can judge, I send annually by Mail under the Franking Privilege 360 letters.

2.—I receive perhaps about 360 letters.

3.—I receive about 312 newspapers annually free of Postage.

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4.—I consider that the yearly value in money to me of my Franking Privilege is upwards of £45.

5.—I would be willing to accept of about £45 in compensation for the loss of my present privilege of free Postage.

19th March, 1841.

[To Third Post Masters' Circular.]

1.—The Post Office under my charge accounts directly to the General Post Office, Halifax.

2.—No regularly established Post Office renders its accounts to me instead of Mr. Howe.

3.—There are two Way Offices or places of deposit for letters not regularly established as Post Offices, which account to my Office; the one at Douglstown, at the Office of Messrs. Gilmour, Rankin & Co., the other at Kouchiboquac on the Richibucto road, distant 28 miles from Chatham, at the Office of Messrs. Joseph Cunard & Co.—the former appointed by the Deputy Post Master General in October, 1825, the latter by me about the same time.

4.—I hold no positive authority over these Way Office Post Masters as regards the general management of their Offices, a circumstance which has prevented my having increased the number of them.

5.—The Way Office Post Masters at Douglstown and Kouchiboquac receive no remuneration from me; these Offices having been instituted more with a view to the accommodation of the two extensive establishments at which they are kept, than for any other consideration.

6.—On the letters received from Kouchiboquac and Douglstown for delivery in Chatham I make no charge, these being nearly all from the establishments to which I have alluded; for those sent thither I make no other charge than the Postage already on them, a bill for the amount of which I hand them quarterly.

7.—I am not aware of the existence of any Way Offices which account to any of these Way Post Masters, and not to myself directly.

8.—See accompanying Table.

Answer to
Third Post
Masters' Circular.

Post Offices and Way Offices or places of deposit for letters, not regularly established as Post Offices, with which the Office at Chatham exchanges Mails.	Its distance in miles from each of said Offices.	Rates of Postage charged to each of said Offices.	No. of Mails exchanged weekly with each of said Offices.
Halifax,.....	250	s. d. 1 1	Two.
St. John,.....	210	1 1	Two.
Fredericton,.....	{ 210 108	1s. 1d. per Dorchester, 9d. per Nashwaak.	Two.
Cumberland,.....	126	0 11	Two.
Dorchester,.....	100	0 9	Two.
Richibucto,.....	40	0 5	Two.
Bathurst,.....	48	0 7	One.
Dalhousie,.....	102	1 0	One.
Newcastle,.....	5	0 2	One.
Prince Edward's Island, (by water),.....	175	4½d. per Steamer.	One.
Douglstown, (Way Office),.....	2½	No charge.	One.
Kouchiboquac, do.	28	No charge.	Two.

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9.—The Mails for Richibucto, Dorchester, Amherst, Halifax, St. John and Fredericton are conveyed by the same route to Amherst, at which place the Halifax and St. John coaches meet and exchange Mails. All are carried in covered sleighs or coaches, and travel about 6 miles per hour.

10.—I am not acquainted with any Way Offices which exchange Mails directly with each other.

11.—I have no control over the Couriers on any of the routes in my neighborhood, nor have I any power to regulate their hours of starting, rate of travel, remuneration or any thing else; a circumstance which the public have had occasion to regret.

12.—The remuneration which the Richibucto Courier receives for carrying Her Majesty's Mails once a week to and from the Office lately established at Newcastle and the Office at Richibucto, is £100 per annum, a distance of 45 miles; he is paid by me from the funds of this Office, quarterly. The revenue of the Bathurst Office being usually too small to pay all the Courier's salary on that route, the Post Master there is authorized to draw for the sum wanting on this Office.

No. 20.

The Post Master,
Newcastle.

No. 20.

The Post MASTER at Newcastle.

*Newcastle, 23d March, 1841.*Answer to Second and Third
Post Masters' Circulars.

[To Second and Third Post Masters' Circulars.]

The existence of a regular Post Office at Newcastle has been but of six months duration, and although I have been Way Post Master under the Post Master at Chatham, Mr. Caie, for many years, yet there are but two of your Queries to which I can reply; and for answers to these two, and other directions, I am indebted to my friends the Post Masters at Chatham and Fredericton.

5.—I would be willing to accept of £25 as compensation for the loss of my present privilege of free Postage.

8.—The only regularly established Offices with which I exchange Mails are those of Chatham and Fredericton. The distance between the former and my Office is five miles, and between the latter and my Office about 100 miles. The rate of Postage to and from Chatham and Newcastle, is 2d. per single letter, and to and from Fredericton 9d. I exchange Mails twice a week with each.

No. 21.

T. M. Deblois,
Bathurst.

No. 21.

T. M. DEBLOIS, Esq., Post Master at Bathurst.

Bathurst, 28th December, 1840.

The state of the British North American Post Office in the Lower Provinces requires immediate attention, to render it more effectually useful to those interested therein.

From the improved state of the roads Her Majesty's Mails should be conveyed with more speed and regularity.

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The remuneration of some of its Officers (Post Masters) is very inadequate, more particularly in the country or inland towns, to the duties performed, loss of time, and attendant expenses for rent, fuel and stationery; and in some instances, through competition, contracts have been taken by Post messengers at a much lower rate than they can possibly afford.

Some scale of the rates of Postage should be adopted, and an uniform practice established in the mailing of letters.

In many places on the great north road, much improvement can be so made as materially to reduce the distance between Post Towns. Her Majesty's great North Mail should be extended semi-weekly, *via* Dorchester and Miramichi, to Bathurst, and conveyed at the rate of seven miles an hour, during both summer and winter—and continued on from Bathurst to Dalhousie at the rate of five miles an hour.

General Post Bills, similar to the form used between Halifax, Fredericton and Quebec, should be adopted and accompany these Mails, thereby showing any delay or negligence.

The hitherto uncalled for and unnecessary delay in forwarding through the Miramichi Post Office the Mails of Bathurst and northwards, is a serious injury to the inhabitants of the Counties of Gloucester and Restigouche in New Brunswick, and the District of Gaspé in Lower Canada. Such unjustifiable delay, from a late hour on Friday evening to 8 o'clock the following morning, merely affords to some favored few a local and partial accommodation.

The Couriers (McBeaths) have repeatedly assured the writer they would willingly continue on from Miramichi to Bathurst at any hour of the night. By so doing the Mails would arrive at Bathurst at about 9 o'clock on Saturday morning, and without any difficulty would be conveyed to Dalhousie and Campbellton the same day: thus easily anticipating by 24 to 36 hours its present arrival at Dalhousie.

The state of the road between Bathurst and Dalhousie will not admit of night travelling at all seasons; therefore, as that between Bathurst and Miramichi is in good repair, the night travelling should be performed on the latter road, and the day travelling on the former.

The second Mail from Fredericton, *via* the Miramichi River, should leave that place at such time as would admit of letters reaching Miramichi in convenient time to be forwarded by the great line to the northward. In fact, the former Mail at present may be considered as a mere arrangement for the accommodation of the inhabitants upon the bank of the South-west River and of Northumberland generally.

On return, southwards, from Campbellton and Dalhousie, the Mails should be despatched at hours (to be regulated by the Post Masters of Dalhousie and Bathurst during the summer and winter season) considered safe and necessary to ensure the arrival of the Mail at Miramichi at 7, P. M. on Wednesdays and Saturdays;—to be continued southward from the latter Office within one hour after its arrival; thence on to Richibucto, to arrive at Dorchester at or about midnight on Thursdays and Sundays; thus allowing ample time (under 4 miles an hour) to ensure its reaching Dorchester previous to the exchange at that place of the St. John, Fredericton and Halifax Mails.

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Of course the Mails can be conveyed from Bathurst to Dorchester more speedily than as above proposed, but as the correspondence from Miramichi and Baie des Chaleurs is of great commercial importance, the time should be so regulated as to ensure the due arrival of the Miramichi Post messenger at Dorchester previous to the arrival of the other Mails;—therefore, if the northern Mail should be accelerated, the other Couriers should be directed to await its arrival from Miramichi.

By the frequent reductions in the rate of Postage, the Post Master at Bathurst finds his commission inadequate to the expense of Office rent, fuel, stationery, &c., as will be found on reference to his Return called for by the Commissioners' order of 18th November last.

The Contract for conveying the Mails between Bathurst, Dalhousie and Campbellton, should be taken by one person only. At present Wm. Branch is Courier from Bathurst to Dalhousie, a distance of 54 miles at a salary of £100 per annum; while Wm. McGregor, the Courier from Dalhousie to Campbellton, 16 miles only, has a salary and emoluments amounting to about £40 per annum. As one Courier could easily perform the whole duty, McGregor's separate appointment between Dalhousie and Restigouche should be abolished, and the whole route given to one Courier; otherwise the salary will not remunerate the messenger, and the work will not be well done, the whole duty of which at present cannot be done under £150.

It is suggested that in no case more than three passengers should be allowed to accompany the Mails when conveyed in a waggon or stage drawn by two horses; and one passenger only in a one horse waggon or vehicle.

As Mail Contractors frequently employ their servants or others to carry the Mail, it would be well that the public should buy some badge or dress to enable them to be recognized as employed in the Post Office Department, and they should also be provided with bugles.

The Mail bags in the Lower Provinces should be similar to those used in Canada.

An excellent line of road can be opened from Cuny's at Battoboy, (Miramichi road.) to Dickson's, opposite the Miramichi Post Office; a saving of several miles could be made by cutting off the angle at Goodfellow's.

The trifling revenue derived from Postage on American (U. S.) newspapers in New Brunswick is scarcely an equivalent for the loss of time in mailing them through the different Post Offices.

A general table shewing the names of the different Post Towns, distance and rates of Postage, &c., would be very useful to the Post Masters, and should be stuck up for information in every Post Office in the British Colonies.

In case the semi-weekly Mail should be established, Mr. McGregor would probably engage to perform the duty from Miramichi to Bathurst for a sum of from £160 to £180 per annum; and Mr. Branch from Bathurst to Dalhousie and Campbellton for about a sum of from £200 to £220 per annum.

Doubtless this increased expenditure would soon be met by an increase of revenue;—there being at present but one Mail per week, a number of letters are forwarded by private conveyance.

By competition, very probably tenders would be offered by speculators at a reduced rate of salary; but as McBeach and Branch are old public servants, and as they have been in the Post Office Department at a time when the roads were in an unfinished state, it would scarcely be deemed just to deprive them of their situations, as it is supposed it is not the desire of the Head of the Department that contracts should be taken for less salary than will enable the Post messenger to perform his duty in a faithful and satisfactory manner.

Having examined the scale of rating Postage in the Lower Colonies, suggested by Mr. Sheriff Baldwin of this place, and about to be forwarded to the Commissioners, I have to say that I concur in that plan fully, as well as in his report on roads generally.

9th March, 1841.

[To Second Post Masters' Circular.]

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Answer to Second Post Masters' Circular.

1.—Mails are now made up for Bathurst semi-weekly, at Halifax and Fredericton—weekly at St. John and Miramichi, southwards; also weekly at Dalhousie, northwards.

The Post Masters' Franking Privilege is four single letters. Estimating the value in money at the moderate rate of only one letter each Mail, it being impossible to name any correct number, it would amount per annum to—

Letters received,.....	£12	2	8
2.—Letters sent,.....	12	2	8
3.—12 newspapers at 2s. 6d. each,.....	}	1	14
One American newspaper (Albion) at 1d. }				4
	<hr/>		8
	<hr/>		25
	<hr/>		19
	<hr/>		8

4.—I consider the yearly amount of my Franking Privilege, having regard to newspapers as well as to letters sent and received, will far exceed the estimate as above set forth.

5.—I have held the situation of Post Master for upwards of sixteen years; during which period my salary has never exceeded £30 per annum, in consequence of the reductions that have taken place from time to time in the rates of Postage; and I have only been induced to retain the appointment under the expectation that its emoluments would be increased in proportion to the increase of correspondence; but the recent alteration, particularly in the rate of Packet Postage, will so greatly reduce my commissions that I expect they will barely meet the expense of Office rent (about £10 per annum) and fuel, stationery, &c. I need scarcely add, the Franking Privilege will not be considered an equivalent for loss of time, personal inconvenience and attendant expenses.

I have also under my charge the Provincial Courier between Bathurst, Carraquet and Shippegan, attended with some trouble and expense without any emolument.

Under the foregoing circumstances I would respectfully suggest that the compensation for loss of Franking Privilege would in a great measure depend on the amount of salary. As Bathurst, from its locality, may be deemed a very important Office, a salary of £50 and upwards, with allowances for Office rent, fuel, stationery, &c., may be considered a very limited

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compensation for the services required. Upon this subject I would solicit reference to the communications of Messrs. End & Barberie, M. P. P., Mr. Sheriff Baldwin and others.

In case the Franking Privilege should be commuted, I would beg to submit for the consideration of the Commission, the very heavy expense to which Officers of Her Majesty's Customs at Out-Bay would be subjected by being liable for Postage on accounts returned for amendment; as the Honorable Board of Customs holds Officers accountable for such Postage. Errors must occur occasionally in Out-Bay returns, as the Custom laws are often very difficult of interpretation; hitherto, it has been the practice of Post Masters to frank such amended accounts.

16th March, 1841.

[To Third Post Masters' Circular.]

1.—This Post Office accounts quarterly with the General Post Office at Halifax and to no other; the quarters are divided thus—5th days of January, April, July and October,—in a form which shews the paid sent, and unpaid received of every Mail received and forwarded at this Office.

2.—No other Office accounts directly or indirectly with this Office.

3.—There is a Courier supported by a Legislative grant who travels with letters from this Office every fortnight, on the south side of the Baie des Chaleurs and mouth of the Gulf. Say furthest distance to Tracadie, seventy-four miles. This Courier, at his discretion, fixes certain stations for deposits of letters; but the parties in charge account to the Courier, and the Courier accounts to me for the Postages rated on the letters when I receive them; the additional charge for this Courier's carriage is regulated I believe by the Justices in Sessions; but of that I have no cognizance, as the Courier is not regularly belonging to the Department; he is bound to me to return the letters or the Postage every three months.

I would respectfully suggest that the above Courier be placed upon the Post Office Establishment at a salary of one hundred pounds per annum.—Semi-monthly trips.

4.—I have no authority over any Way Offices or Post Masters.

5.—They have no remuneration that I am aware of.

6.—No accounts rendered by Way Post Masters.

7.—No Way Offices but such as are described in the answers to Query 3, which account to the Couriers.

8.—This Office has exchanged Mails since the 5th of January last with the following Offices weekly, viz: Halifax, St. John, Fredericton, Miramichi and Dalhousie regularly; but occasionally semi-weekly. Previous to that time Mails were only exchanged weekly with Miramichi, south, and Dalhousie, northwards.

9.—All the Mails for the southward are sent by me to the Post Office at Miramichi; the Post Messenger to which place transports the Mail in a wag-

gon or sleigh, with one or two horses as the occasion requires, and is allowed 21 hours to accomplish the distance of 47 miles only!

10.—No Way Offices to my knowledge exchange Mails with each other directly.

11.—I exercise no control over Couriers beyond inquiring into delays when they occur, and seeing that they are punctual in starting from this Office, and have safe conveyances to suit the season and accidental circumstances; and that only towards the two Couriers, the one to Miramichi and the other to Dalhousie. The hours of starting are fixed by the Deputy Post Master General, who also appoints them.

12.—The Courier to Dalhousie receives £100 per annum, a salary very inadequate to the duty and state of the roads, (distance 54 miles,) paid by the Post Master there out of the quarterly receipts. The Courier to Miramichi receives £120 per annum for 47 miles travel, paid by me out of the receipts of this Office.

No. 22.

D. STEWART, Esq., Post Master at Dalhousie.

Dalhousie, 15th December, 1840.

The remuneration of the Officers of the Department I may be deemed interested in, being a Post Master, and I will but simply remark that this being a newly settled portion of the Province of New Brunswick, but little known and recently grown into importance, its resources, capabilities and local advantages are not yet fully developed or duly appreciated. The revenue arising from the Post Office Establishment will not at present remunerate its Officers for their services; but the country is progressively improving; it is bordering on the Restigouche River at the head of the Baie des Chaleurs, the division line between New Brunswick and Lower Canada. The rates of Postage should, I respectfully submit, be fixed on as low a scale as circumstances will admit of, and the different Post Masters authorized to make up Mails direct to the principal Post towns, so as to avoid repeated taxation at the various Offices on the route; and in addition to the uniform rate of Postage now established on letters to Britain, a similar regulation on letters to the United States would, I think, be advisable, not on so low a scale, but at fixed and uniform rates; and the Post Masters should be furnished with Post Office Directories for their information and guidance.

The improvement of the Mail roads cannot be too urgently pressed on the attention of the Commission, as well as the necessity of accelerating the progress of the Mails. Too much time in general is allowed the letter carriers for the distances they have to travel. Even in the present state of the roads a great saving of time might be effected, and a still greater as the roads improve. I would here beg leave to direct your attention to the peculiar advantages that would accrue to Her Majesty's Government by adopting the Mail road from Halifax by Cumberland, Westmoreland, Richibucto, Miramichi and so on to the Restigouche River, and from thence through by the Kempt Road, *via* Metis to Quebec, as the great line of communication between Her Majesty's North American Colonies; it being, in case of any warlike demonstrations on the part of the United States, the

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cular.

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D. Stewart,
Dalhousie.

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most safe Mail route, and affording the greatest facilities for the transport of military stores and munitions of war. The Gulf of St. Lawrence, which that line is adjacent to, furnishes fine harbors for shipping, and the road can be reached at convenient distances all along the sea-board, until it reaches this port, where there is a spacious safe harbor with water sufficient for vessels of the greatest draft, and where Military Depots may be erected on the banks of the Restigouche, a river that admits of water conveyance in scows, batteaux and canoes to the North-Eastern Boundary or Disputed Territory—distant about 110 miles: in addition to which, the Mail route would be beyond the reach of a foreign power, and situated so as to derive all the advantages that may be anticipated from the steam conveyance during the summer months, and running over ground that offers no material obstruction to a safe and speedy transit at all seasons. Were the Kempt Road completed, the whole line would be opened ere the close of another year. Four Couriers are now despatched from this Office weekly; one towards Quebec, *via* Metis, on the road above mentioned; another crossing the Restigouche here, passing down the north side of the Baie des Chaleurs, through the District of Gaspé to Gaspé proper; a third down the south side of that Bay towards Halifax, Fredericton and St. John, *via* Bathurst and Miramichi; and the fourth, a Twopenny Post to Campbellton, situate on the New Brunswick side of the Restigouche, about 16 miles distant from this Office.

29th March, 1841.

Answer to Second Post Masters' Circular.

[To Second Post Masters' Circular.]

- 1.—Upwards of six hundred letters.
- 2.—About as many as I send.
- 3.—None, that I am aware of.

4.—I despatch weekly four Couriers, and make up six Mails for the places hereinafter named. In each Mail, if I understand my Franking Privilege aright, I am entitled to send four single letters or one ounce weight, and to receive as many, thus making the total of what I am entitled to receive and send, forty-eight letters weekly, equal to 2,496 letters annually. The rates of Postage are, to

	s.	d.
Carleton, Lower Canada,.....	0	4½
Bathurst, New Brunswick.....	0	7
Miramichi,.....	1	0
Quebec,.....	1	2
Fredericton,.....	1	3
St. John,.....	1	3

Total, ... 5 7½

which divided by 6, makes the mean

Postage,..... 0 11¼

Each letter thus shewing the value of my Franking Privilege to be £117, besides the Postage on any letters I may write to England; however, I have never taken the full benefit of my privilege in this respect; some Mails I may have exceeded, but others I have not used at all.

5.—Fifty pounds sterling.

No. 23.

ARTHUR RITCHIE, Esq., Post Master at Campbellton.

Campbellton, 24th Feb., 1841.

[To First Post Masters' Circular.]

Commission on letters for the quarter ending 5th July, 1840, £5 8s. 4½d. Also a further allowance of 5s. a quarter for stationery, which is barely sufficient for the supply of that article.

It will be seen that the emoluments arising from the Office are not sufficient to enable me to keep either a Clerk or any officer expressly for the purposes of the Department; the hire of a Clerk, Office, rent, &c., would amount to more than the above.

10th March, 1841.

[To Second Post Masters' Circular.]

1.—The number of free letters sent from this Office during the past year is about 35.

2.—The number of free letters received at this Office the past year is 18, of which about one-half were addressed to me.

The number both of sent and received free letters, as given above, includes all communications relating to the business of this Department, and to and from others who have "Franking Privileges."

3.—I do not think I receive any newspapers free of Postage, as, I believe, that is always settled by the proprietors of the papers we receive.

4.—About £2 or £3.

5.—I would willingly accept £3 yearly, letters on Post Office business to come and go free of cost; or if that sum is thought too much, I am indifferent as to what you might be inclined to allow; so that even a lesser sum would be accepted freely.

APPENDIX (U.)

(U.)

EXTRACTS FROM POST MASTERS' LETTERS.—NOVA SCOTIA.

Extracts from Post Masters' Letters.—Nova Scotia.

No. 1.

No. 1.

E. MURPHY, Esq., Post Master at Rawdon, (a Way Office.)

E. Murphy, Rawdon.

RAWDON, HANTS COUNTY,
April, 1841.

[To Third Post Masters' Circular.]

1.—I account every three months to the Courier.

2.—None rendered.

3.—None.

4.—None.

6.—I have no correspondence with any Office.

7.—None.

11.—I have none.

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My Office is not a regular Office, only a deposit for letters and newspapers. I am allowed by the Deputy Post Master General five per cent. on all letters. I am distant about forty miles from Halifax and twenty-two from Windsor, where there is a Post Office. The Courier with whom I account travels about forty miles once a week, and for which I am informed he receives about thirty pounds a year. A regular Post Office is much wanted here; letters are frequently left with me, and I cannot take the Postage as I am not allowed to mark letters or to make up a Mail.

Government salary quarterly, and unto whom I account.

2.—There are none.

3.—I beg to refer you to the Table in answer to 8, shewing a number of Offices kept by different persons who were all appointed by me in 1832.

4.—My authority over these Way Office Post Masters is, that they account to me for the Postage of letters left with them by my Courier; they also account to me for all the internal Postage on letters left to be sent forward, and they are accountable to me for all letters and newspapers, packages, &c., left in their charge.

5.—They are remunerated by me; they have no emoluments.

6.—As the Postage on all letters, packages, &c. is charged to me by the Post Masters at Halifax and Windsor, and paid for by me, the Way Office Post Masters account to me each quarter.

7.—They account to no other Post Office.

8.—I beg to refer you to the accompanying Table.

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No. 2.

No. 2.

Nathl. Smith, Maitland, NATHANIEL SMITH, Esq., Post Master at Maitland, (a Way Office.)

MAITLAND, HANTS COUNTY, 20th March, 1841.

[To Third Post Masters' Circular.]

1.—I account to the Deputy Post Master General through the Windsor Post Master, who pays me my

Answer to Third Post Masters' Circular.

Post Offices and Way Offices or places of deposit for letters, not regularly established as Post Offices, with which the Office at Maitland exchanges Mails.	Its distance in miles from each of said Offices.	Rates of Postage charged to each of said Offices.	No. of Mails exchanged weekly with each of said Offices.	REMARKS.
		Single Letter.		
Windsor Road,.....	50	5d. each letter.	One.	At the house of Mark Trefrey, situated thirty-five miles from Halifax, ten from Windsor and fifteen from Maitland, where the Mail is delivered to the Maitland Courier by the Western Mail Coach.
Newport,.....	46	3d.	Two.	This Office or Deposit is kept by James Cochran, who exchanges Mails with a Courier from the Township of Kempt, on Tuesday.
Rawdon,.....	36	2d.	Two.	This Office or Deposit is kept by Edward Murphy, who receives and delivers all letters for the Township of Rawdon.
Douglas,.....	24	1d.	Two.	This Office or Deposit is kept by William Blois.
Noel,.....	38	1d.	One.	Deposit kept by John O'Brien.

9.—All the Offices on my route are served by my Courier, sometimes on horseback, at other times by waggons. The Courier travels on an average five miles in each hour, accomplishing the route in three days.

10.—The Way Office at Newport makes up a Mail for a Courier from Kempt, who is accountable to me for the Postage; the rate of Postage is about one-penny for every ten miles.

11.—I have control only over my own Courier.

12.—The duty of Courier on my route is performed by my sons at my expense.

Brunswick has been taken up by the Legislature of this Province. The route I consider as best is *via* Windsor and Falmouth, for eight months in the year—viz. from 1st April to the 1st December, from Halfway River in Falmouth by steamer to Parrsboro', thence to St. John; by this route the Mails from Halifax could reach St. John in from 16 to 18 hours, and those from Amherst in Cumberland in 13 or 14 hours.

2.—As far as I have been able to judge from personal observation, and from the best information I have been able to obtain, there are as many letters sent by private conveyance from this County and from Colchester as are transmitted by Mail, from the obvious reasons of extravagant taxation and infrequency of the Mail travelling.

3.—The present rate of Letter Postage in the Province is in my estimation too high, and I think that there should be a reduction of at least one-third on letters transmitted to and from Canada to Nova Scotia and New Brunswick, and of two-thirds between Nova Scotia, New Brunswick, Prince Edward's Island, Newfoundland, and Bermuda.

4.—I am of opinion that a suitable reduction in the rate of Letter Postage would materially increase the

No. 3.

No. 3.

Jas. Ratchford, Parrsboro', JAS. RATCHFORD, Esq., Post Master at Parrsboro'.

PARRSBORO', KING'S COUNTY, 20th April, 1841.

[To Second General Circular.]

1.—The subject of the improvement of internal Post communication between Nova Scotia and New

Answer to Second General Circular.

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amount of correspondence by Mail, inasmuch as the present high rate of taxation induces private conveyance, and an indifference to writing as well as to the taking letters out of the Post Office.

5.—The system of charging letters by weight I apprehend would not work well in this country; besides it would give additional trouble to Post Masters, who are now but poorly remunerated.

6.—I understand the Deputy Post Master General demands from the proprietors of newspapers 2s. 6d. currency per year for each paper transmitted by Mail to the country; this I think objectionable, inasmuch as I apprehend it does not swell the amount of the Post Office revenue.

7.—I am of opinion that the proprietors of newspapers and other periodicals in British North America have a reasonable claim for the transmission of their same free of Postage; considering how much of their valuable time is devoted to the service of the public with so little advantage to themselves, and that no impediment should be thrown in the way of the diffusion of knowledge and general information, which in a young country is so very desirable.

3rd May, 1841.

[To Second Post Masters' Circular.]

1.—As nearly as I can judge I send about 600 letters or packets annually under my Franking Privilege.

2.—I receive about 300 letters annually, under my Franking Privilege.

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3.—I receive one newspaper free of Postage (published by the Deputy Post Master General.)

4.—I consider the yearly value to me in money of my Franking Privilege to be £25.

5.—I would be willing to accept any sum that the Post Office Commission may be pleased to allow, in lieu of my present privilege of free Postage.

4th May, 1841.

[To Third Post Masters' Circular.]

1.—The Post Office under my charge renders accounts quarterly to the General Post Office at Halifax.

2.—There are no regularly established Post Offices accountable to this Office.

3.—There are no Way Offices or places of deposit for letters which account to my Office, nor any over which I have any control.

4, 5 & 6.—Same as 3.

7.—I am not aware of the existence of any Way Offices which account to Way Post Masters, or to myself directly.

8.—I exchange Mails with the General Post Office at Halifax, and with the Post Offices at Windsor, Amherst and St. John, N. B.

See the accompanying Table.

Answer to Third Post Masters' Circular.

Post Offices and Way Offices or places of deposit for letters, not regularly established as Post Offices, with which the Office at Parrsboro' exchanges Mails.	Its distance in miles from each of said Offices.	Rates of Postage charged to each of said Offices.	No. of Mails exchanged weekly with each of said Offices.	REMARKS.
Halifax <i>via</i> Windsor,	75	7d. single.	One.	This has recently been established for the summer.
do. <i>via</i> Amherst,	160	7d.	One.	
Windsor,	30	4d.	One.	In the winter Mails for these Offices and for Halifax are made up on Wednesdays. It is very desirable that a Courier should be established twice in the week.
Amherst,	36	4d.	One.	
St. John, N. B.,	180	9d.	One.	
Advocate Harbor,	30	.....	.....	There is no Office or place of deposit for the letters at this place that accounts to any one except to the Courier, who accounts to me for all letters placed under his charge.

9.—The Mails for Halifax and Windsor are forwarded by a regular sailing packet schooner to Windsor during the summer, and usually arrive in about six hours; the Halifax Mail is forwarded from Windsor by stage; a Mail for Halifax is also forwarded from my Office *via* Amherst. The Mails for Amherst and St. John, N. B., are forwarded by land to Amherst, and are usually conveyed on horseback or in a waggon or sleigh, and at the rate of five miles per hour.

10.—I am not acquainted with any Way Offices that exchange Mails with other Offices.

11.—By the authority with which I am invested by the Deputy Post Master General at Halifax, I

have power to employ and fix the time of starting, and to regulate the rate of travelling, of the Courier between my Office and Advocate Harbor; and to fix the time of starting of the Courier to Amherst; but I have no power to regulate the rate of travelling of the latter, nor the remuneration of either.

12.—The Courier to Advocate Harbor receives a Provincial grant of twenty pounds per annum, and is authorized by the Deputy Post Master General to demand and receive two-pence for any letter he may convey. The Courier to Amherst receives a Provincial grant of forty pounds per annum, with the addition of the net proceeds of my Office, which amount to about eighteen pounds per year.

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26th March.

(U.) No. 4.
E. DeWolf,
Wolfville.

No. 4.

E. DEWOLF, Esq., Post Master at Wolfville, (a Way
Office.)WOLFVILLE, KING'S COUNTY,
15th March, 1841.Answer to
First General,
and Second
and Third Post
Masters' Cir-
culars.[To First General, and Second and Third Post Mas-
ters' Circulars.]

The Mails from Halifax, through this village to Annapolis, are now transmitted but twice in each week, and *vice versa*; it is my opinion that a daily Post communication would increase the revenue of the Department; that the rates of Postage are too high, for which reason private opportunities are almost invariably sought, for the conveyance of letters; or what is worse, they are sent in *parcels* by the stage conveying the Mails, and delivered as such without the knowledge of the Post Masters, and to the profit of the stage proprietors. The roads from Halifax to Annapolis are good, and daily improving; so that in the summer season the Mails could be forwarded with as much rapidity as in any other part of the Province. Respecting my Franking Privilege, my father was appointed Post Master I believe in 1790, and held his Commission from Mr. Herriot, and also from Sir Francis Freeling. At that time the whole proceeds of a quarter amounted to only about 20s. with very little increase for several years. I have been acting as Post Master since 1817, and always accounted to the Post Master at Halifax, until the year 1827, at which time a Mail stage was first established; and in order to accommodate the stage in exchanging Mails, I consented that the Office should be removed to Kentville, and have since that period accounted with that Office, and received no compensation or commission, except the privilege of franking my own letters, which to me has been an object as I am doing a mercantile business in this part of the country, and have also a large circle of friends and connections, both at Halifax and St. John, N. B., and other places, with whom there has perhaps been a more extensive correspondence carried on than otherwise would have been, were it not for the privilege of franking. At the same time the Franking Privilege to country Post Masters generally, would not be worth 40s. per annum.

I shall reply to your questions as they occur in yours of 23rd February.

- 1.—About 300 or upwards.
- 2.—Fully as many.
- 3.—Six or eight weekly papers.
- 4.—I should suppose £30; but if I had any other remuneration, I should have been restricted in my privilege, and it would not have been worth so much.
- 5.—Say £20; but less if I receive either a salary as Post Master, or a regular commission on the Postage, as other Post Masters. Since I gave up the Office and allowed it to be removed to Kentville the aspect of things has changed very much, and it is evident to any person acquainted with the localities that this Office should be restored, and the one at Kentville only kept up as a Way Office, unless the Offices in the country all account with Halifax, and all receive their share of commission. Since the period alluded to there has been a great increase of Postage, which daily continues. Within a few years there has been a College and Academy erected in this very neighborhood, adding materially to the impor-

tance of the Office; also a bridge connecting this village with the extensive Township of Cornwallis; and there is a Courier running twice a week from this Office across the bridge and extending through Cornwallis; and since the steam packets have been in operation the European letters are largely on the increase. The letters for this place and for Cornwallis, instead of remaining in this village in the first instance, go seven miles further on to Kentville, (near the Western extremity of the Township,) remain all night and are then sent back for me to forward next day. I pay to the Post Master at Kentville about £100 per annum, upon which he receives a commission of 20 per cent. for doing nothing; and I perform the labor without any remuneration.

This, at all events, ought to be a separate and distinct Office, and accountable to Halifax instead of Kentville, and should receive a regular commission, as it is one of the most rapidly increasing country Post Offices in the Province, and might be still further increased, if the Post Master felt that he was getting anything for his trouble. I have several times brought this under the notice of the Deputy Post Master General at Halifax, but his reply was that he could not increase his own labor, unless he got better paid for it.

Previous to the removal of the Office to Kentville, the Offices at Aylesford and Bridgetown accounted with this Office; they now account at Kentville.

As an instance of the overcharge and irregularity of the Postage I beg to state that the distance from Windsor to Halifax is 45 miles, and the Postage 4½d. for a single letter. From Windsor to this place the distance is 14 miles, and the Postage is also 4½d. and from Halifax to this place 7d., and to Kentville, 7 miles, 4½d. I cannot better reply to the questions of the Post Office Commissioners of the 24th February, than by saying that this is but a Way Office at present, and accounts quarterly with the Post Office at Kentville; and that I have no control over any of the other Offices or the Couriers.

The Mails from Halifax and all the intermediate Offices to Annapolis are carried by contract between the Deputy Post Master General at Halifax and the Western Stage Company. The Courier going from this Office through Cornwallis twice a week receives, I believe, £25 or £30 per annum, and is paid by the Post Master at Halifax out of the Provincial allowance to the Post communication.

No. 5.

No. 5.

JOHN T. HUTCHINSON, Esq. Post Master at Kentville. J. T. Hutchinson,
son, Kentville.KENTVILLE, KING'S COUNTY,
10th March, 1841.

[To Second General Circular.]

Answer to Se-
cond General
Circular.

- 2.—I suppose that there is about half of the correspondence at present sent otherwise than by Mail; some sent by private conveyance by land and some by water as opportunities offer, and no doubt the reasons are to save the Postage.
- 3.—I consider the present rate of Letter Postage in these Provinces reasonable.
- 4.—I am of opinion that a reduction in the rates of Letter Postage will increase the correspondence by Mail, but I cannot say that it would increase the funds of the Office.

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5.—I do not think that the system of charging letters by weight is preferable to the present mode of rating by single and double letters.

6.—I am not aware what are the charges made upon newspapers except those from the United States, which are one penny each.

7.—I do not consider that the proprietors of newspapers and other periodicals in British North America have a claim on the public service for the conveyance of the same free of Postage, but that they should be taxed in the country for the trouble of taking them in charge and delivering them.

10th March, 1841.

Answer to Second Post Masters' Circular

[To Second Post Masters' Circular.]

4.—I consider the yearly value of the Franking Privilege, both for letters and papers, worth about £1 6s. 8d.

5.—I would be willing to accept yearly in compensation for the loss of my privilege of free Postage, £1 10s.

15th March, 1841.

Answer to Third Post Masters' Circular.

[To Third Post Masters' Circular.]

1.—The Post Office under my charge accounts directly to the General Post Office at Halifax.

2.—Not any.

3.—There are five Way Offices which account to my Office, namely: Wolfville, Elisha De Wolf; Aylesford, Henry Van Buskirk; Wilmot, Arthur Gibbon; Lawrence Town, Samuel B. Chipman; Bridgetown, Thomas Spurr; appointed by the Deputy Post Master General at Halifax. Elisha De Wolf, appointed 1835, Henry Van Buskirk, 1835, Arthur Gibbon, 1836, Samuel B. Chipman, 1835, Thomas Spurr, 1825.

4.—The nature and extent of my authority over these Way Office Post Masters is to give them any instructions that I may receive from the Deputy Post Master General at Halifax, and charge them with amount of Letter Postage as per bill, receiving the same at the end of the quarter.

5.—By their Franking privilege and newspapers from the printers; I cannot say what their emoluments are, as those persons are trading men or merchants I do not know the amount of their correspondence.

6.—At the end of the quarter I render an account to each of these Offices, which had previously been charged as per Post-bill, sent with the Mail. They debit themselves with pre-paid Postage, and forward a bill of the same with the letters to my Office, where it is entered in the general accounts.

7.—I am not aware that any of these Way Post Masters account to each other; but to myself directly.

8.—See following table:

Post Offices and Way Offices or places of deposit for letters, not regularly established as Post Offices, with which the Office at Kentville exchanges Mails.	Its distance in miles from each of said Offices.	Rates of Postage charged to each of said Offices.	No. of Mails exchanged weekly with each of said Offices.
Halifax.....	68	7d.	Two.
Windsor.....	27	4½	Two.
Annapolis.....	60	7	Two.
Digby.....	80	9	One.
Yarmouth.....	145	9	One.
Shelbourne.....	211	9	One.
St. John.....	130	9	One.
Wolfville.....	7	2	Two.
Aylesford.....	17	2	Two.
Wilmot.....	28	4½	Two.
Lawrence Town.....	35	4½	Two.
Bridge Town.....	41	4½	Two.

9.—These Offices are on the line of Post road from Halifax to Annapolis; the Mail is conveyed to them in a coach with four horses, carrying passengers at the rate of eight miles an hour in summer, and five miles in winter.

10.—The Way Offices do not exchange Mails with each other.

11.—There is but one Courier in my neighbourhood; I have no control over him; he runs between Wolfville and Cornwallis, and pays for the letters at the time when he receives them at the Wolfville Way Office. I do not know how he is paid, nor by whom.

12.—I do not know what amount of remuneration the Couriers receive; they are paid by the Coach Company by whom they are hired; I have no control over them.

The Deputy Post Master General pays the Coach Company for carrying the Mails through the line from Halifax to Annapolis.

No. 6.

No. 6.

JOHN MORTON, Esq., Post Master at Cornwallis, (a Way Office.)

John Morton, Cornwallis.

CORNWALLIS, KING'S COUNTY,
2nd June, 1841.

[To Second General Circular.]

2.—The correspondence from the inland Counties is chiefly by private conveyance; the principal reason is to save Postage, but another is the residence of many of the inhabitants being off the Mail route.

4.—That the correspondence by Mail would increase in proportion to a reduction in the rate of Letter Postage I have no doubt.

5.—I think by weight the preferable mode.

6.—I am not particularly acquainted with the charge of newspapers or periodicals by Post out of

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the Province, but from Halifax and New Brunswick to the inland Counties 2s. 6d. currency per annum is generally paid for newspapers by those that take them, which payment I conceive adds to the responsibility of the Post Master and Mail carriers and renders the papers less likely to be miscarried.

7.—It would give satisfaction to the proprietors of newspapers and other periodicals, but would be subject to imposition on the Post Masters and Couriers.

The central and commanding position of Halifax and growing state of the Province, and the certainty of quick communication by steam at all seasons of the year, shew plainly the necessity for a full and efficient Post Office Establishment being formed in that City. Perhaps no Officer in the Province acquits himself with more propriety or gives more general satisfaction than the Post Master General of Halifax; but to render it fully efficient his hands should be strengthened and himself clothed with power in proportion to the responsibility of the situation and arduous duties he has to perform.

No. 7.

No. 7.

Thomas Spurr,
Bridgetown.THOMAS SPURR, Esq., Post Master at Bridgetown,
(a Way Office.)BRIDGETOWN, ANNAPOLIS COUNTY,
1st January, 1841.

I would advert to a circular promulgated some months back by a Commission sitting in St. John, N. B., by command of the Lieutenant Governor of that Province, Sir John Harvey, requiring information on the practicability of running a Mail daily between that City and Halifax; and proposing that Indian Beach (situated at the entrance of the Gut of Digby, on the Granville side, in this County) should be the point of arrival and departure of the Steamer to be employed in carrying the Mail to and from, across the Bay of Fundy.

I append a copy of an answer which was drawn up by Mr. James, one of the Justices of the Peace for this County, and submitted by him to several intelligent gentlemen in this neighbourhood, and which received their approval and signatures and was transmitted to the Commission.

Since that paper was despatched it has been understood that Her Majesty's Government have it in contemplation to immediately place a Steamer in daily communication between the two Provinces, and therefore an establishment contemplated in these answers will be indispensably necessary.

The necessity of a daily Mail between Halifax and St. John will be of the first importance, should the Government determine to despatch the English Mail intended for New Brunswick by this route, instead of the present overland route by the head of the Bay of Fundy; and especially should they adopt this route for the Mails to Canada, during that season of the year when the communication with Quebec is cut off *via* Pictou and the St. Lawrence, by the freezing of that river.

The additional expense which such an establishment would involve, would be very considerably reduced by the saving which might be effected in the present outlay of sending the Weekly Mail round by land from Halifax to St. John, by the withdrawal of

the sum at present granted to the Western Stage Company for carrying the Mail twice a week; and by the withdrawal of the sum now granted by both Provinces, I believe, to the proprietor of the Steamer for carrying the Mail to and fro once a week for 9 or 10 months in the year, between Digby and St. John, employing a Sailing Packet for that service during the depth of winter, when it not unfrequently happens that the Mail communication between the two places is interrupted for a fortnight and three weeks at a time.

It may be here remarked that should the Government adopt the route proposed by the New Brunswick Commission, it would be requisite that a Post Office should be formed at Indian Beach, and that a competent person should be appointed to superintend the arrival and departure of the Mails.

Indeed the functions of this Office should extend to a general supervision of the entire establishment as far as Kentville, the Post Master at Halifax superintending the remainder of the route.

I am of opinion that the Post Office Establishment in this Province is capable of much improvement in its internal arrangements and system of doing business; indeed, should the alterations and improvements contemplated take place, an improved system will be found indispensable.—Perhaps an infusion of that care, regularity, good order and despatch which characterize the Officers of the Post Offices in England would be all that is required to render the Provincial Establishment equally efficient.

As regards the remuneration of the different Post Masters, I am of opinion that considering the respectability which the Office imposes upon the holder, and to ensure their efficiency, a more liberal remuneration should be allowed to the several intermediate deputies on the route, particularly as their duties will, in all probability, be much extended by any changes that may take place.

The existing rates of Postage I deem altogether too high; the great mass of the people are very ill able to afford the expense; the consequence is that they seldom write, and when they do, they avail themselves of the private opportunities that daily occur of sending their letters. I have no doubt whatever that were the Postages assimilated in some degree to the rates charged in Great Britain, correspondence through the Post Office would be vastly increased.

Enclosure.

Enclosure.

To L. DONALDSON, T. WOODWARD and Wm. MACKAY, Esquires.

L. Donaldson,
T. Woodward,
and William
Mackay.

1.—Provided sufficient relays of horses are provided this could be accomplished with exceptions arising from heavy falls of snow.

2.—Allowing that the distance could be done at all seasons of the year at the speed of 10 miles the hour, it would be necessary to know the quantity before the cost per cwt. could be come at.

3.—Allowing that a light waggon with two horses should be employed for the conveyance of the Mails daily, and that it would be expedited at the rate of 10 miles per hour summer and winter, we would suggest the following plan and estimate, say 146 miles to be divided into stages of 7 miles each, equal say to 20

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stages and 40 horses; add to which, 10 extra horses to meet casualties, to be distributed every 14 miles; the number required would be 50; these horses would be employed to take the Mail 7 miles and afterwards return with the opposite Mail, and then return from the place it started from, making a travel of 14 miles backwards and forwards each day. Now, supposing the whole concern to be managed by a Company they would have to buy the horses, say at £25 each, the expense would be £1250. Cost for keep of relay, say 2½ horses £90 a year; this would give a total of £1800, and would include every extra expense for grooms, &c.; this compensation would induce individuals to take the entire charge of them at the different stages, say three experienced drivers for the whole route at £100 a year each, equal to £300, four strong light waggons each £30, equal to £120, twenty-five sets of double harness at £6, equal to £150.

This would involve an outlay in the first instance as follows, viz:

Purchase of horses,.....	£1250
4 waggons, each £30,.....	120
25 sets of harness, £6,.....	150

£1520

And an annual expense for feed and attention,.....	1800	} 2200
Drivers,.....	300	
Shoeing and sundries,.....	100	

Cost 1st year, including stock,.....£3720

Now, in the absence of any data to fix the weight of the Mails, it is presumed that it would not be impracticable for each Mail waggon to carry two passengers, say at £3 each; now, allowing that it runs 313 days a year (Sundays being deducted) and making the calculation it always conveyed two passengers, that would realize £939 and the coming back, equal to £1878 per annum, which reduces the annual expenditure as above to £522 a year. The income may be thought as being rated too high, as taking for granted that each Mail will always carry two passengers; but it may be fairly presumed that taking into consideration the advantages of despatch which this conveyance will offer, and the frequent intercourse that will arise in consequence between the two Provinces, that it will be liberally supported.

4.—Is answered by the preceding.

5.—There is no doubt but that a Stage Company could carry the Mails as cheap as any conveyance, provided there was sufficient travelling between the two Provinces, to pay for running daily, but when it is known that in the present plan of running three times a week in summer and twice in winter, it is not half supported and does not pay, particularly during the season Steamers ply between St. John and Windsor, it is very doubtful whether the Mails could be carried by this mode of conveyance at a cheaper rate than the foregoing; besides, it is seriously apprehended that a Stage-coach with 4 horses could not, without endangering the lives of the passengers, travel at the speed of 10 miles an hour, although it is admitted that the same argument would hold in some measure as regards the waggon with 2 horses; but it is clear that of the two the latter could travel with much more safety. Our roads are not sufficiently good, particularly in this western portion of the Province, where the road is very frequently intersected with small brooks, passable by numerous narrow and unprotected bridges of a very fragile nature, rendering risk necessary in passing them.

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6.—Persons can be found in this neighborhood who would carry the Mails at the rate of 10 miles the hour, but it is apprehended there would be times, for reasons before given, when that speed could not be obtained.

7.—We are not aware of any better route than that proposed in your Circular; the Gut of Digby appears to be the only safe port for the Steamer to come to at all seasons of the year, making Indian Town the landing place.

NOTE.—At those seasons when the roads are very bad it might be found necessary in order to keep time that no passengers should be taken.

In looking over the foregoing we found the number of drivers too few; we have estimated only for one route—for the two routes *i. e.* going and coming, there should be 5 or 6, but we are told that £75 a year is enough for each. If 5 should be considered enough £75 more is required, on the other hand that sum would be more than saved in the price we have estimated for horses; more than half of them it appears can be bought for £20 a piece.

Another Plan.

Supposing the Government should prefer to enter into contracts with individuals situated about every 7 miles on the road from the Gut to Halifax, in preference to incurring the outlay involved in the preceding estimate (except that it should furnish the waggons only) we submit the following estimate of every other expense, viz:

There should be 20 stages as before and we know one person here who would undertake to furnish horses at the speed of 10 miles an hour for four stages, at the rate of 15s. each stage, finding his own harness, and we think that at this rate contracts might be made for the entire route.

This would be attended with the following expense, viz:—

20 relays at 15s. each, equal to £15	} £4645
per diem, £4645 per annum for	
313 working days,.....	

Income,

From Passengers as before,...	£1878
Saving of wear and tear ditto.	500
Saving of interest in the first outlay of the first estimate, say,.....	100
	2478

Annual expense of this plan, besides the cost and wear and tear of waggons, £2167

It is clear that by this plan a much larger expense would be incurred than by the former one, and we do not think that in point of certainty and despatch it could be depended upon so well.

(Signed,)

S. S. THORNE, M. P. P:
THOS. SPURR, P. M.
RICH. JAMES, J. P.
WM. SPURR, J. P.
JONATHAN WOODBURY.
JOSEPH WHITLOCK.

Bridgetown, 15th Sept., 1840.

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24th March, 1841.

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[To Third Post Masters' Circular.]

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Answer to Third Post Masters' Circular.

1.—I account to the Post Office at Annapolis half yearly, and to the Post Office at Kentville quarterly, by paying over to them respectively the amount of their accounts.

2.—There are no regularly established Post Offices which account to me.

3.—S. B. Chipman, Lawrence Town, Wilmot; Arthur Gibbon, Wilmot; Henry Van Buskirk, Aylesford; appointed by the Deputy Post Master General.

4.—I have no authority over the Way Offices.

5.—The only remuneration, I believe, is the privilege of franking their own letters.

6.—Half yearly, by their way bills.

The balance in our accounts is paid to me in cash, for which I account to the before-mentioned Offices at Kentville and Annapolis.

7.—No.

8.—See following Table :

Post Offices and Way Offices or places of deposit for letters not regularly established as Post Offices, with which the Office at Bridgetown exchanges Mails.	Its distance in miles from each of said Offices.	Rates of Postage charged to each of said Offices.	No. of Mails exchanged weekly with each of said Offices.	REMARKS.
Lawrence Town, Wilmot, ..	7	2d.	4	The Deputy Post Master General has for some time past had it in contemplation to make the Office of Bridgetown a regularly established Post Office, but deferred doing any thing in consequence of some general measure being about to take place, to regulate the Post Office Establishment in the Provinces.
A. Gibbon, Wilmot,	16	3d.	4	
H. VanBuskirk, Aylesford,	24	4½d.	4	

9.—By Western Stage Coach Company. Ordinary speed eight miles per hour.

10.—I am not aware of any exchange of Mails between the Way Offices.

11.—The Courier from this Office to the Annapolis Gut on the Granville side is accountable to me and receives his Mail from me immediately after the arrival of the stage on Monday. Travel is regulated by the state of the roads, say six miles per hour. Remuneration thirty pounds currency per annum, paid by the Province through the Deputy Post Master General.

12.—Answered in 11.

at Annapolis by the Mail Coach in parcels from Halifax than pass through both the Offices. During the running of the Steamers between St. John and Annapolis the same evil exists, and I would with confidence appeal to the Post Master at St. John, that there are Mails frequently received at his Office without a letter from Annapolis to any resident of St. John, and vice versa with respect to letters from St. John to Annapolis; comparatively speaking the whole correspondence between Annapolis and St. John is conducted by private agency, to the manifest injury of the revenues of the Department.

3.—Compared with the rates of Postage in the Mother Country those of British North America appear high, but in connection with the expenses attendant on the transmission of Mails through the Provinces they may be considered reasonable. The advocates of the cheap Postage system should bear in mind that, on any line of road (not considering the main roads) in England taking the extent of 125 miles (the distance between Annapolis and Halifax) the Postage of letters at one-eighth of a penny each would yield a larger revenue than results from the rate now established between Halifax and Annapolis. Until the matter in all its bearings is carefully examined, and the Legislatures of the Provinces guarantee to make the deficiencies good that may arise in the Post Office revenue from a reduction in the rates of Postage, a decrease in the rates would be fraught with great injury, and no change with respect to an increased rate hereafter could be anticipated after the reduction once takes place.

4.—I do not think a reduction of Postage would materially increase the amount of correspondence; one class of persons, emigrants from the Mother Country, enjoys a most-desirable privilege in the reduced rates of inland Postage on English letters—I have since my connection with the Department always considered the old rate to bear very hard upon that class of persons. The reduction of one-half of the Postage on general correspondence would not in my estimation increase that correspondence one-eighth.

No. 8.

No. 8.

Saml. Cowling, SAMUEL COWLING, Esq., Post Master at Annapolis.

ANNAPOLIS, ANNAPOLIS COUNTY,
15th March, 1841.

Answer to Second General Circular.

[To Second General Circular.]

1.—I have no suggestions to offer as to the internal communications of the Provinces, except that a rigid adherence to the terms of the contracts made with those parties who provide steamers and carriages for the conveyance of Mails should be enforced in all cases of delay, where stress of weather or storms are not the cause of delay, and that the private interests of the contractors should in no degree, however limited, be allowed to compete with the public service and advantage.

2.—I conceive a vast injury is done to the Post Office revenue by packages of letters being made up and sent to and from Annapolis and Halifax, and I do not hesitate in expressing my conviction that more than double the number of letters are sent from and received

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5.—The system of charging by weight would tend to a great decrease in the revenue, particularly when the thin papers now used in England were introduced to general use in the Provinces, which no doubt would be a consequence of a change in the system, and at present the weight of Mails does not tend to any increase in the amount of contract for their conveyance.

6.—The charge for the transmission of newspapers is 2s. 6d. per annum for each paper; I should conceive it a fair and reasonable charge for making up those papers in the Mail at Halifax, (what the Post Masters in the country should receive for distribution is another question,) and I see no mode by which the collection of the charge can be made so properly as from the editors—the office in Halifax should not be compelled to look to the party receiving, but the one forwarding, and the proprietor has his remedy by collecting with his subscribers the amount for Postage which is invariably charged in the subscription to country subscribers.

7.—I am not aware of any claim editors of newspapers in Nova Scotia have for the transmission of their periodicals free of Postage; each paper is established for the private benefit of its proprietor, and the dissemination of his political and party principles.—I cannot distinguish any one Nova Scotia newspaper which, from a devotion of its pages to the improvement of the intellectual and moral condition of the people of Nova Scotia, deserves such a boon as that of free transmission.

I trust I may be excused, when in addition to my answers to the queries submitted to me, I respectfully request the attention of the gentlemen composing the Post Office Commission to the inadequacy of the emoluments resulting to this Office, and which results in some degree from the fraudulent transmission of letters by the Steamers and Mail Coaches. At this Office Mails are made up and received twice in each week to and from Halifax, Windsor, Kentville, and the Eastern Districts of the Province, and once to and from St. John, Digby, Yarmouth, Shelburne, and the Western section of the Province; a second Mail is also made up for and received from Digby. This Office is the central point for both Eastern and Western Mails—from the non-arrival of the Stages and Steamers at their proper time Mails are frequently made up at other periods, and I am bound at all hours, night and day, to be prepared for their reception.

In addition to these laborious duties, Office rent, fuel, candles and stationery, &c., are no small drawbacks upon the emoluments received, and I conceive I have but to state to the Commissioners the utter inadequacy of my emoluments to call forth their concurrence in that opinion, and a desire to make such a compensation as will be a fair and reasonable recompense for my labors, services, and expenses attendant on the Office; the average of the yearly commission for the last three years is less than fourteen pounds, a sum inadequate to the responsibilities and duties of the Office, and which is in fact absorbed in the contingent expenses consequent to a fulfilment of my duties.

15th March, 1841.

Answer to Second Post
Masters' Circular.

[To Second Post Masters' Circular.]

1.—From the official situation I hold, independent of the charge of the Post Office, I receive many letters and communications, which are entitled to free trans-

mission, viz: letters from the Provincial Secretary, Treasurer and other Officers of the Government. My private letters perhaps average in the year 120.

2.—The number of private letters received by me in the year, are probably 120.

3.—Newspapers are, in most cases, forwarded by the editors to Post Masters; as some remuneration for distribution and as agent for their interests; I receive 4 Halifax and 3 St. John papers in this way. Post Masters are charged with the Postage on papers from the United States.

4.—My principal correspondence being confined to Halifax and St. John, I should consider the number of letters in answers 1 and 2,—being charged at the rates of 9d. and 4½d. a just and fair computation; and I consider my Franking Privilege, including newspapers, at about £12 yearly. I conceive the annulling the privilege of franking to the Post Masters (they receiving an equivalent) will prove a benefit to them, and tend to a large increasing of the revenue of the Department.

5.—I should consider myself bettered by receiving £15 yearly in lieu of all franking and free Postage privileges.

20th March, 1841.

[To Third Post Masters' Circular.]

Answer to
Third Post
Masters' Circular.

1.—The Post Office at Annapolis accounts directly with the General Post Office at Halifax.

2.—The accounts of the Post Office at Bridgetown are rendered to this Office, so far as letters sent to and received from Bridgetown at this Office are concerned, and are furnished to me quarterly. The accounts are kept by Dr. and Cr.; I charge all letters sent to Bridgetown, and give credit for all received from that Office. Nearly the whole of the letters sent by me to Bridgetown are received from St. John in the Annapolis Mail, and where letters are placed in this Office for Bridgetown I give credit for the amount to the general account as way letters.

3.—There are two Way Offices or places of deposit for letters not regularly established as Post Offices, which account to my Office; at Clements, in charge of G. F. Ditmars, and at Granville under the care of Harris Hall. I was authorized by the Deputy Post Master General at Halifax to make such establishments, with an authority to appoint the persons in charge. I considered it proper to submit the names of those persons before appointment, which from their known respectability Mr. Howe readily confirmed, holding me responsible in all respects for their acts. These places of deposit were established about three years since, at the instance and request of the inhabitants of the two townships, who are much accommodated by the measure.

4.—As I am responsible for the acts of the persons in charge of the Offices at Clements and Granville, I should, were it necessary, exercise such authority over them as my own security and the general interests of the Post Office Department would dictate. I am assured, from the concurrent testimony of the inhabitants of those townships and my own observation, that the duties of those Offices are conducted with every fidelity to the Department, and the accommodation of the public.

5.—The only remuneration which I am aware the persons in charge at Clements and Granville receive is a charge of one penny, by direction of the Deputy Post-

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Master General, on each letter delivered by them, in addition to the regular Postage charged. The emolument to both parties is very trifling, probably at Clements twenty shillings and at Granville forty shillings yearly.

6.—The accounts between this Office and those of Clements and Granville are kept as private accounts between parties by Dr. and Cr., charging them with the Postage with which my Office is charged from other Offices, and giving credit for the amount on letters returned by them to me; no additional charge is made by me above the amount with which I am charged from the Offices whence the letters emanate. The whole business of the Offices at Clements and Granville is in distributing letters received from my Office; occasionally a letter for Halifax or St. John is received from Clements or Granville, and I tax the Postage thereon from Annapolis.

7.—There are three Way Offices, viz. Lawrence Town, Gibbons at Wilmot and Aylesford, which I believe account to the Office at Bridgetown. For these places I make up a general Mail for Bridgetown, charging the amount of Postage to the Post Master there, for which he accounts to me. He of course in making his Mails for those places charges the amounts of Postage to them respectively.

8.—I exchange Mails with the Post Offices at Halifax, Windsor, Kentville, Bridgetown, and occasionally with Pictou and Liverpool on the eastern route; and St. John, Digby, Yarmouth, Shelburne and Barrington, on the western route. The Way Offices or places of deposit under my jurisdiction are Clements and Granville.

See following Table :

Post Offices and Way-Offices or places of deposit for letters not regularly established as Post Offices, with which the Office at Annapolis exchanges Mails.	Its distance in miles from each of said Offices.	Rates of Postage charged to each of said Offices.	No. of Mails exchanged weekly with each Office.
Halifax,	128	9d.	Two.
Kentville,	60	7	Two.
Windsor,	83	7	Two.
Bridgetown,	15	4½	Two.
St. John,	60	4½	One.
Digby,	20	4½	Two.
Yarmouth,	87	9	One.
Shelburne,	153	9	One.
Barrington,	131	9	One.
Clements,	8	.....	Two.
Granville,	1	.....	Two.

9.—The Mails for Halifax, Kentville, Windsor, Bridgetown, &c. on the eastern line, are carried by the Mail Coaches on the main Post road. During the winter months the Mails for St. John, Digby, Yarmouth, Shelburne, and Clements, are conveyed by the Courier from this Office to Digby on the main Post road in a sleigh, carriage, or on horseback, as the weather and state of the roads will admit. In the summer months when the steamer runs, the St. John Mail is delivered on board her at Annapolis; the Mails for the other places on the western route are forwarded by the Courier. The Mails from Kentville, &c., are usually delivered in the afternoon or evening of the day on which they leave Kentville winter and summer. The average rate at which the Courier travels between Digby and Annapolis is about five miles an hour.

10.—I am not aware of any Way Offices exchanging Mails with each other, except as I have stated in my seventh answer.

11.—The only control I have over any Courier is the Courier between Annapolis and Digby; and in such control I carry into effect the directions forwarded to me by the Deputy Post Master General; and I now act under two so sent, relative to the hour of starting and the rate of travel. With regard to the remuneration of the Courier I have no control.

12.—The Courier between Annapolis and Digby receives sixty pounds per annum, which is paid quarterly at this Office, and for which I receive credit in my accounts with the General Post Office.

No. 9.

HENRY STEWART, Esq., Post Master at Digby.

DIGBY, DIGBY COUNTY,
21st March, 1841.

[To Second General Circular.]

2.—The amount of correspondence sent otherwise than by Mail is very considerable, and originates by the many private conveyances, particularly between this place and St. John, N. B.; there being from one to three small packets constantly plying between the two places the year round; I should estimate the amount of correspondence by these private conveyances to be ten times the amount of that by the Mail, or perhaps in a greater proportion; added to this, during the running of the steamers, the same evil exists to the manifest injury of the Department. The high rate of Postage is I believe in some instances assigned for these surreptitious transactions.

3.—Compared with the rates of Postage in the Mother Country, those of the British Provinces appear to be very high; I consider them, when taken in consideration with the expenses attendant on the transmission of the Mails through this rough country, not excessively high.

4.—I am of opinion that a reduction in the rates of Postage would in some measure increase the amount of correspondence by Mail, but not materially.

5.—The system of charging letters by weight (as is now the practice in the United Kingdom) would in my opinion tend to the decrease of the revenue, and doubtless the paper issued in England to meet that system would be introduced into the Provinces.

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No. 9.

Henry Stewart,
at Digby.

Answer to Second General
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6.—The charge for the transmission of newspapers is two shillings and six pence each copy; I would conceive this to be a fair and reasonable charge, and I see no mode by which the collection could be made so well as from the editors, the payment is virtually made by the subscribers.

7.—I am not aware of any claim editors of newspapers in this Province have on the public service for the transmission of their periodicals free of Postage, as they are doubtless established for the private benefit of the proprietor.

30th March, 1841.

Answer to Second Post Masters' Circular.

[To Second Post Masters' Circular.]

4.—By a calculation on the number of letters I receive and send, my Franking Privilege would amount to about £15, the newspapers would be about £8, making in the whole £23.

5.—I should consider myself bettered by receiving yearly £15, than to have my privilege of free Postage continued.

1st May, 1841.

Answer to Third Post Masters' Circular.

[To Third Post Masters' Circular.]

1.—The Post Office at Digby accounts directly to the General Post Office at Halifax.

2.—There are no regularly established Post Offices that render their accounts to my Office.

3.—There are three Way Offices or places of deposit for letters not regularly established as Post Offices, which render their accounts to my Office; one at Brier Island established by the Deputy Post Master General, under the charge of Joseph Bencroft, with the following directions to the Post Master in charge of this Office, viz.: "The Provincial Legislature having voted the sum of forty-two pounds per annum towards

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the support of a Courier to be employed between Digby and Brier Island, and Mr. Morton having recommended Mr. Lemuel Morehouse as a suitable person for that situation, you will upon receipt of this communication notify to him of his having been appointed. You will keep an account (distinct from your accounts with this Office) with Mr. Morehouse, and after deducting 20 per cent. off the Postage arising from letters sent on the new route, as also any forward Postage to which you may be entitled, pay the balance to Mr. Morehouse." The second at Weymouth, established by the Deputy Post Master General, upon the same principal as that of Brier Island. The third at Clements, established by the Deputy Post Master General, to which I forward letters charged to this Office, but make no additional charge. These appointments were made prior to my taking Office.

4.—As I am responsible for the letters and papers sent to these Way Offices, I exercise such authority over them as is necessary for my own security, or should do so were it necessary. I have, however, never had occasion to exercise any authority, as from the testimony of the inhabitants generally and my own observation, I am well assured that the duties of the Offices are conducted with fidelity, and a desire to accommodate the public.

5.—The remuneration of the Officer at Brier Island would probably amount to thirty or thirty-five shillings per year; this originates from his commission on the amount received by him: his free Postage privilege which is allowed him by the Deputy Post Master General would probably be, say five pounds a year, making about seven pounds per year. The remuneration of the Officer at Weymouth would amount to about twenty shillings or less per year; his free Postage privilege would probably be about five pounds a year, making six pounds.

6.—The accounts between these Way Offices and this Office are settled quarterly, and kept as private accounts between parties by Dr. and Cr.

7.—I am not aware of the existence of any Way Office which accounts to any of these Way Post Masters.

8.—See following Table :

Post Offices and Way-Offices or places of deposit for letters not regularly established as Post Offices, with which the Office at Digby exchanges Mails.	Its distance in miles from each of said Offices.	Rates of Postage charged to each of said Offices.	No. of Mails exchanged weekly with each of said Offices.	REMARKS.
Halifax,.....	148	9d.	1	During the sitting of the House of Assembly, two Mails per week are sent to and received from these Offices.
Windsor.....	103	9	1	
Kentville,.....	80	7	1	
Annapolis,.....	20	4½	1	
St. John, N. B.,.....	45	4½	1	
Yarmouth,.....	70	7	1	
Shelburne,.....	133	9	1	
Brier Island,.....	42	5	1	
Weymouth,.....	18	2	1	
Clements,.....	12	.....	1

9.—The Mails for Halifax, Windsor, Kentville and Annapolis, are forwarded from this Office to Annapolis by a Courier, in the summer season in a waggon and in the winter season either in a sleigh or a waggon, from thence they are forwarded by the Mail coach or stage. The Mail for St. John is forwarded in the summer by a steamer, and in the winter by a packetschooner. The Mails for Yarmouth and Shelburne are forwarded by a

Courier; the Mail for Brier Island is also forwarded by a Courier, part of which route is performed, say one-half, in a waggon or sleigh, the remainder generally on foot, as the roads are so bad that a horse could not conveniently travel. This Courier is obliged to pass over two ferries, one across the Petit Passage, and then travel twelve miles through Long Island on foot, as no horse is kept there, and then cross the

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Grand Passage which separates Long and Brier Island. On this route the Courier is allowed twenty-four hours to perform it; on the other routes the average rate at which the Courier travels is about five miles an hour.

10.—I am not aware of any Way Offices exchanging Mails with each other.

11.—The only control I have over the different Couriers is to carry into effect the directions forwarded to me by the Deputy Post Master General. With respect to remuneration I have no control.

12.—The Courier between Digby and Brier Island receives forty-two pounds per annum from the Legislature of this Province, and a small amount of Way Postage, making in the whole about forty-eight or fifty pounds. The Yarmouth Courier takes the Weymouth Mail without any other remuneration than some trifling Way Postage; the amount of his remuneration I am not able to give. The Mail for Clements is forwarded by the Courier between this and Annapolis.

No. 10.

COLIN CAMPBELL, Esq., Post Master at Weymouth, (a Way Office.)

WEYMOUTH, DIGBY COUNTY, 19th March, 1841.

[To Third Post Masters' Circular.]

1.—My Post Office accounts are rendered to the Post Office at Digby quarterly, beginning on the 5th January, in the form of an account current.

2.—None.

3.—None.

4.—None.

5.—None.

6.—None.

7.—None.

8.—See following Table :

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(U.) No. 10. Colin Campbell, Weymouth.

Answer to Third Post Masters' Circular.

Post Offices and Way-Offices or places of deposit for letters not regularly established as Post Offices, with which the Office at Weymouth exchanges Mails.	Its distance in miles from each of said Offices.	Rates of Postage charged to each of said Offices.	No. of Mails exchanged weekly with each of said Offices.	REMARKS.
Digby,.....	19	2d.	One.	It is in contemplation to run the Mails twice weekly. If a bridge were built near the mouth of Sissebon River, it would save a considerable distance and many hills; and if such were the case considerable time would be saved in the conveyance of the Mails.
Yarmouth,.....	50	4½	One.	

9.—The Yarmouth Mail that arrives here on Monday morning comes on what is generally called the shore route; from Shelburne, Liverpool, Barrington, Yarmouth, &c. The Digby Mail *via* Halifax, Windsor, Kentville, Annapolis, Digby, &c., and also that from Prince Edward's Island. The Courier travels in a waggon, and at the rate of five miles per hour.

10.—No.

11.—None. I have no other control over the Courier than to see that he does not delay.

12.—None.

No. 11.

HENRY G. FARISH, Esq., Post Master at Yarmouth.

Henry G. Farish, Yarmouth.

YARMOUTH, YARMOUTH COUNTY,

31st December, 1840.

The Offices with which the Mails from my Office are exchanged, with their distances from Yarmouth, and the existing rates of Postages on single letters, appear in the following Table :

OFFICES.	Distance in miles.	Sterling.		Currency.		REMARKS.
		s.	d.	s.	d.	
Halifax,.....	22	1	0	1	1½	Should be 10d. sterling, I believe, at the regular rates.
Windsor,.....	180	0	8	0	9	Town on the north road from Halifax to Yarmouth.
Kentville,.....	155	0	8	0	9	Do. do.
Annapolis,.....	100	0	8	0	9	Do. do.
Digby,.....	70	0	6	0	7	Do. do.
St. John, N. B.,.....	120	0	8	0	9	70 miles to Digby and 50 more across the Bay of Fundy.
Shelburne,.....	70	0	6	0	7	Along the south-east coast on the eastern road to Halifax.
Liverpool,.....	115	0	8	0	9	Do. do.
Lunenburg,.....	160	0	8	0	9	Do. do.

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Way letters under sixty miles are charged 4d. sterling. Letters for the United Kingdom, if pre-paid to Halifax, 2d. sterling; if not pre-paid at all 1s. 2d. and if pre-paid to England, 1s. 2d. Letters to Brier's Island (West Port) on the Bay of Fundy shore are taxed 7d. and sent to Digby; those for Saint Andrews, Fredericton and other parts of New Brunswick, are taxed 9d. and mailed on the St. John Office; those to all places beyond Halifax are sent thither, taxed 1s. 1½d. Letters for the United States are to be pre-paid to the frontier (between 200 and 300 miles distant,) at 1s. 6d. each single letter, and forwarded *via* St. John. Letters of the class described above are again taxed at the Office to which I send them at the commencing rates (rapidly increasing) and not with a mere additional 2d. for every 100 miles; this causes a great irregularity in the charge upon letters which (without any fault of the writers) are posted according to this regulation; for example, the Postage hence to St. Andrews certainly does not exceed 11½d. (if under 200 miles only 9d.) but 9d. to St. John and 9d. more from thence to St. Andrews, makes it amount to 1s. 6d.

Twopenny Offices, for the receipt and delivery of letters, are located at Hebron 5 miles off, and Weymouth 48 miles, in the one direction; and at Turket 10 miles, and Barrington 43 miles in the other.

The annual charge of 2s. 6d. currency is made for posting each newspaper printed at Yarmouth, and sent through this Office, allowing one out of every five for exchange papers, which brings the payment actually to 2s. per year: one-half of this is remitted to the Deputy Post Master General, the other retained by the Post Master for his trouble.

On the 3rd April, 1806, at the age of 24, I received my appointment from the former Post Master General, George Heriot, Esq., through the late Mr. Howe, father of the present Post Master General; and I believe I am the senior Officer of any grade in the Department in Nova Scotia or New Brunswick.

When I took charge of the Post Office here, there was no regular conveyance for letters on this side of Digby; indeed, the general Mail was then so small as to be carried from Halifax to the Digby Packet in stout saddle bags on horseback. On the breaking out of the American war in 1812, we raised a subscription to hire a man to travel weekly with letters and papers between Yarmouth and Digby, but after two years we were assisted by Government; and the Courier on that route, who now in the summer drives a pair of horses in a comfortable covered waggon, capable of accommodating three or four passengers, receives at present £70 per annum from the Province, and in the years 1838 and 1839, he received from the revenue of the Post Office £112, and in 1840 the sum of £140. This rider travels but once a week; but I am informed that the inhabitants are about petitioning to have the Mail carried twice in that period, to meet the Halifax mid-week coach at Annapolis.

My Mails to the northward are made up at 9 o'clock on Saturday night, and despatched at day-break the following morning. The return Mail is received at Digby by my Postman on Tuesday before noon, and arrives here at 3 o'clock on Wednesday, and in summer at 2.

In justice to the above Postman, Mr. Wyman, I should mention that he is the same individual who was hired, as before stated, in 1812, and that he and his son have been faithful servants to the Post Office ever since.

The Post to Shelburne was established some years after that at Derby; the Courier on that route receives

£90 per annum from the Provincial funds, and in the last three years, respectively, has received from the revenue of this Office successively £27, £34 and £38, besides a sum the amount of which I do not know, from the Shelburne Office; say £10.

The letters within a mile of my Office are delivered immediately on the arrival of the Mails, by a Penny Postman, without any expense to the Office; this is a voluntary measure commenced only last season under Mr. Howe's sanction; but every individual within its circuit gladly partakes of the benefit; as yet he delivers only 60 letters per week.

Our letters for Liverpool (115 miles) remain at Shelburne six days in going, and two in returning, and are two weeks in completing the whole route to and fro. The Mail could, for very little more than the expense now incurred, be carried to Liverpool and back in a week, allowing a day's stoppage at Liverpool or Shelburne.

In 1830, the revenue of this Office was one-third of its present amount, in 1833 one-half, and in 1837 two-thirds. The net amount accruing at this Office in the last three years, say to July 1840, is £178, £190 and £225 respectively. The late reduction in the rate of English Postage diminishes it considerably, and shews the effect which reduction of Postage produces on the amount of revenue.

My commission is 20 per cent. on the amount, and I am allowed 35s. per quarter for Mail-covers, wax, paper and other stationery, and for Office rent, fuel and occasional clerk hire.

The number of letters sent in the past year from Yarmouth was about 2,500 under ½ ounce weight, 130 above that weight and under one ounce, and 40 from 2 to 6 ounces. The letters received do not differ from those sent. From the 15th November to 31st March the letters sent weekly are double the number of those sent during the summer months, owing probably to the quantity of letters conveyed by coasting vessels; the new ship letter law may produce an improvement in this respect.

From the foregoing data, it may be calculated that the average Postage received in this Office on each letter at the lately existing rates is about 1s. 2d. As the increased weight allowed under the alterations made in England (to which ours are doubtless in some degree to assimilate) will naturally lessen the number at least one-fourth. The real average under the new state, may be estimated at 1s. 6d. rather than 1s. 2d., supposing the correspondence through the Post Office to be doubled, and the universal rate of Postage to be reduced to 9d. currency on the half an ounce letter, the revenue would not be increased at all. Now, from the best information I have been able to obtain, 7½d. currency (the eighth of a dollar) each single ½ ounce letter, including, which I presume is contemplated, the remote distances, will be considered by the people of this portion of Nova Scotia as a very low charge, and one which they will cheerfully and gladly pay. Moreover, if the Postage is reduced below such a point as above designated, the burthen will only be shifted from one shoulder to the other. The general revenue of the Province will have to bear an addition to the heavy and yearly increasing appropriation for the Post Office service. Long experience and observation have convinced me that a great reduction is not desired; that the evil felt and complained of is the irregularity of the tax and the excessiveness of it in some instances, as those I have named, and in cases of very long distances, and of double and treble letters. The extreme rockiness of two-third parts of the road,

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from Barrington to Liverpool (60 miles) is a serious and general subject of complaint; as is also the want of a bridge over the river Bear, between Annapolis and Digby, where the Mail must either be carried a long distance up the river, or be subjected to the delay and uncertainty of a ferry.

18th March, 1841.

Answer to Second Post
Masters' Circular.

[To Second Post Masters' Circular.]

1.—I think the number of letters and packets sent by the Post, under my Franking Privilege annually, is nearly 400.

2.—And those received are about three-fourths of that number.

4.—The limits of my Franking Privilege, if fully exercised, is upwards of £150 per annum, and I have availed myself of it for my own use to the extent of £35 a year; it is worth to me in money more than £25.

The possibility here occurs to me of a supposition on the part of the Commissioners that Post Masters may, directly or indirectly, have received money for franking the correspondence of other persons; it will perhaps be unnecessary for me to say that I have never done anything of the sort.

5.—Although under the altered circumstances I would be obliged to retrench my correspondence very much, I do not think that I could be willing to accept (over and above my other allowances) as a yearly compensation in money for the loss of my present privilege of free Postage less than one half its existing value, say £13.

18th March, 1841.

Answer to Third Post
Masters' Circular.

[To Third Post Masters' Circular.]

1.—I account directly to the General Post Office at Halifax, and to no other. Sheets of the amount of Postage sent and received are exchanged monthly with every Way Office which corresponds with this. Before the twentieth day of each quarter month Bye-bills are transmitted to the General Post Office formed from the corrected Monthly Sheets: They are accompanied with duplicate abstracts of the amount of Postage, accounts of way and ship letters, incidental charges, lists of excessive franks taxed, accounts current declared to

in duplicate, Courier's receipts, and (once a year) Post Master's and Courier's bonds.

2.—No regularly established Post Office accounts to me beyond the mutual exchange of Monthly Sheets.

3.—A Way Office was established at Turket in 1637, to which D. Van Norden is appointed. One at Barrington many years ago, now in charge of T. Geddes; another at Weymouth eight years since, in care of C. Campbell; and a fourth at Hebron last year under the charge of A. Killam; all established by the Deputy Post Master General: none of these account to me, those at Hebron, Turket, and Weymouth, pay to me through my Couriers the taxed Postages on letters left with them to be delivered, which at Hebron does not exceed one pound per annum, and at Turket and Weymouth is scarcely anything.

4.—I exercise a general supervision over the Hebron Office by desire of the Post Master General; but have no authority to interfere with the others.

5.—They are remunerated by the twopences with which they tax every letter passing through their hands, and also by the whole Postage of way letters given them for transmission or delivery; add to this the privilege of franking, which to the Weymouth Office may be ten pounds per annum on the Southern route, and probably the same amount in the opposite direction. The value of this privilege to the Barrington Office is perhaps not half as much; to the Turket not over 2 or 3 pounds; and to Hebron almost nothing. The "twopence" Postages at Hebron in the last year amounted to twelve or fifteen shillings; at Turket we may say twice as much; I have no means of estimating that accruing at Weymouth or Barrington. The Hebron and Turket Establishments appear to me to be quite less. The amount of franking exercised at Weymouth is very great in proportion to the revenue arising from it.

6.—There is no other account made by these Offices as far as I know than the payment to me as aforesaid, of the Postage on letters put into their hands; and a like payment of course to the Post Offices of Shelburne and Digby.

7.—I know nothing in regard to these, but presume that the Barrington and Weymouth Way Offices account in the same way to the Post Offices at Shelburne and Digby; as in 6.

8.—Mails are exchanged from this Office only with the nine regularly established Post Offices enumerated in the accompanying Table, which Table will furnish the other particulars required. The letters sent to the Way Offices are covered, and under my seal for convenience and safety.

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Post Offices and Way-Offices or places of deposit for letters not regularly established as Post Offices, with which the Office at Yarmouth exchanges Mails.	Its distance in miles from each of said Offices.	Rates of Postage charged to each of said Offices.	No. of mails exchanged weekly with each of said Offices.	ON WHICH ROUTE SAID OFFICES LIE.
		s. d.		
Digby,.....	70	0 7	One.	Northern.
St. John,.....	120	0 9	One.	
Annapolis,.....	100	0 9	One.	
Kentville,.....	155	0 9	One.	
Windsor,.....	180	0 9	One.	
Halifax,.....	225	1 1½	One.	
Shelburne,.....	70	0 7	One.	Eastern.
Liverpool,.....	115	0 9	One.	
Lunenburg,.....	160	0 9	One.	
Hebron,.....	5	0 2½	None received. Sometimes a letter or two sent.	Northern.
Weymouth,.....	48	0 4½		None received or sent this year.
Turket,.....	10	0 2½	Do.		Eastern.
Barrington,.....	43	0 4½	Letters sent in charge of Courier to be delivered by him.	

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9.—The route by which these Offices are served will appear in the accompanying Table. The northern Courier, Wyman, travels fifty miles per day, at the rate of about six miles an hour, in a covered stage and pair, eight months in the year and in a car or sleigh during the winter. The Eastern Courier, Enslow, travels forty-five miles per day, in a waggon during the summer and on horseback in winter, at less than six miles an hour.

10.—I am not aware of any of the Way Offices with which I am acquainted exchanging Mails directly.

11.—The details of the management of the Northern Courier are left with me, under general instructions from the Deputy Post Master General. He is to be at Digby at noon on Monday to meet the St. John steamer; to effect this I close the Mails at 9 o'clock on Saturday night, and despatch him at daylight on Sunday morning. He receives the return Mails at Digby on Tuesday, at very irregular hours, between ten and four o'clock, sometimes later, and is appointed to deliver them here at two o'clock in summer, and three o'clock in winter the following day; all of which he punctually conforms with, except occasionally on very stormy days when the roads are choked with drifts in mid-winter, and when he receives the Mail at Digby on Wednesday in consequence of detention between that place and Annapolis. I have no control over the Eastern Courier but to regulate his departure hence under the orders of the Deputy Post Master General. He is despatched immediately on the arrival of the Northern Mails; I direct him to be here six hours previous to that time in order that letters brought by him may be answered. This man also is punctual to his appointments.

12.—Enslow receives from me by Mr. Howe's permission a sum equal to the amount of forward Postage of letters delivered by him on the road, which has been for the last three years respectively £27, £34, and £38; and also £90 per annum from the Province. He is paid a small sum from the Shelburne Post Office, but the amount I do not know. Wyman receives the remaining net balance of the revenue of the Office; this in the three years past was £112, £112, and £140, in addition to £70 paid by the Province; he has no other remuneration whatever.

No. 12.

No. 12.

THOS. OGILVY GEDDES, Esq., Post Master at Barrington, (a Way Office.)

T. O. Geddes, Barrington.

Barrington, 22nd March, 1841.

[To Second Post Masters' Circular.]

Answer to Second Post Masters' Circular.

1.—I am allowed to frank four single letters by each Mail, one going east the other west weekly.

2.—About an equal number.

3.—None.

4.—From £15 to £20 per annum.

5.—A similar sum.

I do not consider it will be necessary I should answer the queries contained in your circular of 24th February, as the Office in Barrington is not a regularly established Post Office, but a Way Office where letters and papers are received, delivered and accounted for to the Post Courier, every three months.

No. 13.

No. 13.

ROBERT R. THOMPSON, Esq., Post Master at Shelburne, County Yarmouth.

R. R. Thompson, Shelburne.

SHELburne, COUNTY YARMOUTH,
24th March, 1841.

[To Second Post Masters' Circular.]

Answer to Second Post Masters' Circular.

1.—None.

2.—I think there are about from 2,500 to 3,000 letters sent annually to and from this place, principally by vessels trading with Halifax, as it is a much quicker mode of sending and is not attended with any expense.

3.—I am of opinion that the present rates of Letter Postage are in most instances much too high, and might be reduced to the rate of nine-pence per 100 miles, which in some instances is greater in others less than that sum.

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4.—It is my opinion that a reduction would greatly increase the amount of correspondence, as the great objections are the high rates of Postage.

5.—I think the present mode of rating letters most advantageous.

6.—I believe the charge for transmitting newspapers by Mail is two shillings and six-pence per annum, or one-penny each number, and do not consider the charge or mode of payment objectionable.

7.—I am not of opinion that the proprietors of newspapers have a reasonable claim on the public service for the transmission of newspapers, &c.

8.—I am not.

24th March, 1841.

[To Third Post Masters' Circular.]

1.—The Post Office under my charge accounts directly to the General Post Office, Halifax, on the 5th January, 5th April, 5th July, and 5th October in each year, in form of account current.

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2.—There are no accounts rendered to this Office from any regularly established Post Office, except the Monthly Sheets exchanged.

3.—There is a Way Office at Barrington, in charge of Thomas O. Geddes, Esq., and one at Turket Village, in charge of Mr. Van Norden, both appointed by the Deputy Post Master General, the former in 1840.

4.—I have no authority over the Way Offices.

5.—Mr. Geddes has the same privilege of franking as the Deputy Post Masters. Mr. Van Norden receives two-pence for each letter he receives and delivers at his Office. I can form no opinion of the yearly value of their emolument.

6.—They render no account to this Office, the first pays the amount of Postage lodged at his Office to the Courier, who accounts to me for it, the latter remits to me monthly the amount sent him.

7.—There are no Way Offices in existence that I am aware of that account to these Way Post Masters.

8.—St. John, Digby, Yarmouth, Annapolis, Halifax, Lunenburg, Windsor, Liverpool. See following Table:

Post Offices and Way Offices, or places of deposit for letters, not regularly established as Post Offices, with which the Office at Shelburne exchanges Mails.	Its distance in miles from each of said Offices.	Rates of Postage charged to each of said Offices.	No. of Mails exchanged weekly with each of said Offices.	REMARKS.
		s. d.		
St. John,.....	180	0 9	1	
Digby,.....	136	0 9	1	
Annapolis,.....	156	0 9	1	
Yarmouth,.....	67	0 7	1	
Halifax,.....	178	1 1½	1	
Lunenburg,.....	77	0 9	1	
Windsor,.....	133	0 9	1	
Liverpool,.....	42	0 4½	1	
Turket Village, (W. O.)..	57	0 4½	1	
Barrington, do. ..	21	0 4½	1	

9.—St. John, Digby, Annapolis, Yarmouth, by the Western Route, *via* Yarmouth. Halifax, Lunenburg, Windsor and Liverpool, Eastern Route, *via* Liverpool. In summer in waggons, in winter on horseback, by both 8 miles per hour.

10.—There are no Way Offices with which I am acquainted that exchange Mails directly.

11.—The time of starting, &c. of the Couriers is regulated by the Deputy Post Master General.

12.—The Courier on the Western Route from Shelburne to Yarmouth, about 70 miles, receives from the Post Master General at Halifax £90 per annum, and from £10 to £15 per annum from this Office. I am not aware how much the Courier on the Eastern Route receives, except the sum paid by this Office, which is similar to that of the other Courier.

No. 14.

No. 14.

THOS. B. CALKIN, Esq., Post Master at Liverpool.

T. B. Calkin, Liverpool.

LIVERPOOL, QUEEN'S COUNTY,
15th March, 1841.

[To Second General Circular.]

Answer to Second General Circular.

1.—I have only been in the Post Office a very short time, and therefore my information as respects its affairs in the Province generally is very limited. Since coming into office I have not observed anything of consequence that required remedying, excepting the manner of transmitting the Mails from the United States and New Brunswick to the Offices in this neighborhood. The present route is from Digby through Yarmouth and Shelburne, at which place they remain six days, making in all about ten days from Digby to Liverpool; whereas, if there were a Post route through the country direct from Digby through Brookfield, the whole distance of which is about seventy miles, and half of which is already so occupied, we might get our Mail easily in two days, which would be a great improvement.

2.—By inland routes I think about half the amount of letters are sent by private conveyance, not so much perhaps to save Postage as that an opportunity often

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occurs at the time of writing more convenient than waiting for the regular Post day; but by the routes along shore where frequent opportunities offer of sending by water, and which is accomplished in half the time, as to Halifax and other Ports on the coast, I think not one in six are sent by Mail; for one good reason, they save Postage; and another reason which I think not the less weighty is, that it is the most expeditious mode. Letters for the United States by Mail are sent in the same proportion as the last mentioned, and for the same reason. If our Mail for Ports along the coast were sent in steam packets, as the Postage would be less and transmission more expeditious, I think nearly the whole of the correspondence would be forwarded by that channel.

3.—Though the rates of Postage in the Provinces appear to me to be high, I am not prepared to give any reason why they should be reduced, but think that lowering the rate of Postage would not very materially increase the amount of correspondence by Mail, particularly on inland routes.

5.—I prefer the system of charging letters by weight to that now in use, and think if it were necessary to reduce the Postage that it could best be done in that way, as, though it would make no difference with respect to single letters, a double letter not exceeding half an ounce, would be only half the present rate.

6.—I believe the Postage on newspapers in the Provinces is 2s. 6d. per annum, and those from the United States 2d. each. I think it a reasonable charge, but am of opinion that it should be paid by the subscriber at the Office when he receives the paper, and not by the printer as is now done.

7.—I am not aware of any claim the proprietors of newspapers have by which their papers should go free of Postage, but think they should be taxed.

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[To Third Post Masters' Circular.]

1.—The Post Office under my charge accounts directly to the General Post Office, Halifax.

2.—There is no regularly established Post Office that renders its accounts to this Office.

3.—As respects Way Offices or places of deposit for letters, there was one established by the Deputy Post Master General, Mr. Howe, at Brookfield, on the 15th November last under the charge of Lewis Smith. And all letters from Port Medway (ten miles East from this Office) I send to Mr. A. Cogswell of that place for distribution. There are no other such Offices in the neighborhood of this Office.

4.—I have no authority over the Brookfield Post Master, who has given bond to Mr. Howe, and is subject to his control. If the person at Port Medway abuses his charge I am at liberty to displace him.

5.—The person at Port Medway gets nothing for his trouble which is very little, as the correspondence with that place is but small, except the privilege of having a letter franked occasionally, say one pound per annum.

The Post Master at Brookfield is allowed for his trouble, besides the Franking Privilege, all the Postage that he can collect that occurs between this Office and his, charging 3d. for a single letter, the whole of which amounts to no more than £8.

6.—Neither Brookfield nor Port Medway keep any regular accounts with this or any other Office; but (in compliance with Mr. Howe's directions in respect to Brookfield) I keep a private account with them, charging them as I would any private individual for the amount of letters sent them.

7.—There are no Way Offices in the neighborhood of this Office.

8.—See following Table :

Post Offices and Way Offices or places of deposit for letters not regularly established as Post Offices, with which the Office at Liverpool exchanges Mails.	Its distance in miles from each of said Offices.	Rates of Postage charged to each of said Offices.	No. of Mails exchanged weekly with each of said Offices.
Halifax,.....	138	9d.	One.
Windsor,.....	93	8	One.
Lunenburg,.....	37	4½	One.
Shelburne,.....	40	4½	One.
Yarmouth,.....	107	9	One.
Brookfield, (Way Office),.....	25	3	One.

9.—The Mails from Halifax for Lunenburg, Liverpool and Shelburne come *via* Windsor, generally by waggon. They leave Windsor Tuesday afternoon, arrive at Lunenburg Wednesday, say 5, P. M., and Liverpool Thursday at 6, P. M. The Courier to Shelburne generally travels by waggon, leaves Liverpool at 9, A. M., and arrives at Shelburne Saturday noon.

10.—There are no Way Offices within my knowledge which exchange accounts with each other.

11.—I have no further control over any of the Couriers in my neighborhood than to be careful that they do not neglect their duties in respect to performing their journies with punctuality and despatch, and in taking proper care for the preservation of the Mails.

12.—The Brookfield Courier receives £25 per annum, for which he draws quarterly on Mr. Howe.

No. 15.

CHARLES GODFREY, Esq., Post Master at Lunenburg.

LUNENBURG, LUNENBURG COUNTY,
13th March, 1841.

No. 15.

Chas. Godfrey,
Lunenburg.

[To Second General Circular.]

1.—If it is in the power of the Commission to get the shore road from Halifax to this place opened and forward the Mails by it, it would be a great improvement, as the Mail from England for this part of the country hardly ever reaches here before ten days after its arrival in Halifax; the distance by the shore road I believe is about 75 miles, whilst the route by which it comes at present is 101½ miles.

2.—The amount of correspondence at present sent otherwise than by Post will average at least from 130 to 150 letters weekly; the modes by which this cor-

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respondence is sent and received are first by a Packet running between this place and Halifax, and second by coasting vessels from the different out-harbors along the coast. The reasons which induce the people to send their letters by these conveyances are, first the saving of Postage, and second the despatch of business.

3 & 4.—My opinion with regard to the present rates of Postage is that they are not on a uniform scale with regard to distances. I think that if the Postage was charged at the rate of 6d. for every 100 miles on a single letter it would be more on an even footing than at present. The charge from hence to Halifax is 7d. which distance is 101½ miles, while the charge from hence to Shelburne, only the distance of 76½ miles, is 9d.; from hence to Liverpool, distance 32 miles, is 4½d.; from hence to Yarmouth, distance 149½ miles is only 9d.; whereas if my plan were adopted, from hence to Halifax would be 6d., to Liverpool 2½d.; to Shelburne 5d. and to Yarmouth 9d., which I think would materially increase the amount of correspondence.

5.—I think that charging letters by weight might be advantageously adopted in this country, as it would in my opinion be more just to the person who writes.

6.—I am not exactly aware of the amount charged on periodical; but I believe it is so much per 100. I consider the mode of payment very objectionable, as the Post Masters in the country in general have a great deal of trouble with them, and by making the proprietors pay the Postage they very often lose both the Postage and subscription, which I think is very hard upon them.

7.—I am not of opinion that the proprietors of papers are entitled to free Postage on any account, but I think

the charges might be reduced and the subscriber made to pay instead of the proprietor.

19th March, 1841.

[To Third Post Masters' Circular.]

1.—This Office renders its accounts quarterly, directly to the General Post Office at Halifax, and I believe in the usual form.

2.—There are no other regular Post Office accounts rendered to this Office.

3.—There is one Way Office at Chester, in charge of Mr. Wells, who was appointed by the Deputy Post Master General at Halifax; as to when he was appointed I cannot exactly tell, as it was before I received the appointment here.

4.—I have not any, at least I never received instructions how to act with regard to the Way Office.

5.—The Post Master at Chester is allowed 20 per cent. on what is paid to him; I should say that the average yearly value of that Office is not more than £3.

6.—His accounts are rendered quarterly in the shape of Way Letter Bills, and are brought into my accounts as Way letters.

7.—No; there is not any other Way Office which exchanges Mails with Chester, that I am aware of.

8.—See following Table :

Post Offices and Way Offices or places of deposit for letters not regularly established as Post Offices, with which the Office at Lunenburg exchanges Mails.	Its distance in miles from each of said Offices.	Rates of Postage charged to each of said Offices.	No. of Mails exchanged weekly with each of said Offices.	REMARKS.
Halifax.....	101½	7d.	One.	This Mail might be exchanged twice a week, if the road by the shore of Margaret's Bay were opened.
Windsor.....	56½	6	One.	
Chester.....	25	3	One.	
Liverpool.....	37½	4½	One.	
Shelburne.....	77½	9	One.	
Yarmouth.....	143¾	9	One.	

9.—The Office at Chester is served by the Courier from Windsor, who generally travels in a waggon at the ordinary rate of about 4 miles per hour.

10.—No; to the best of my knowledge they do not exchange Mails with any other Way Office.

11.—I have no power over the Couriers on any of the routes in this neighborhood, as on account of the bad state of the roads at some seasons of the year it is almost impossible for them to get along.

12.—I am not able to give any answer.

No. 15.

No. 16.

J. S. WELLS, Esq., Post Master at Chester, (a Way Office.)

J. S. Wells, Chester.

CHESTER, LUNENBURG COUNTY,
18th March, 1841.

[To Third Post Masters' Circular.]

1.—The amount of all Postage received by me, whether for letters from Halifax, Windsor, Lunenburg, Liverpool or Shelburne, after deducting 20 per cent. (the only remuneration, except the Franking Privilege, I receive,) is paid by me quarterly to the Courier, who takes the Mail between Windsor and Shelburne, which I believe he receives in aid of the regular sum allowed yearly.

2, 3, 4, 5, 6 & 7.—None; this is the general answer to all those numbers.

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8.—See following Table :

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Post Offices and Way Offices or places of deposit for letters not regularly established as Post Offices, with which the Office at Chester exchanges Mails.	Its distance in miles from each of said Offices.	Rates of Postage charged to each of said Offices.	No. of Mails exchanged weekly with each of said Offices.	REMARKS.
Halifax,.....	By Windsor 82 "shore road 45	} 5d. 4 3	One.	All letters, &c., for the Settlement of Sherbrooke, about twenty miles inland from Chester, go through this Office.
Windsor,.....	37		One.	
Lunenburg,.....	25		One.	

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9.—The Western Mail Coach which leaves Halifax on Tuesday morning, takes the Mails for Chester, Lunenburg, Liverpool and Shelburne, to Windsor; those Mails are then taken up by the Courier on Tuesday, and carried as far as Geldert's, on the Chester road, about half way from Windsor to that place (Chester,) where he stops for the night; on Wednesday morning about 11, A. M. he arrives at this Office, and leaves about 1, P. M. for Lunenburg, where he arrives in the evening and remains for the night; on Thursday he proceeds on to Liverpool, and arrives there in the evening, at which place he is met by a Courier from Shelburne, who exchanges Mails. On Friday he returns to Lunenburg; on Saturday he generally arrives in Chester sufficiently early to admit of his reaching Geldert's that night; on Monday morning he leaves Geldert's for Windsor in time to deliver the Shore Mails to the Mail Coach which passes through that place for Halifax on that day about noon.

In summer the Courier travels in a waggon, in winter in a sleigh. Having such ample time to perform his duty, the rate at which he travels has never been noted by me.

- 10.—None.
- 11.—None.
- 12.—None.

3rd April, 1841.

[To Third Post Masters' General.]

Answer to Third Post Masters' Circular.

- 1.—The Post Office under my charge accounts exclusively to the General Post Office, and pays money as it can be obtained, but pays in full at the end of the year.
- 2.—There are none.
- 3.—There are three Way Offices or places of deposit which account to my Office, the names of which are in the accompanying Table. Mrs. Coleback has been in office about 20 years, appointed by myself. Licut. Col. Kent at Upper Musquodoboit, appointed by myself about 10 years ago. Mr. John Cox at Upper Stewiacke, appointed by myself about 4 years since.
- 4.—They have to account to me for the amount of letters they receive.
- 5.—The Post Master General directed them to tax two pence on each letter as a remuneration for their trouble, and I should suppose the yearly amount to be as follows; Mrs. Coleback, twenty shillings; Mr. J. Cox, ten shillings; Col. Kent has not used his privilege of taxing as yet; they have not the privilege of franking, nor do they receive their letters or papers free.
- 6.—I send their accounts once a quarter, which are to be paid three months after receiving them, but punctuality in this is seldom complied with.
- 7.—I am not aware of any.
- 8.—I have no connection with any Post Office except the General Post Office, and the Way Offices referred to in the following Table :

No. 17.

No. 17.

Samuel Moor, Gay's River.

SAML. MOOR, Esq., Post Master at Gay's River, (a Way Office.)

GAY'S RIVER, TRURO ROAD,
2nd April, 1841.

Answer to Second Post Masters' Circular.

[To Second Post Masters' Circular.]

4 & 5.—The whole amount of the Franking Privilege I enjoy, is about nine shillings.

Way Offices or places of deposit for letters not regularly established as Post Offices, with which the Office at Gay's River exchanges Mails.	Its distance in miles from each of said Offices.	Rates of Postage charged to each of said Offices.	No. of Mails exchanged weekly with each of said Offices.
Middle Musquodoboit, Mrs. Coleback,.....	10	None.	One.
Upper Musquodoboit, Lt. Colonel J. Kent,	18	None.	One.
Upper Stewiacke, Mr. John Cox,.....	30	None.	One.

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9.—The three Way Offices that I am connected with are served by a Courier, who commences his route at Hill's tavern at Lower Stewiacke, on the great Post road between Halifax and Pictou, when the Mail arrives at that place, on Thursday morning, and proceeds to the Post Office at Shubenacadie, 4 miles; from thence to the Post Office at Gay's River, 7 miles; here he receives the Mails for the Upper and Lower Musquodoboit and Upper Stewiacke, and from thence to the place of starting, in all about a circuit of 60 miles; this he performs in the summer in one day, and in winter in a day and a half, sometimes on horseback, and at others in a carriage, as the roads permit.

10.—There are none to my knowledge.

11.—The Post Master General both pays and regulates the Couriers, as far as I am acquainted.

12.—The Courier who travels this circuit from Gay's River, viz. through Musquodoboit, Stewiacke, and Shubenacadie, receives £40 from the Deputy Post Master General, which sum is drawn from our Provincial Treasury. This is the only Courier of whom I have any knowledge.

No. 18.

John Cox,
Stewiacke.

No. 18.

JOHN COX, Esq., Post Master at Stewiacke, (a Way Office.)

Stewiacke, 18th March, 1841.

Answer to Second Post Masters' Circular.

[To Second Post Masters' Circular.]

1.—During the seven or eight years that I have kept the Post Office here, your letter is the first I ever received free of Postage; packages and newspapers I never received free, which I consider is owing to their never having been directed to me as Post Master; and although I have never availed myself of the Franking Privilege in sending letters, &c., yet I have ever considered it a privilege and available whenever it should suit my purpose.

2.—The keeping of the Post Office is not unattended with a considerable degree of care and trouble, and considering the Franking Privilege granted me as remuneration (in part) for that trouble, I would be unwilling to give it up for nothing; yet would be satisfied with a small compensation, say £4.

No. 19.

John Ross,
Truro.

No. 19.

JOHN ROSS, Esq., Post Master at Truro.

TRURO, COLCHESTER COUNTY,
17th December, 1840.

It is matter of complaint that the present rates of Postage are much too high, and it is my own opinion that a uniform rate of Postage, if fixed at a proper medium, would not only augment the revenue and render the management much easier than at present, but also relieve the internal correspondence of the country from what many now consider an exorbitant and onerous tax; perhaps four-pence per half-ounce would not be too low for all letters passing in and between the Lower Provinces, viz. Nova Scotia, New Brunswick and Prince Edward's Island, but subject to one or two additional

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rates of Postage if sent to or received from the Canadas or Newfoundland. The following table may perhaps give a better idea of what I mean.

On letters passing in and between Nova Scotia, New Brunswick and Prince Edward's Island,...	4d. per ½ oz.
Letters passing in Canada,.....	4d. per ½ oz.
Letters passing from Nova Scotia, New Brunswick and Prince Edward's Island to Newfoundland and Canada, and vice versa, two rates of Postage,.....	8d. per ½ oz.
Letters from Canada to Newfoundland, and vice versa, three rates of Postage,.....	1s. 0d. per ½ oz.
All letters from the United Kingdom to the British North American Colonies, and vice versa, are now taxed four rates of Postage,.....	1s. 4d. per ½ oz.

There appears to exist a diversity of opinion as to the propriety of taxing newspapers with Postage; for my own part I cannot conceive any cogent reason why they should have been exempted from a moderate tax, simply for transmission, based upon the same principle as other Postages; packages to be addressed to such agents as the publishers might nominate, who on receipt of the same should pay the Postage. I look upon the manufacture and vending of newspapers simply as an article of commerce, and as such they should be subject to such customs and regulations as exist between the manufacturer and the consumer,—the latter of course paying for the cost of transmission through the merchant or agent, as well as for the amount of labor and capital employed in the production. The Government ought to afford every facility to the transmission of printed intelligence, but there its duties, in my opinion, ought to terminate; some such regulation would relieve country Post Masters from the most troublesome part of their duty, by relieving them from the repeated calls and at the most unseasonable hours, for the delivery of individual newspapers, a service which, in my opinion, ought to be performed by the agent of the publisher, and not, as is now the case, by any Officer in the employ of the Post Office Department.

As regards the remuneration of the Officers of the Department I am free to confess that I do not consider they receive anything like a fair compensation for the service they have to perform; for instance, this Office (as will appear by the return made by order of the Deputy Post Master General of Nova Scotia on the 4th instant, and intended for the information of the Commission,) exhibits an average salary for the last three years of £18 7s. 6d.: for this sum I receive the Halifax Mails twice in each week at the early hour of four or five o'clock in the morning, and immediately despatch three different Couriers from this Office with Mails made up at this Office; I also receive the Canada and New Brunswick Mails, twice in each week, always at night and very frequently between two and five o'clock in the morning, as well as the return Mails from Pictou, Tatamagouche and Londonderry.—I have built a house at a considerable expense and fitted it up for the sole accommodation of the Mails. I furnish fuel, candles and wrapping paper, time and wax, with my own continued attendance at every hour of the day, and frequently at night to people living at a distance in the country, and who cannot well be refused, unless prepared to suffer the odium of being disobliging and austere as a Public Officer, and thereby give some pretence of complaint to many who are always ready to magnify every thing into a grievance.

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The amount at present derived from this Office is not more than sufficient to cover the rent, fuel and stationery for the Office; in the hope, however, that at some future day the Government would see the justice of making a fair allowance for the Offices on the main route between Halifax and the Canadas, I have continued to hold the Office at a great sacrifice, and I have every confidence that the Commission now sitting will do us ample justice.

16th March, 1841.

[To Third Post Masters' Circular.]

- 1.—To the General Post Office Halifax quarterly, and in the usual form.
- 2.—None; I exchange Monthly Sheets with the Pictou and Amherst Offices.
- 3.—There are two Way Offices or places of deposit which account to this Office, viz. Londonderry and Tatamagouche; the former in charge of Mr. Joseph Crowe, and the latter in that of Mr. Wm. McConnell. They were appointed by the Deputy Post Master

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cular.

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General at Halifax previous to my appointment to this Office; although there was no Mail exchanged between Tatamagouche and this Office until the summer of 1838.

- 4.—No authority whatever.
- 5.—Mr. Crowe receives two-pence per letter for each letter sent from hence to his Office, and Mr. McConnell three-pence per letter sent to his Office; these perquisites do not in my opinion exceed the yearly value of £5 to each of these Offices.
- 6.—Quarterly. Messrs. Crowe and McConnell account to me for the forward Postage sent from this Office only; the amounts thus received appear in my quarterly account rendered to the General Post Office, under the item of unpaid Postage received from Halifax, Pictou, and Amherst or Cumberland. The letters paid and sent from these Offices appear in my account as if paid at this Office. All letters addressed to this Office and not forwarded are considered Way Letters, and appear as such in my accounts.
- 7.—None.
- 8.—See following Table:

Post Offices and Way-Offices or places of deposit for letters not regularly established as Way-Offices, with which the Office at Truro exchanges Mails.	Its distance in miles from each of said Offices.	Rates of Postage from each of said Offices.	No. of Mails exchanged weekly with each of said Offices.	REMARKS.
Halifax,	60	5d.	Two.	
Pictou,	40	4	Two.	
Amherst,	64	5	Two.	
Londonderry (Way Office,)	14	2	Two.	
Tatamagouche, (Do.)	26	3	One.	

9.—Truro is situated on the main Post road between Halifax and Pictou, 60 miles from the former and 40 from the latter. The Canada and New Brunswick Mails branch off at this Office and proceed to Amherst, 64 miles distant. The Londonderry Post Office or place of deposit is on this route, 14 miles from this Office. The Mails from Halifax to Truro and Pictou are conveyed in two-horse waggons, and travel at the rate of 5 miles per hour, including stoppages; those to Amherst are carried in the same manner, and travel at the same rate. The Mail route to Tatamagouche is a cross-road communication; Mails are carried either on horseback or in a vehicle, at the option of the Courier, who is not bound to any particular time so as he returns in time to meet the other Couriers at this Office.

10.—None that I am aware of.

11.—I am the contractor for the Sunday's Mail from this Office to Amherst; I possess no power whatever as to times of starting, rate of travelling, &c. &c.

12.—I receive from the General Post Office, Halifax, £220 currency for the service on the Amherst route.

No. 20.

No. 20.

J. CROWE, Esq., Post Master at Londonderry, (a Way Office.) J. Crowe, Londonderry.

LONDONDERRY, COLCHESTER COUNTY,
25th March, 1841.

[To Third Post Masters' Circular.]

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cular.

- 1.—I do not account to the General Post Office at Halifax direct; I account to the Truro Office quarterly, and make returns of letters on hand and letters refused, if any.
- 2.—The letters for Economy I forward to the Post Master there; he is accountable to me, and I am accountable to Truro for the whole I collect from him quarterly; I have no instructions to add any Postage from my place to Economy.
- 3.—There are no Way Offices or places of deposit for letters, but the one above mentioned.
- 4.—I have no authority over any Office but the one above, which I hold accountable for the letters I forward to it.
- 5.—The one above alluded to was appointed, I believe, by the Deputy Post Master General, the same as myself. I know of no remuneration he gets for his service excepting his Franking Privilege and free letters.

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6.—I am accountable to the Truro Office for all the Postage this way, and the Economy Office to me for the letters belonging to his quarter, as above described.

7.—I am not aware of any Office existing within my bounds but the one.

8.—None but the one as marked in the following Table:

Post Offices and Way-Offices or places of deposit for letters not regularly established as Post Offices, with which the Office at London-derry exchanges Mails.	Its distance in miles from each of said Offices.	Rates of Postage charged to each of said Offices.	No. of Mails exchanged weekly with each of said Offices.	REMARKS.
Truro,.....	18	2d.	Four.	You will understand that the Courier always calls at my place on Thursday morning and Sunday morning, on his way from Halifax, and returns on Friday and Monday.
Economy, (Way Office,)...	20	none.	Two.	

9.—The Courier travels with a waggon, at the rate of about five miles per hour; he has plenty of time to return before the N. B. Mail returns.

10.—There are none within my knowledge.

11.—My control over the Courier at my place is, to see that he starts regularly and returns before the General Mail returns, and if he does not give general satisfaction, I may dispense with him and employ another.

12.—The amount of salary is £22 10s. yearly, which sum is paid by the Post Master General, Halifax.

No. 21.

No. 21.

J. G. PURDY, Esq., Post Master at West Chester, (a Way Office.)

WEST CHESTER, COLCHESTER COUNTY,
15th March, 1841.

[To Third Post Masters' Circular.]

1.—This being a Way Office, no accounts are kept with any other, but way letters are transmitted to the nearest Office.

2.—None.

3.—None.

4.—None.

5.—Cannot tell.

6.—Cannot tell.

7.—No.

8.—See following Table :

Answer to Third Post Masters' Circular.

Post Offices and Way-Offices or places of deposit for letters not regularly established as Post Offices, with which the Office at West Chester exchanges Mails,	Its distance in miles from each of said Offices.	Rates of Postage charged to each of said Offices.	No. of Mails exchanged weekly with each of said Offices.
Truro,.....	35	.....	.....
Amherst,	29	.....	.....

9.—Cannot tell.

10.—Cannot tell.

11.—None.

12.—Cannot tell.

Mail bags might not be so much exposed, and there would be more comfortable convenience for travellers.

2.—As to the amount of correspondence sent otherwise than by Mail, I could not state; the practice of so doing is most prevalent from here to Halifax and St. John, the reason for which is no doubt to save the Postage.

3.—The present rates of Letter Postage are thought by some to be high; but taking a general view of them I think they could not well be reduced, unless the deficiency that would occur could be made up in some other way.

4.—If the rates of Letter Postage were reduced, I am of opinion that it would not increase the correspondence near enough to make up the deficiency that would occur.

5.—The system of charging letters by weight, through the Colonies, I do not think would be advantageous, if substituted in lieu of the present mode.

No. 22.

No. 22.

J. W. Smith, Amherst.

J. W. SMITH, Esq., Post Master at Amherst.

AMHERST, CUMBERLAND COUNTY,
11th March, 1841.

[To Second General Circular.]

1.—I think an improvement might be made in the conveyance of the Mails, by substituting more fit and proper carriages than are at present used, whereby the

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6.—The charge at present made on newspapers printed in Halifax and St. John, and sent by Mail to country subscribers, is 2s. 6d. each paper yearly; and I am informed the amount derived from them does not go into the Post Office revenue.

7.—Proprietors of newspapers I think have a claim for the transmission of their papers free of Postage, under the present mode of the application of the Postage derived from them; but not if it went to enhance the Post Office revenue.

11th February, 1841.

[To Second Post Masters' Circular.]

4.—The yearly value in money of my Franking Privilege as regards letters sent and received, I would value at about £3.

5.—For compensation for the loss of the privilege of Free Postage, I would be willing to take the sum of £3.

Answer to Second Post Masters' Circular.

11th March, 1841.

[To Third Post Masters' Circular.]

1.—The Office under my charge accounts quarterly with the General Post Office at Halifax.

2.—No accounts whatever from other Offices are rendered to this Office.

3.—There are no Way Offices or places of deposit for letters which account to this Office.

4.—I have no particular authority over any.

5.—I know of no remuneration received by any Way Office from the Post Office Department; their privilege, if any, I believe must be very small.

6.—No accounts received from any.

7.—I am not aware of the existence of any.

8.—See following Table:

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Answer to Third Post Masters' Circular.

Post Offices and Way-Offices or places of deposit for letters not regularly established as Post Offices, with which the Office at Cumberland exchanges Mails.	Its distance in miles from each of said Offices.	Rates of Postage charged to each of said Offices.	No. of Mails exchanged weekly with each of said Offices.	REMARKS.
Halifax,.....	124	9d.	Two.	These are all regularly established Offices. The distances in miles are as near as I can give. The Mails from Prince Edward's Island in summer come by Pictou by the Steamboat, but in winter by Cape Tormentine.
Pictou,.....	75	8	One.	
Truro,.....	60	5	Two.	
Wallace,.....	37	4	One.	
Parrsboro',.....	36	4	One.	
St. John,.....	146	11	Two.	
Miramichi,.....	126	11	One.	
Fredericton,.....	150	11	Two.	
Dorchester,.....	26	2	Two.	
Prince Edward's Island, } from December to May, }	70	4	One.		There are two Way Offices between Cumberland and Dorchester, one at Jollicure, and one at Sackville, which the Courier calls at to leave papers, &c., and to receive letters to take to Cumberland or Dorchester to be mailed.

9.—The Mail service is performed on all the routes by two and four-wheeled carriages in summer, and in winter on sleighs.

10.—I know of no Way Offices exchanging Mails with each other.

11.—I have no more power over the Couriers than to see that they attend to their duty, and the regular time of starting.

12.—The remuneration of the Couriers I believe is paid by the General Post Office at Halifax according to the distance they travel.

11th March, 1841.

Besides making some short replies to the queries in the letters received from you, I would beg to state, that the Post Office in Cumberland which I have the honor to keep, is the one that the Mails from the Canadas and New Brunswick exchange at, with the Mail from Halifax; where they meet twice a week, at the regular hour 10 o'clock, P. M.; but in the

winter season when the travelling is impeded by bad roads, they arrive at all hours of the night, which causes much more inconvenience. I frequently have to wait from 12 to 24 hours for their arrival after the regular hour. Mails are made up at this Office through the winter for ten different Offices, and in summer for nine, the Mail for Prince Edward's Island in summer not coming this route. The business done in this Office is principally forward Postage, on which no benefit is derived. From the commission of 20 per cent. on money received in this Office I do not receive more, one quarter with another, than the small sum of £20 per annum, which is but a very small compensation for the duty required to be done by me; I have stated to the Post Master General in Halifax that I could not think of continuing in the Office much longer, if I could not be better remunerated for my services, as I do not consider myself half paid for the duties I am required to perform.

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No. 23.

26th March.

JOHN HUESTIS, Esq., Post Master at Wallace (a Way Office.)

(U.) No. 23.

WALLACE, CUMBERLAND COUNTY,
8th May, 1841.

John Huestis,
Wallace.
Answer to
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cular.

[To Third Post Masters' Circular.]

1.—I account quarterly to the Post Office at Halifax, viz: 5th January, 5th April, July and October, and pay over the net proceeds to the Deputy Post Master General, after deducting 20 per cent commission. The accounts are made up on Monthly Sheets and transferred to the Balance Sheet, with an Abstract signed in duplicate.

2.—There are no regularly established Post Offices that account to me.

3.—The Way Office or rather the place of deposit at Pugwash, accounts to me quarterly; the Office is in charge of George Bergman, Esq., appointed by the Deputy Post Master General.

4.—I exercise no control over this Officer, further than collecting payment quarterly. Any complaints must be made to the Deputy Post Master General.

5.—George Bergman, Esq. receives 20 per cent. out of the net proceeds; his commission for the last 4 quarters amounts to £6 13s. N. S. currency. I know of no other emoluments except the Franking Privilege, and cannot say what that is worth. I should suppose the whole yearly value, including commission, might be about ten pounds to him.

6.—The accounts of the Office at Pugwash are rendered to me quarterly, and do not affect or interfere with my quarterly accounts to the General Post Office at Halifax; as the bag comes direct from Halifax, Pictou and Amherst to this Office, out of which I select what goes to Pugwash, (the whole amount being charged from the different Offices to this Office,) and for which I am accountable, and pay into the Post Office at Halifax quarterly, after deducting 20 per cent. from the net proceeds. There is no additional Postage charged from this to Pugwash, the distance is ten miles, (nor is there any Way Postage charged.) I am not aware of any Way Offices which account to Way Post Masters.

7.—See following Table:

Post Offices and Way Offices or places of deposit for letters not regularly established as Post Offices, with which the Office at Wallace exchanges Mails.	Its distance in miles from each of said Offices.	Rates of Postage charged at each of said Offices.	No. of Mails exchanged weekly with each of said Offices.
Halifax,.....	120	9d.	One.
Pictou,.....	42	4	One.
Amherst,.....	42	4	One.
Pugwash, (Deposit),.....	10	No additional Postage.	One.

9.—The Couriers travel mostly in waggons with two horses, except in the spring and fall, when the badness of the roads compels them to go on horseback; they travel about 5 or 6 miles per hour. I am not speaking of the travelling on the main roads from Halifax to St. John, as I believe there they travel from 7 to 8 miles per hour.

10.—I know of no Way Offices which exchange Mails with each other.

11.—I have no control over the Couriers further than to see that they do their duty faithfully; any complaints against them are generally made to the Deputy Post Master General at Halifax.

12.—The Couriers are paid by the Deputy Post Master General, or by his orders out of the funds of the Office here; and when that is not sufficient, they draw on the Deputy Post Master General for the balance.

No. 24.

No. 24.

W. McCONNELL, Esq., Post Master at Tatamagouche, Colchester County, (a Way Office.)

W. McConnell,
Tatamagouche

TATAMAGOUCHE, COLCHESTER COUNTY,
2nd April, 1841.

[To Second and Third Post Masters' Circulars.]

1.—The Post Office under my charge accounts with the Post Offices at Pictou, Truro and Wallace each quarter, beginning on the 5th of January; the Post Masters send their accounts, and I remit them the sum; I keep a check book of all letters received from each Post Office.

Answer to Se-
cond and Third
Post Masters'
Circulars.

2.—There are no accounts of any regular Post Office furnished to me.

3.—There is no Way Office or place of deposit for letters that accounts with me.

8.—See following Table:

Post Offices and Way Offices or places of deposit for letters not regularly established as Post Offices, with which the Office at Tatamagouche exchanges Mails.	Its distance in miles from each of said Offices.	Rates of Postage charged to each of said Offices.	No. of Mails exchanged weekly with each of said Offices.	REMARKS.
Pictou,.....	32	3d.	Two.	The road from Pictou to Wallace is very bad, and also the bridges; it takes the Courier from 10 to 12 hours, including stoppages.
Wallace,.....	12	2	Two.	The road from Truro to Tatamagouche is the worst road in the country that a Mail is carried over.
Truro,.....	29	3	Two.	What I have yearly would not amount to 40s. for my trouble. I receive weekly about 30 newspapers, and the amount of letters may be £15, and I only receive the 20 per cent, which will not pay for paper.

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9.—The route from Pictou to Wallace is through Tatamagouche; the Mail is carried in a waggon in summer, and in a sleigh in winter; in the spring and fall on horseback.

11.—I have no control over the Couriers.

12.—The Courier from Pictou to Wallace, a distance of 44 miles, receives £65 currency; the Courier from Truro to Tatamagouche, a distance of 28 miles, receives £40; they are paid by the Post Master General, Halifax.

No. 25.

No. 25.

D. Ross, Earl- D. Ross, Esq., Post Master at Earltown, (a Way town. Office.)

EARLTOWN, COLCHESTER COUNTY,
1st April, 1841.

Answer to Third Post Masters' Circular.

[To Third Post Masters' Circular.]

1.—My Office accounts to the Office at Pictou, quarterly.

2.—There are no accounts of any regularly established Post Office rendered to my Office.

3.—There are three Way Offices on the route for the deposit of letters, not regularly established as Post Offices, viz: Murdoch McKenzie's, Angus McKay's, and James McLeod's, appointed by myself.

4.—The nature and extent of my authority over the Way Office Post Masters is, that they render an account to me of letters left in their charge.

5.—Each of them is remunerated by 2d. on each letter; average of yearly value of each of his emoluments of every description, about 5s.

6.—Their accounts are rendered generally weekly.

7.—No Way Offices exist which render any accounts to the Way Offices or Post Masters.

8.—Exchange of no Mails by the way.—See following Table:

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Post Offices and Way-Offices or places of deposit for letters not regularly established as Post Offices, with which the Office at Earltown exchanges Mails.	Its distance in miles from each of said Offices.	Rates of Postage charged to each of said Offices.	No. of Mails exchanged weekly with each of said Offices.
None,	Earltown to McKenzie's, 6 miles; McKenzie's to McLeod's, 6 miles; McLeod's to McKay's, 3 miles; McKay's to Pictou, 10 miles,—Total 25 miles.	2d.	One.

9.—Mail service performed by the Courier generally on horseback, sometimes on foot, in consequence of difficult roads, rate from 4 to 5 miles an hour.

10.—No exchange of Mails between the Way Offices.

11.—No Couriers in my neighborhood, my time of starting Friday morning.

12.—No Courier under my control, myself being Courier and Post Master in Earltown, paid by the Post Master of Pictou.

No. 26.

No. 26.

J. C. Nash, River John.

J. C. NASH, Esq., Post Master at River John (Way Office.)

River John, Pictou County, April, 1841.

Answer to Second and Third Post Masters' Circulars.

[To Second and Third Post Masters' Circulars.]

Post Offices and Way-Offices or places of deposit for letters not regularly established as Post Offices, with which the Office at River John exchanges Mails.	Its distance in miles from each of said Offices.	Rates of Postage charged to each of said Offices.	No. of Mails exchanged weekly with each of said Offices.	REMARKS.
Pictou,	20	2d.	Two.	There is not any regularly established Post Office in this place, but all the letters and newspapers which I receive come free of Postage, and might average in number annually 550 letters and 10 weekly newspapers regularly, besides casual ones. I would be willing to take ten pounds currency in compensation for the loss of my present Franking Privilege, having regard as well to letters and papers sent as received. The rate at which our present Courier travels can scarcely be stated, as he is always in such a state of intoxication as to be utterly incapable of attending to his business. He drives a sort of waggon in which he has sometimes from 4 to 6 passengers, and by the time he reaches this station he is generally in such a state of intoxication that the passengers are obliged to take the reins in their own hands. I cannot conceive how he manages to make out the rest of the journey; we cannot divine the reason why such an individual is retained, when so many better qualified in every respect would be thankful for the situation. Complaints are lodged against him from time to time, but still he retains his post.
Wallace,	26	2d.	Two.	

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A. P. Ross, Esq., Post Master at Pictou.

PICTOU, PICTOU COUNTY,
11th March, 1841.

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A. P. Ross,
Pictou.Answer to Second
General Circular.

[To Second General Circular.]

1.—I have no suggestions to offer for the improvement of the internal Post communications of this Province; those contemplated between Pictou and Halifax for the ensuing season will, in my opinion, give ample satisfaction. I am not sufficiently acquainted with the land route between this and the United States, to offer an opinion whether it could be improved or not; but am of opinion that too long a time elapses in transmitting American letters to and from the lines by the Couriers in this and the other Provinces. When practicable the transmission of letters would be much facilitated by forwarding the Mails direct from Boston by the Steamers to Halifax; as this can be accomplished only twice a month in the summer season, I think on other occasions, it would be an improvement during the same season, to send the Mails to St. John by the chain of steam communication which connects Boston and that City.

2.—I am of opinion that upwards of two-thirds of the correspondence between Pictou and Halifax is sent otherwise than by Mail. I attribute this to the rate of Postage between this place and Halifax, viz: 7d. for a single letter and 1s. 2d. for a double letter, but more particularly to the facility afforded by the number of passengers passing and re-passing in the conveyance that carries the Mails. I can afford no information on this subject as to other routes.

3.—I think the rate of Postage in this Province high, and that it might be reduced with advantage to the public, as also to the Post Office revenue. I am impressed with the belief that it would be advisable to have only two rates of Postage, viz: a charge of two-pence on all letters not carried a distance exceeding 50 miles, and a charge of four-pence on any carriage exceeding that distance to the remotest parts of the Province.

4.—I am of opinion that such a reduction as I have suggested would greatly increase the correspondence by Mail, as it would induce very many persons to send their letters by Mail at a reduced rate of Postage, who now take very great pains to discover private conveyances, in order that they may save the Postage; I also think the reduced rate of Postage would greatly increase the amount of correspondence.

5.—I do think the system of charging letters by weight (as now practiced in the United Kingdom) would be preferable to rating by single and double Postage, as is now the practice in this Province.

6.—I have understood that the Deputy Post Master General in this Province charges the various proprietors of papers in the Province £10 per annum for every 100 papers transmitted yearly by them through the Post Office. I neither consider the rate nor the mode of payment objectionable; few periodicals pass through this Office, and those that do are sent free of Postage.

7.—I can see no claim that proprietors in British North America, of newspapers or other periodicals, have on the public service for the transmission of the same free of Postage; the bulk and weight of newspapers transmitted by Mail are in my opinion ten times

greater than the bulk and weight of letters transmitted by the same conveyances, and give infinitely more trouble to the Department. Why this service should be performed free of charge, I cannot possibly divine. I would respectfully suggest that the proprietors of the various Provincial Journals should be required to have agents in the particular Towns to which they send their papers, and that these agents, and not the Post Master, should be called upon to distribute their papers. Considerable delay often happens in delivering letters after a Mail arrives, from the time necessarily taken in assorting the newspapers, particularly in the winter season, when, from the papers being put up damp, they continually come to the Office frozen in a solid mass.

I am of opinion that if an extensive reduction is made in the rates of Postage, it would be advisable to obtain a Provincial Statute to prohibit, under certain restrictions, parties from carrying letters to and from particular places:

16th March, 1841.

[To Third Post Masters' Circular.]

1.—The Post Office under my charge accounts directly to the General Post Office, Halifax. Quarterly accounts are rendered on the 5th January, April, July and October; Monthly Sheets are forwarded each quarter to the Halifax Office, containing an account of all the unpaid, paid, and forward Postage received at and sent from this Office.

2.—There are no accounts of any regularly established Post Office rendered to this Office instead of the Halifax Office.

3.—There are seven places of deposit for letters in this County, viz. New Glasgow, in charge of Mr. John McKenzie; Upper Settlements, East River, in charge of Mr. Munro; Merigomish, in charge of Mr. R. S. Copeland; Arisaig, in charge of Mr. Angus Gillis; West River, in charge of Mr. Duncan Cameron; River John, in charge of Mr. James C. Nash; and Tatamagouche, in charge of Mr. William McConnell. They have, with the permission of the Post Master General, all been appointed by me within the three or four last years.

4.—I send from this Office letters addressed to individuals living in the neighborhood of the foregoing Offices of deposit. I charge nothing but the Postage on the letters, as it has been charged to me, and once a quarter they account to me for the same. I have no authority over the individuals so appointed but what is implied in the foregoing answer.

5.—The Post Masters at Tatamagouche, River John, Merigomish and Arisaig are allowed to charge 2d. on all letters they deliver as sent from this Office, as a remuneration for their trouble in taking charge of and delivering such letters. The Post Masters at New Glasgow, Upper Settlement, East River, and West River, only charge 1d. The situations are accepted of more as a convenience to the settlement than for any other reason. The emolument to the Post Master in New Glasgow may possibly amount to £5. None of the others exceed half that sum.

6 & 7.—The answers foregoing are a reply to these questions.

8.—I exchange Mails only with the following regularly established Post Offices, viz. Halifax, Truro, Antigonish, Prince Edward's Island, Wallace, Cumberland and St. John. A few trifling Mails were exchanged with the Quebec Office, viz. the Unicorn, during the last summer.

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Answer to
Third Post
Masters' Circular.

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Post Offices and Way Offices or places of deposit for letters not regularly established as Post Offices, with which the Office at Pictou exchanges Mails.	Its distance in miles from each of said Offices.	Rates of Postage charged to each of said Offices.	Number of Mails exchanged weekly with each of said Offices.	REMARKS.
		s. d.		
Halifax,.....	100	0 7	Two.	
Truro,.....	40	0 4	Two.	
Antigonish,.....	50	0 4	One.	
P. Ed. Island, { summer,..	40	0 4½	One.	
{ winter,..	100	1 0	One.	
St. John,.....	235	1 0	One.	
Cumberland,.....	85	0 8	One.	
Wallace,.....	40	0 4	One.	
Quebec,.....	1 8	Uncertain.	

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9.—The Mails sent to the foregoing Offices (excepting Prince Edward's Island) are in summer usually conveyed in a wagon, in winter in sleighs. In summer the Mails to Prince Edward's Island are sent by a steamer from Pictou; in winter they are sent by land from Pictou to Cape Tormentine, and are thence conveyed in an ice boat to the Island. The Wallace and Cumberland Offices are served by a Courier who proceeds as far as the latter place to meet the Mail for St. John. The Island Mails in winter are also conveyed to Cumberland by the same Courier who has charge of the Wallace and Cumberland Mails; it is then I believe conveyed to Cape Tormentine by the Miramichi Courier. The Truro Office is served by the Courier to Halifax, and the Antigonish Office by the Courier who conveys the Mail to Cape Breton. The ordinary rate of travelling, including stoppages, is about 4 miles per hour.

10.—I know of no Way Offices which exchange Mails with each other.

11.—I have no control over the Couriers on the routes in my neighborhood; their hours of starting, remuneration, &c., are fixed by the Post Master General.

12.—I, by order of the Deputy Post Master General, pay the Wallace Courier £65. per annum; this, with £20 each, paid to the Earltown and Upper Settlement of East River Couriers, are the only payments I make for such service.

No 28.

No. 25.

J. MCKENZIE, Esq., Post Master at New Glasgow, (a Way Office.)

J. McKenzie, New Glasgow.

NEW GLASGOW, PICTOU COUNTY,
12th March, 1841.

[To Third Post Masters' Circular.]

Answer to Third Post Masters' Circular.

1.—I do not account with the General Post Office, Halifax, but to A. P. Ross, Esq., Deputy Post Master at Pictou, weekly and quarterly, and send a weekly bill of the amount paid to me; also to R. N. Henry, Deputy Post Master at Antigonish, weekly and quarterly, when the Postage on letters is paid to me; and weekly (or as often as letters are received) to Thomas Munro at Hopewell, and to Donald A. Holmes at Springville, both of whom account to me quarterly.

2.—Yes, A. P. Ross, Esq., at Pictou, who sends me his bill weekly and quarterly, and R. N. Henry, Esq., Antigonish, who forwards his bill weekly; both of whom receive their pay quarterly on receipt of their bill.

3.—Yes, Thomas Munro in the vicinity of Hopewell, and Donald A. Holmes, Springville, who were appointed by John Holmes, Esq., M. P. P. and myself, nearly three years since.

4.—I send their respective accounts quarterly, and receive the amount thereof.

5.—They get nothing.

6.—They render no account, receive their bills and are charged by me weekly, and make payment to me quarterly. I make no return of it, as there are no extra charges from Pictou except one penny per letter.

7.—No, not any.

8.—See following Table:

Post Offices and Way Offices or places of deposit for letters not regularly established as Post Offices, with which the Office at New Glasgow exchanges Mails.	Its distance in miles from each of said Offices.	Rates of Postage charged to each of said Offices.	No. of Mails exchanged weekly with each of said Offices.	REMARKS.
Pictou,.....	7	None.	One.	Letters received here are sent to the Post Office, Pictou, except a chance one that may be paid for on Thursday; on those I charge 5d., and account to R. N. Henry, Esq., but it is of rare occurrence that the letters are not sent on before the Courier leaves on Wednesday night.
Antigonish,.....	40	9d.	One.	
Hopewell,.....	8	None.	One.	
Springville,.....	9	None.	One.	

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9.—The Antigonish Courier travels round the gulf shore and leaves the Eastern Mail with me, and then proceeds by Fisher Grant's Ferry to Pictou. The mode of conveyance in the winter is by a sleigh, and a waggon in summer. Donald A. Holmes, the Courier between New Glasgow, Hopewell and Springville, travels on horseback. Each of these Couriers travels at the rate of seven miles per hour.

10.—I am not aware of any.

11.—I take upon myself to give directions to Donald A. Holmes on his route to Hopewell and Springville, and pay him £5 per quarter, but he by no means gives general satisfaction.

12.—None, but Donald A. Holmes, who receives twenty pounds per annum from me, and I am reimbursed that amount by A. P. Ross, Esq.

I would respectfully bring under the notice of the Post Office Commissioners the importance and almost absolute necessity of establishing a branch of that Department in this place, inasmuch as, by the present arrangement, persons resident in this part of the country are obliged to delay a week, or sometimes a fortnight, in answering their correspondents at Halifax and the adjoining Provinces; whereas, if a Courier was appointed to meet the Pictou Mail at what is called the Ten Mile House, answers might be sent by the return Mail from Pictou on Friday morning.

No. 29.

Angus Gillis,
Arisaig.

ANGUS GILLIS, Esq., Post Master at Arisaig, (a Way Office.)

No. 29.

ARISAIG, SYDNEY COUNTY,
30th March, 1841.

[To Third Post Masters' Circular.]

2.—None.

3.—None.

4.—None.

5.—None.

6.—None.

7.—The Office under my charge is a Way Office for the delivery of letters sent to me, and letters lodged with me are forwarded without any tax being made by me on them. This occurs once a week, as the Courier from Pictou passes and returns on Wednesdays and Fridays. Pictou is 28 miles from this Office, and Antigonish 17.

9.—None.

10.—None.

11.—None.

12.—I cannot tell.

No. 30.

ROBT. N. HENRY, Esq., Post Master at Antigonish.

ANTIGONISH, SYDNEY COUNTY,
21st December, 1840.

The revenue of this Office is steadily increasing, notwithstanding that a reduction of 2d. a letter was a few years ago made on letters between it and Halifax. I do not think that the recent reduction of Postage on letters to and from Great Britain will materially affect the amount of the revenue.

I am remunerated by a commission of 20 per cent. on the net proceeds, which at present amounts to £36 per annum, Nova Scotia currency; an allowance of £4 per annum is made for Office rent.—The net proceeds, which amount to about £160, are paid to the Post rider from Pictou; who is allowed besides £40 a year by the Legislature.

In the summer months the Mails for Halifax and Pictou are forwarded twice a week from this place, but a return Mail is received only once. I have been informed that next summer we may expect a regular exchange of Mails twice a week.

The improvement of the Post roads is of the first importance, and requires the attention of Government in particular, to have the roads laid out in proper directions, altered and made. In this eastern part of the Province we have no roads which would enable the Post riders to travel at a greater speed than five miles an hour. The road between Pictou and this place requires many alterations to avoid hills; one alteration has been laid out and a good level line of road ascertained, by which ten miles will be saved out of 28, and thus reduce the distance between this Office and Pictou at least 10 miles, and have a much better line of road.

The Post road from this place to Plaister Cove, Cape Breton, is so bad that the Mails are frequently too heavy to be carried on horseback with the rider; for twenty miles of the road, he with much difficulty carries the Mails in a small gig, made for the purpose, but the remainder of the road he has to carry the Mails on horseback and to drive them before him. The whole distance is nearly 40 miles.

On the first establishment of a Mail from this Office to Cape Breton, four ferries had to be crossed, which made the conveyance of the Mails dangerous, and often attended with great delay. Mr. Howe, the Deputy Post Master General, represented the difficulties attending the forwarding the Mails to the Legislature, and a small sum was granted to explore a new line; accordingly, a new line of road was found that would shorten the distance to the Gut of Canso 10 miles, and by which three ferries would be avoided; for some years grants were made by the Legislature to open up this road, and about 10 miles have been made passable, by which two ferries are avoided. The ferry at which the Mails are passed over to Cape Breton, is near to the north entrance of the Gut of Canso; it is exposed to the north-west winds, and when it blows fresh in this direction, the Mails are detained for days until it moderates; in the winter, the same place is often impassable from floating ice, or ice lodged in the passage. If the new line of road was laid out, it would come out in the Gut of Canso near to McNair's Cove, and opposite the small village of Ship Harbor, called Hawkberry; at this place the ferry would not be subject to any of the impediments mentioned. If reference be made to a map of this Province the matter will be easily understood, and the advantages of the new line made conspicuous.

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R. N. Henry,
Antigonish.

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The Members of the Legislature from Cape Breton are most anxious to have the road improved; but if they allowed any of the quota of the money allowed for Cape Breton to be expended on it, their constituents would murmur. In the same way, the Members of this County would willingly contribute to so important an end, but cannot afford a sum sufficient to make so long a line of road; hence it becomes necessary that Government should take the matter into their own hands, and have a sum of money appropriated by the Legislature for the purpose, adequate to the accomplishment of so very desirable an object.

This County is small, superficially considered, but it is very populous, and has more roads intersecting it than any other County in the Province. The great roads are of the first importance, but still the cross roads are of great convenience in facilitating the settlement of the County. The County being small, it is placed on a low scale in the subdivision of the money by the Legislature; at the same time, I have reason to think that in this County there are a greater number of miles of Post road than in any other County in the Province, Halifax excepted; on making the computation I find them to be nearly 130 miles.

16th March, 1841.

Answer to Second General Circular.

[To Second General Circular]

2.—As far as my information extends, there is not a great amount of letters sent by private hands; persons in business prefer sending their letters through the Post Office as affording a more secure, certain and expeditious delivery. Letters for the most part sent by private conveyances are such as the parties would hardly put their correspondents to the expense of Postage for. The people of whom I can form an estimate are not parsimonious as regards payment of Postage.

3.—The present scale of Postage is reasonable and not complained of. Between Offices in the Eastern section of the Province (with the exception of letters between this Office, Arichat, and Sydney) the only tax imposed on letters is a gratuity of two-pence to each Post Master through whose hands the letters pass, without any regard to the distance there may be between the Offices.

4.—A reduction in the rates of Postage would no doubt increase the amount of correspondence; but I question if it would do so to any very great extent. If the Postages be reduced, some other fund would be required for some time to pay the Couriers and others, as I am certain for a length of time the revenue would be less; it has been increasing slowly but regularly. Mr. Howe some time ago reduced the Postage to this Office from Halifax from 11d. to 9d. on single letters; this reduction at the time made a sensible reduction in the aggregate amount of Postage; the revenue has since increased, until the recent reduction was made as regards letters received by Her Majesty's packets from Great Britain, and also letters to go by the packets forwarded to Halifax, which were formerly Post-paid to Halifax; this alteration has again caused a decrease in the amount for the quarter ending the 5th January last. I can, however, observe that there is an increase in the number of letters sent and received.

5.—If letters were charged by weight, it would also have a tendency to lessen the revenue, but would be of

great accommodation to merchants, and increase the amount of correspondence.

6 & 7.—I have understood that 2s. 6d. on each newspaper is paid by the proprietor to Mr. Howe the Deputy Post Master General, less a per centage for supposed bad debts; this item, if I am correctly informed, goes to remunerate the Deputy Post Master General and forms a part of his allowance. I have not heard from those who are newspaper readers any complaints respecting their having to pay this extra charge; they are the persons who eventually bear the burthen. —Newspaper making must be a profitable business in Halifax, when so many establishments not only seem to do well, and some of their owners opulent, but also new establishments are now in progress of being formed. I very much question whether, if the charge was taken off, many more newspapers would be required in consequence of the reduction. I have never heard a single individual complain of the charge except newspaper proprietors, and they are merely the agents to collect and pay over so much of a revenue towards the Post Office Establishment, through which they derive so much aid and accommodation.

16th March, 1841.

[To Second Post Masters' Circular.]

4 & 5.—If the amount of the letters sent and received and newspapers likewise, were now taxed to me, it would amount to £20 per annum. I would not necessarily have to pay all my letters sent; I would therefore accept of £15 per annum in lieu thereof.

18th March, 1841.

[To Third Post Masters' Circular.]

1.—The Post Office under my charge accounts directly with the General Post Office Halifax; the accounts are made up quarterly, viz: Monthly Sheets of the letters sent and received; a general abstract of the same, and an account current.

2.—There are several established Post Offices and Way Offices, that account to the Post Office at Antigonish, and not to the General Post Office, a list of which accompanies this communication. Way-bills are regularly transmitted with the letters to these Offices as well as from them. At the end of each quarter they present their accounts to me, setting forth the amount of unpaid letters received; and of paid letters sent to Antigonish; these accounts are examined and corrected by me. This Office is accountable to the General Post Office, Halifax, for all unpaid letters received from, and paid letters sent to, Halifax, Pictou, Sydney and Arichat.

3.—The following list contains the names of all the Way Offices or places of deposit, and names of Post Masters, &c. who account to this Office. All appointments to Post Offices are either made or sanctioned by the Deputy Post Master General during pleasure.

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Answer to Third Post Masters' Circular.

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List of Post Offices that exchange Mails and account with the Post Office at Antigonish.

Names of Offices.	Date of rendering my Accounts.	Names of Post Masters.	Estimated value of the Franking Privilege.			Estimated value of the gratuity of 2d. allowed to be taxed on each letter.			Total emoluments of each Office.			REMARKS.
			£	s.	d.	£	s.	d.	£	s.	d.	
1. Guysborough,.....	5th January, & corresponding quarters.	R. N. Cutler,....	10	0	0	20	0	0	30	0	0	The estimate is in Nova Scotia Currency.
2. Gut of Canso,.....	Do.	N. Clough,.....	6	0	0	20	0	0	26	0	0	
3. St. Mary's,.....	Do.	H. McDonald,...	5	0	0	2	0	0	7	0	0	
4. L'Ardoise,.....	Do.	A. Brymer,.....	3	0	0	1	0	0	4	0	0	
5. River Bourgeois,.....	Do.	G. E. Bissett,...	0	0	0	0	0	0	0	0	0	
6. Auld's, Gut of Canso,	Do.	A. Auld,.....	1	0	0	0	0	0	1	0	0	This Office was established and a Mail made up for it, by particular request of Mr. Bissett, without any privilege of franking, &c., &c. This Office was established for the particular accommodation of persons on the west side of the Gut of Canso.—Auld has no occasion to avail himself of the Franking Privilege.
7. Tracadie,.....	Do.	Michael Petty,...	2	10	0	2	10	0	5	0	0	
8. Cape St. George.	Do.	R. McEaskrin, (Mail Courier.)	2	0	0	0	0	0	2	0	0	The Courier delivers the letters as he passes through the different settlements. This Office and the two next on the list are more properly under the Pictou Post Office, and therefore I cannot give any idea of their respective emoluments.
9. Arisaig,.....	Do.	A. Gillis,.....	...	...	...	...	...	...	...	...	...
10. Merigomish,.....	Do.	R. M. Copland,	...	...	...	...	...	...	...	...	...
11. New Glasgow,.....	Do.	John McKenzie,	...	...	...	...	...	...	...	...	...

4.—The Post Masters on the foregoing list are considered Deputies to this Office, and expected to attend to any instructions I give them, whether emanating from the Deputy Post Master General or myself.

5.—The Deputy Post Master General allows each of the Post Masters in the foregoing list to tax 2d. on each unpaid letter or paid letter passing through their respective Offices.

I have no data by which I can give a very correct estimate of the emoluments of each Office; however I have placed opposite to each, as nearly as I can make out, the aggregate amount to each.

6.—All accounts connected with the Post Office are made up quarterly.

7.—The Offices above enumerated account to this Office for the amount of forward Postage sent to them from this Office, and with each other in the same way. No Postage has to be accounted for by them, except the forward Postage sent to, and paid letters sent from, their Offices.

8.—I have made out a list marked A. of the established Post Offices with which I exchange Mails.

9.—I have made out a list marked B. which will show the matter required to be explained, in a satisfactory manner.

10.—I am not aware of any information I can give as to this question, that has not been given already.

11.—I exercise a general control and surveillance over all the Couriers that convey Mails to and from this Office; their instructions and bonds oblige them to obey me. The hour of starting is generally contingent on the arrival of the Courier from Pictou, as regards the Mails sent to the eastward of this Office. The Mails for Halifax and Pictou are made up regularly on Tuesday evening during the winter, and on Tuesday and Saturday evenings in the summer. The time they have to travel is in some instances regulated by the Deputy Post Master General, and if in any instance there is an unusual delay, it must be satisfactorily accounted for to me, or I report it to the Deputy Post Master General.

12.—List marked B. gives an account of the remuneration to each Courier, &c.

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A.

List of established Post Offices that exchange Mails with the Post Office Antigonish, and account with the General Post Office.

Names of Post Offices.	Its distance in miles from each of said Offices.	Rates of Postage charged to each of said Offices.	No. of Mails exchanged weekly with each of said Offices.	REMARKS.
Halifax,.....	152	9d. each single letter and so in proportion.	In summer two Mails are sent to Halifax, only one returned. At the same times and same number.	I understand that regulations are about to be made to have two Mails in the week to and from Halifax to Antigonish, summer and winter, to commence 1st May next.
Pictou,.....	52	4d. do.	One Mail sent, one received.	
Arichat,.....	65	5d. do.	Do.	
Sydney, ...	134	10d.		

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B.

List of Mail Couriers' Routes, Distances, &c., from Antigonish, Compensation, &c.

Names of Offices.	Mode of conveyance of Mails.	Whole distance the Courier travels weekly, to and from.	Rates the Mails are carried at per hour.	Amount of remuneration, Halifax Currency.			By whom Paid.
				£	s.	d.	
Pictou,.....	In summer a waggon and 2 horses, in winter a sleigh and 1 horse.	In winter 104 miles, in summer 208 miles.	About 5 miles per hour.	175	0	0	Mr. Howe pays £40 of the sum, and the remainder is paid from the nett proceeds of the Post Office Antigonish.
Gut of Canso,.....	A part of the way in summer the Courier uses a light gig, but the remainder he has to carry it on horseback; in winter he takes a sleigh.	76 miles, and a bad road.	4 miles per hour,...	52	10	0	Mr. Howe.
Guysborough,	Waggon in summer and sleigh in winter, when the roads are bad, on horseback.	68 miles, road mid-dling.	.....	40	0	0	Do.
St. Mary's,	On horseback,.....	68 miles,.....	.....	30	0	0	Do.
Cape George,.....	On foot,.....	48 do. ....	.....	17	0	0	Mr. Howe pays £15, and Way Letters may be worth £2.

No. 31.

No. 31.

H. McDonald, HUGH McDONALD, Esq., Post Master at Sherbrooke, (a Way Office.)

SHERBROOKE, GUYSBOROUGH COUNTY, 7th January, 1841.

Answer to Second General Circular.

[To Second General Circular.]

1.—In reference to the improvement of the internal Post communication of these Provinces and the United States, all that I consider myself justified in stating now is, that were there more money granted by our different Legislatures for the improvement of the roads, some of which are not at present in the best condition, the Post communication would be greatly facilitated. In the part of the Province where I reside the greatest difficulty is sometimes experienced by the Courier, owing to the badness of the roads, and to the smallness of the sum allowed him for his services. The distance from here to Antigonish is 36 miles, and all that is allowed for carrying the Mail on this route is £30, a sum far too small; the difficulties attending it, in the winter months,

when the roads are filled with snow and few persons living near the road to help the Courier to break the road, are very great.

2.—I would say that the amount of correspondence sent otherwise than by Mail is at least equal to the amount sent by Mail, and perhaps considerably greater. The routes by which private correspondence is sent are four,—first, by water to Halifax by a number of coasters that continually run from April to December, carrying letters to and from Halifax to people settled along shore; second, from St. Mary's to Pictou by the East River of Pictou where most of the travelling is from here to Halifax; they take this road and carry letters privately; third, by the Post route to Antigonish many letters are carried by private conveyances; fourth, from St. Mary's to Guysborough many letters are carried by private individuals as they go from the one place to the other; but the greatest amount of private correspondence is carried on by means of the coasters to and from Halifax. The reasons which induce persons to send their letters by private correspondence are, first, to save expense, and secondly, the saving of time.

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Post Offices and Way Offices or places of deposit for letters not regularly established as Post Offices, with which the Office at Guysboro' exchanges Mails.	Its distance in miles from each of said Offices.	Rates of Postage charged to each of said Offices.	Number of Mails exchanged weekly with each of said Offices.
(U.) Antigonish,.....	34	2d.	One.
Canso,.....	30	3	Once a week in summer. Once a fortnight in winter.
Country Harbor,.....	26	3	Do.

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9.—The Mail to and from Antigonish is carried sometimes in a waggon and sometimes on horseback, at the rate of from three to four miles per hour. The Canso and Country Harbor Mails are carried sometimes on foot and sometimes on horseback, at the rate of from three to four miles per hour.

10.—There are none.

11.—I have control over the Canso and Country Harbor Couriers, and regulate their hours of starting and rate of travel, which varies at certain seasons of the year, as these lines of road are in a very bad state; their remuneration is fixed by a grant of our Provincial Parliament.

12.—The Canso Courier receives £22 10s. per annum; the Country Harbor Courier £20 per annum. The said amounts are drawn from the Provincial Treasury by the Deputy Post Master General, and paid by him to me, and by me to the Couriers quarterly.

No. 33.

No. 33.

W. Clough,
Plaister Cove.

W. CLOUGH, Esq., Post Master at Plaister Cove,
(a Way Office.)

Plaister Cove, Cape Breton, 30th Dec., 1840.

I beg to state, that this is a Sub-Office, keeping accounts with Antigonish on the west, and with Judique, Port Hood and Mabou on the north, with River Inhabitant and Arichat on the east; the remuneration of which is 2d. on every single letter not posted, and my own to pass free; but there is no allowance for newspaper postage, stationery or Office rent. Three Couriers meet at this Office; the Western from Halifax, *via* Antigonish; the Eastern from Sydney, bringing the Arichat Mail, which is despatched on the route; and the Western with the Mails from Mabou, Port Hood and Judique; these, by the Post Office arrangement should meet here, and exchange Mails on the evening of Saturday, and in the summer season the arrangement is carried out with tolerable punctuality; at other seasons, owing sometimes to the state of the roads, and at other times to the impossibility of crossing the Strait of Canso, the arrival of the Western Mail is quite irregular, one, two, and sometimes three days out of time. The Courier carrying this Mail has no longer delay at this Office than barely to exchange Mails; I have been instructed to have the Mails in readiness for that purpose and the previous arrivals of the other two Couriers generally are in time to enable me to do it.

The Mails for Sydney are to be delivered there in forty-eight hours after their receipt from this Office. Those for the North are carried at the rate of three miles per hour. There are distributed in this County 106 Provincial newspapers, besides a considerable number from the Old Country, and a few from the

United States; for the Postage of the latter this Office is held accountable. There is a general dissatisfaction expressed, that letters are not transmitted more directly than by the present system; for instance, a letter for Halifax is put into a Post Office, say at Cheticamp; it is sent thence to Marguerite, thence to Mabou, thence to this Office, from here to Antigonish, and then mailed for its ultimate destination, Halifax; each Post Master previous to its reaching Antigonish, charges 2d. A letter from Halifax for Cheticamp, is sent first to Antigonish at a charge of 9d., from whence it is sent here taxed 2d., afterwards on to Mabou where it is also taxed 2d., then to Marguerite when another 2d. is imposed, and at last being forwarded to its destination, the Post Master there receives likewise 2d.

To remedy these causes of complaint, and meet the views of the corresponding part of the population of this country, I would humbly propose that all letters coming from Halifax and beyond, for this County, should be sent to this Office direct, and that letters from the various Offices in the interior of the country for Nova Scotia be sent directly to this Office, and that generally, all Offices within the County correspond directly with all other Offices within the County, and letters from this be sent directly to Halifax; this would considerably increase the labor of this Office, inasmuch as many more accounts would have to be kept. The Post roads throughout the island are improving, under a judicious expenditure of considerable sums of public money.

20th March, 1841.

[To Second Post Masters' Circular.]

4.—The yearly value of my Franking Privilege may be between £4 and £5.

5.—I should be willing to accept £5 yearly, in compensation for the loss of my present privilege of free Postage.

22nd March, 1841.

[To Third Post Masters' Circular.]

1.—The Post Office under my charge does not account directly to the General Post Office at Halifax, but to the Post Office at Antigonish, quarterly, on the 5th of January, April, July and October.

2.—All the Offices in this County with which this Office exchanges Mails, and which are River Inhabitant, Judique, Port Hood and Mabou, render their accounts to this Office, quarterly. Whether these Offices with this one are considered as "regularly established Post Offices" or otherwise, I am at a loss

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to determine; this is, in fact, the Distributing Office for the County; the Eastern and Western Mails are here examined (such as are addressed to this Office), and any letters by either, not for delivery here, are re-mailed and transmitted, this Office accounting to the Office sending for the amount received, and charging any amount that may be sent to the Office addressed. The Offices at Arichat and Tracadie also

render accounts to this Office when they may be debtors; and when otherwise, which is rarely, this Office to either of them.

3.—There are no places of deposit other than Post Offices which account to this Office.

4.—See following Table:

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Post Offices and Way Offices or places of deposit for letters not regularly established as Post Offices, with which the Office at Plaister Cove exchanges Mails.	Its distance in miles from each of said Offices.	Rates of Postage charged to each of said Offices.	No. of Mails exchanged weekly with each of said Offices.	REMARKS.
Antigonish,	40	2d.	One.	} Western. } Eastern. Northern. These should all meet at this Office on the day named, and be despatched with exchange Mails, as speedily as possible; the time required is from half an hour to two hours, but in the Autumn, Winter and Spring, uncertain. The Western Courieris frequently out of time one, two, and sometimes three days, owing to the state of the roads, and the difficulty of crossing the ferry at the Strait of Canso.
Tracadie,	16	2	One.	
River Inhabitant,	12	2	One.	
Arichat,	30	2	One.	
Judique,	18	2	One.	
Port Hood,	26	2	One.	
Mabou,	33	2	One.	

9.—The Western and Eastern Couriers both travel on horseback; I am not aware at what rate, probably about three miles an hour without any allowance for stopping. The Northern, sometimes on horseback, and sometimes on foot, at about the same rate.

10.—If the Offices enumerated in answer 2 are considered Way Offices, then Way Offices are numerous in this County; and I believe the interchange is very general, though I am not particularly acquainted with the arrangements. I believe Judique, Port Hood, and Mabou interchange. Mabou, Broad Cove, Ainslee, Margarie, Argyle and Hillsboro' also exchange. The rate of Postage charged is, I believe, universally 2d.

11.—I have no control over the Couriers on any route in my neighborhood.

place of considerable importance, it is deemed essential that the principal Office should be kept here, and the Post Master have the power of selecting and paying the Couriers, as well as limiting the time in going and returning, &c. Several petitions to this effect, as well as to cause the Couriers to travel on a new and beautiful line of road from Port Hood to Margarie, going through the heart of a thickly settled country, and passing some small places of note, instead of going as it now does on an old shore road by the mouth of Mabou and crossing a river at which delays and difficulties occur, have been sent to Mr. Howe, and the alteration postponed year after year in expectation of a visit from Mr. Howe, and recently on account of this very anticipated commission, which I have now the honor, through you, of addressing.

The remuneration to the Post Master here is really miserable, never amounting to over four pounds per annum; this is owing to the vast number of letters from and to the Public Officers going free, as well as all the public business letters of the County going free, as well as all newspapers going free through all the Offices. I can safely say there is no County Town in the Province whose Post Master receives so small a remuneration for his services and responsibilities, as the Post Master at Port Hood; it will also be observed that all letters for the northward of Port Hood from the Gut are mailed to Mr. McKeen at Mabou, and *vice versa*, Port Hood Office taking no cognizance of them, thereby making this Office a mere Way Office. Letters may be said to be taxed heavily in this County on account of there necessarily being many Post Masters and as they are frequently mailed from one to another, going through sometimes three or four Offices in a short distance before they reach their place of destination, and taxed by each, it of course causes the letter to come high; the only remedy I have long since observed for this, I will take the liberty of suggesting; that all letters from the southward of Port Hood, going to the north should be mailed for Port Hood, and *vice versa*; there assorted by the said Post Master at Port Hood and mailed by him to its place of destination within the County; and if for either of the

No. 34.

No. 34.

J. D. Tremain,
Port Hood.

JOHN D. TREMAIN, Esq., Post Master at Port Hood,
(a Way Office.)

PORT HOOD, CAPE BRETON,
4th January, 1841.

I have to state that the Post Office here, though the principal, and I may say, only town in this County, the Custom House and Jail being established here, the Courts held here, all public meetings and principal business of the County conducted here, and where all the principal Public Officers of the County reside, is only what is termed a Way Post Office, having no power over the Couriers, the principal Office being at the mouth of Mabou River, six miles from this, where few if any individuals residing thereabouts, other than Mr. McKeen, the Post Master, can possibly be interested in the Post communication, being all farmers, living of course at some considerable distance from each other. The Couriers first started from there many years since, but as Port Hood has now risen to be a

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other Counties in the Island, it could then be mailed for the County Town, say Sydney or Arichat, the Port Hood Post Master keeping an account with all the other Offices: a letter could then go from one end of the County to the other or even to the adjoining Counties for 6d., allowing 2d. to be the charge of a single letter as at present. This will tend to lessen the multiplicity of accounts kept with each; should a letter, say from the north, be destined for another place, still north of Port Hood, the Post Master there might mail it for its place of destination, as it will not pass Port Hood, and *vice versa* with letters from the south. Port Hood is very central, all the principal roads leading into it, and is the only harbor in the County on the sea coast.

ROADS.—The roads in this County have been proverbially bad; there is a new line laid out from north to south of the County, a considerable portion of which is finished and will probably be completed in two years.

RATE OF POSTAGE.—All letters as before stated (liable to be taxed) are taxed 2d. by each Post Master through whose hands they pass; and it frequently needlessly passes through too many before it reaches its place of destination.

I cannot see how the small Post Offices can be better remunerated than by being allowed this said 2d.; in many instances in the country the whole amount the Post Master receives does not amount to 20s., though he has the privilege of forwarding four letters free each Mail: now if a per centage was allowed him only, it is evident the Office would be worth a mere nothing, unless each Post Master forwarded his Mail to the next and so on, and then the letter would cost too much. For my own part, I beg to take the liberty of saying, I should much prefer being placed on a stated salary, with an allowance for Office rent, &c., in preference to either per centage or the present mode.

In closing this unavoidably lengthy communication, I will merely observe that in general I hear of but

little dissatisfaction about the Post Offices other than before recited, except perhaps from one or two individuals in this place from whom you have received a communication. I omitted to observe the Couriers are worse paid here for their services, as regards distance without considering the roads, than in any other portion I am aware of, in Nova Scotia; the Courier from the Gut to Mabou, a distance of about 30 miles, receives only £25, and the great delay occasioned at the Gut, especially in the fall and spring, in crossing, entails considerable expense on him as well as uncertainty of the arrival of the Mail here; an unnecessary length of time elapses in the forwarding and returning Mails from the extremes of the County, owing, in some measure, perhaps, to the want of means to pay better Couriers, and causing them to travel against time, and also perhaps to the want of one general supervisor for the whole County.

It is in contemplation (if assistance can be had from the Legislature) to run a steamboat between this port and Pictou, with the Mails twice a week; in this case the Mails for the County of Cape Breton (Sydney) would probably go over-land across the country to the head of Whyecomah Bay, and meet another steamboat there from Sydney.

19th March, 1841.

[To Third Post Masters' Circular.]

1.—I send an account southward to Mr. Clough, (at the Gut,) and northward to Mr. McKeen, quarterly, and they to me. A Way-bill is sent and received by and with each Mail. The form is a mere Dr. and Cr., at the end of the Dr. showing the balance due, and returning the quarters' Way-bills to prove correctness.

2, 3, 4, 5, 6 & 7.—No Way Offices on this route.

8.—See following Table:

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Third Post
Masters' Cir-
cular.

Post Offices and Way Offices or places of deposit for letters not regularly established as Post Offices, with which the Office at Port Hood exchanges Mails.	Its distance in miles from each of said Offices.	Rates of Postage charged to each of said Offices.	No. of Mails exchanged weekly with each of said Offices.	REMARKS.
Gut of Canso,.....	6	2d. single letter.	One.	I cannot say that I immediately exchange Mails with any Office, my Mail being received as the Courier travels to the Gut, and the same when he returns. The time of his return is uncertain, as he is not obliged to travel against time, and as the crossing of the East Canso is very precarious during the fall and spring months more particularly.
Mouth Mabou,.....	28	Do.	One.	

9.—Shore route, on an old road. There is a new Post road from Port Hood northward not yet finished, which, when completed, the Couriers ought to travel instead of making an angle to Mr. McKeen's at Mouth Mabou, and crossing the ferry; *vide* my remarks. The service is indifferently performed by the Couriers, owing to the want of more money to cause them to travel against time; they literally travel at what rate suits them best.

10.—None that I know of.

11.—*Vide* my letter of 4th January, 1841. Though this is the County Town, where the greater part of the public business is done, as the Public Officers reside here, Courts held, Custom House, &c., yet I have not the least control over the Couriers; although I make up and receive a much larger Mail than any one place receives or sends of its own letters, merely giving and receiving the Mail as the Courier passes.

12.—Answered in my reply to query 11.

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WILLIAM McKEEN, Esq., Post Master at Mabou,
(a Way Office.)

(U.) No. 35.

Wm. McKeen,
Mabou.MABOU, CAPE BRETON, —
18th January, 1841.

I beg leave to state, for the information of the Commission, that this is a Sub-Office keeping accounts with Plaister Cove, Judique and Port Hood, to the south.—Hillsborough, Skye River, Argyle, and Lake Ainslie to the East.—Cape Mabou, Broad Cove and Margarie to the north. The remuneration is two-pence on each single letter not franked, with the privilege of my own letters coming free within the Province. By the Post Office arrangement the several Couriers should meet at this Office at eight o'clock on Monday morning, but the Southern Mail is sometimes out of time two or three days, owing to the impracticability of crossing the Strait of Canso during a storm from the north-west.

There is nothing allowed for Office rent or stationery, or the distribution of newspapers, which are becoming very numerous.

It might be advisable that the Post Master of Plaister Cove should communicate with each of the Post Offices in the County, as it would save an extra two-pence on all letters sent from this by Mail, but owing to the extent and detached state of this County, it would be impossible that a stranger would be able to Mail the letters for the proper Offices without that local knowledge which can only be acquired by residing in a central part of it. This is the case in all new countries while rapidly settling; new names and new places are continually springing into existence, which none but a resident can keep pace with, but if small salaries were provided for the Post Masters the necessity of taxing each letter two-pence might be obviated.

This Post Office is settled at the junction of the several roads leading east, west and north, and from a residence of 29 years I have acquired the requisite local knowledge. All whom I have spoken with on the subject have stated that they would prefer paying the extra two-pence, to having the confusion consequent on a distribution of the letters south of this Office.

The roads are yet in an imperfect state, the Couriers travel at the rate of three miles an hour, their payment is £20 for 30 miles, but we are in hopes of an augmentation of the salaries, so as to enable them to keep horses and to travel at a more speedy rate.

18th March, 1841.

[To Third Post Masters' Circular.]

1.—This Post Office does not account directly with the General Post Office, Halifax; but with the Post

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Third Post
Masters' Cir-
cular.

Office, Plaister Cove, (Strait of Canso,) we account quarterly, say 5th January, April, July, and October, in form of Debtor and Creditor.

2.—The Post Offices to the northward, which render their accounts to this Office, are, Interval, distant 13 miles, Broad Cove, 18 miles, and Margarie, 32 miles. To the eastward, are Hillsborough, distant 7 miles, Skye River, 14 miles, Argyle, 21 miles, and Lake Ainslie, 18 miles; they all account with us in the same manner as we do with Plaister Cove Post Office; we charge them with all unpaid letters, and give them credit with the paid; they do the same with us, and the balance is paid quarterly, at the times as stated above.

3.—There are none of the above Post Offices where Couriers meet, but at Margarie and Argyle; probably all the others would be termed Way Offices. The appointments took place through the representations of the people in the different settlements, recommended by me, and receiving the sanction of the Deputy Post Master General. Henry Taylor, Esq., Margarie, was appointed in 1824; the present occupant, Archibald McIsaac, at Broad Cove, in 1838; John McLean, Interval, 1841; John McKeen, at Hillsborough, 1833; Angus McLellan, at Lake Ainslie, 1833; James G. McKeen, at Argyle, 1839; James Smith, Skye River, 1838.

4.—I have no authority over the Post Masters, but through representation to the Deputy Post Master General, Halifax.

5.—All Post Masters in the County of Inverness are allowed to put 2d. on each letter that they handle, that is not franked; this is their only emolument except the privilege of franking. There are three Couriers who meet at Margarie and Argyle. Their emoluments, exclusive of franking, might be about £8 a year; all the others half, or less than half that sum. The Post Masters at Margarie, Argyle and Hillsborough are men of business, and to them the privilege of franking is valuable; all the others are farmers, and very seldom claim or exert that privilege.

6.—Answered.

7.—Captain C. Weary of Cheticamp, and John Crowdes of the East Marguerite, account with Henry Taylor, Esq., Post Master, Margarie; and Kenneth McLeod, Middle River, and Samuel Campbell, South-west Margarie, account with James G. McKeen, Post Master, Argyle.

8.—There are no Mails exchanged in this County, north of Plaister Cove; we receive on Monday morning a Mail from Plaister Cove containing all the letters to be forwarded to the northward and eastward; we then out of that, make up a Mail for each of the Post Offices, and despatch two Couriers, one to Margarie, the other to Argyle; on their return we receive Mails from each of the different Offices, and out of them make up a Mail for Plaister Cove, Judique and Port Hood, and despatch a Courier to Plaister Cove on Friday morning; rate of Postage, 2d. on each letter, not franked.

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Post Offices and Way Offices or places of deposit for letters not regularly established as Post Offices, with which the Office at Mabou exchanges Mails.	Its distance in miles from each of said Offices.	Rates of Postage charged to each of said Offices.	No. of Mails exchanged weekly with each of said Offices.	REMARKS.
Plaister Cove,.....	35	2d.	One.	The Mail from Plaister Cove, &c., is not regular, owing to the difficulty of crossing the Strait of Canso.
Judique,.....	16	2	One.	
Port Hood,.....	7	2	One.	The Post Office at Broad Cove was established in 1824, although the present occupant has only been in office since 1838. The Post Office at Argyle was established in 1833, although the present occupant has only been in office since 1839.
Margarie,.....	32	2	One.	
Broad Cove,.....	18	2	One.	
Interval,.....	13	2	One.	
Argyle,.....	21	2	One.	
Skye River,.....	14	2	One.	
Hillsborough,.....	7	2	One.	
Lake Ainslie,.....	18	2	One.	
Cape Mabou,.....	10	2	One.	

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I have not mentioned Cape Mabou in my return, as a change of route has taken place; but I think it probable that the Courier will still have to travel by Cape Mabou, as the people on that route are clamorous against the change, and he could still call at the Interval, without lengthening the whole route more than two miles.

9.—The Courier on the route to Margarie calls at the Interval and Broad Cove, and travels on foot, at the rate of three miles an hour. The Courier for the route to Argyle calls at Hillsborough and Skye River, and returns by Lake Ainslie and Hillsborough; he travels on foot, three miles an hour, but does not return until Monday, (he should be compelled to be here on Thursday evening that the return letters might go on by Friday's Mail); that Courier is not under my control. The Courier on the route to Plaister Cove calls at Port Hood, distant 7 miles from this Office, and at Judique, 16 miles; he travels on horseback, at the rate of 4 miles an hour.

10.—Answered.

11.—I employ the Courier on the route to Plaister Cove, a distance of 35 miles, who receives £25 yearly; and has applied for a further sum. I also employ the Courier on the route to Marguerite, distance 32 miles, who receives £20 yearly. These sums are received quarterly from the Deputy Post Master General. I regulate the hour of starting, but the rate of travel is regulated by the Post Master General.

12.—The Courier on the route to Argyle receives £31 10s. by contract with the Deputy Post Master General. I have myself the contract for the routes to Margarie and Plaister Cove, the latter since 1822, the former since 1838. As we are all allowed to put 2d. on each letter that is handled by all the Post

Offices to the north and east, it will be perceived that our emoluments will be worth more than double those of any of the other Offices.

No. 36.

No. 36.

HENRY TAYLOR, Esq., Post Master at Margarie, (a Way Office.)

Henry Taylor,
Margarie.

MARGARIE, CAPE BRETON,
7th April, 1841.

[To Third Post Masters' Circular.]

Answer to
Third Post
Masters' Cir-
cular.

1.—This Post Office renders an account to the Post Office at Mabou, and pays quarterly.

2.—The Post Offices of Cheticamp, North-east Branch of Margarie River, Middle River, and Be-decque, render accounts to the Post Office here, and pay quarterly, or when required. The balance is in favour of the Post Office here.

3.—There is a Way Office or place for the deposit of letters at Broad Cove but I cannot say whether appointed by the Post Master General or not, kept by Archibald McIsaac.

4.—The Courier who brings the Mail from Mabou to this, brings and takes Mails when there are any.

5.—The remuneration is 2d. per letter, the entire value of which may be a few shillings per annum for this Way Office.

8.—See following Table:

Appendix (F.) 26th March. (U.)	Post Offices and Way Offices or places of deposit for let- ters not regularly establish- ed as Post Offices, with which the Office at Marga- rie exchanges Mails.	Its distance in miles from each of said Offices.	Rates of Postage charged to each of said Offices.	No. of Mails ex- changed weekly with each of said Offices.	REMARKS.	Appendix (F.) 26th March. (U.)
	Cheticamp,.....	13	2d.	One.	It is in contemplation, or at least a repre- sentation has been sent to the House of Assembly, Halifax, to have a Courier to leave Marguerite on Thursday morning for the Post Office at Plaister Cove, Gut of Canso, each week; the Mails to be carried on horseback; to call at Broad Cove, Mabou, Port Hood and Judique, going to the Gut of Canso Office. In this case the Courier could travel at the rate of six miles an hour, instead of three, as at present, and could bring the Mails to the above Offices coming, and take their Mails going. He could be here on the Sabbath evening in summer; there would then be three days to exchange Mails, &c., &c., here, instead of three hours as at present. In this case the Mail from the westward that comes from Halifax weekly would be brought the whole way with speed, and taken away when it came across the Gut of Canso. There are at present two Cou- riers employed on the route from the Gut of Canso to this Office, for the yearly sum of £45, the distance being 67 miles, but £60 is asked for the salary of said Couriers. The resting place for the Courier should be at the end of his jour- ney or route; not at Mabou, the middle of the route, as at present. The Cou- rier who takes and brings the Mail from this to Bedecque should be paid at Be- decque or here, instead of at Sidney, (at Mr. Martin's Office there,) which is a good deal out of his way. I think that if the Courier applied to the Post Mas- ter General, that this would be allowed.	
	North-east Branch,.....	.....	.....	.....
	Margarie River,.....	about 26	2	One.		
	Middle River,.....	about 26	2	One.		
	Bedecque,.....	about 37	2	One.		
	Mabou,.....	36	2	One.		
	Broad Cove, (Deposit Of- fice),.....	19	2	One.		

9.—The Mail service is performed on each route by a Courier, generally on foot, at the rate of about three miles an hour.

11.—The Couriers give bonds of security, which are sent off to the Post Master General, Halifax. The hour of starting at present is one o'clock, P. M., on Wednesday in each week, for Mabou, North-east Branch of Margarie, Middle River and Bedecque; and for Cheticamp the following morning at eight o'clock, A. M.

12.—The Courier from Margarie to Bedecque (the end of the route) a distance of about 37 miles, draws his salary of £40 per annum at Sydney. The Courier who comes from Mabou to this Office, a distance of about 36 miles, draws his salary of £20 per annum at Mabou. The Courier from Margarie to Cheticamp, a distance of 13 miles, draws his salary of £10 per annum here. The salaries are payable quarterly, and paid by Mr. Howe, the Post Master General, Halifax, when required.

P. S.—I cannot say exactly how many letters are received yearly and sent under my Franking Privilege; I suppose it may be worth from 40s. to 50s. yearly. I get three newspapers, but pay as others do. I carry on business here, and have the advantage of getting and sending my own letters. I have a good many Mails to make up. I will take £20 per annum for the Postage and franking of letters.

No. 37.

R. H. MARTIN, Esq., Post Master at Sydney.

SYDNEY, CAPE BRETON,
2nd April, 1841.

[To Third Post Masters' Circular.]

1.—The accounts of the Office under my charge are rendered directly to the Post Office, Halifax.

2.—The Post Offices which render their accounts to mine are those at Sydney Mines, Bedecque, Boularderie, Bridgeport, Narrows, and East Bay. As I am accountable for all letters and sums sent into my Office, the above Offices make their returns according to my debit as per weekly bills from here. The persons in charge being generally very ignorant of business transactions, I am obliged to keep a sharp check to guard against errors.

3.—None to my knowledge.

4.—Ditto.

5.—Ditto.

6.—Ditto.

7.—Ditto.

8.—See following Table:

No. 37.

R. H. Martin,
Sydney.

Answer to
Third Post
Masters' Circular.

Appendix (F.)

26th March.

(U.)

Post Offices and Way Offices or places of deposit for letters not regularly established as Post Offices, with which the Office at Sydney, C. B., exchanges Mails.	Its distance in miles from each of said Offices.	Rates of Postage charged to each of said Offices.	No. of Mails exchanged weekly with each of said Offices.
Sydney Mines, about.....	20	These Offices are allowed, I believe, 2d. on each letter, as a compensation for the trouble. No account brought into this Office.	Two.
Bedeque.....	60		Two.
Boukaderie Island.....	30		Two.
Bridgeport.....	25		Two.
Narrows.....	30		Two.
East Bay.....	12		Two.
Halifax.....	300		1s. 3d.
Antigonish.....	150		0 10
Arichat.....	80		0 5
St. Peter.....	60		These Offices are also, I believe, allowed the tax of 2l., but never brought into my accounts.	Two.
L'Ardoise.....	72	Two.	
River Inhabitant.....	79	Two.	
Gut of Canso.....	100	Two.	
McNab.....	48	Two.	
Louisbourg.....	30	} Every second week.	
Main-a-Dieu.....	30		

Appendix (F.)

26th March.

(U.)

9.—Route to Bedeque, *via* Sydney Mines, Boukaderie and Big Harbor on foot, the roads being so very bad. To Bridgeport direct on horseback. To Narrows direct on horseback. To Halifax, *via* East Bay. Route to St. Peter's, River Inhabitant, Gut of Canso and Antigonish, on horseback. The Couriers generally travel at the rate of 4 or 5 miles per hour, the very indifferent state of the roads preventing any regularity as to time.

10.—Answered by my reply to Query 3.

11.—I presume I have control over those Couriers carrying Mails throughout the Island, and power to suspend them in case of irregularity or improper conduct; but with reference to remuneration I can merely recommend them to the Head of the Department at Halifax.

12.—The Courier to the Gut of Canso is paid £90 per annum, with an addition paid by the Deputy Post Master General, the amount of which I am unacquainted with. The Courier to

Bedeque gets.....	£60 per annum.
Courier to Margarie.....	40 do.
Courier to Main-a-Dieu.....	26 do.
Courier from thence to Louisbourg,	6 do.
Courier to Bridgeport.....	20 do.
Courier to Narrows.....	26 do.

All the above Couriers are paid by orders on the Halifax Post Office. No Officer in the Department is worse paid than I am; the responsibility and respectability of my situation requires the greatest attention; yet I am allowed for Office rent, fuel, stationery, &c., but £10, when I have actually to pay a rent for my Office alone, of £20.

2.—The number I receive is 200.

3.—The number of newspapers I receive free of Postage annually is 2.

4.—I consider £25 to be the yearly value to me of my Franking Privilege, having regard to newspapers as well as to letters, sent and received.

5.—The sum I would be willing to accept yearly, in compensation for the loss of my present privilege of free Postage, is £20.

APPENDIX (V.)

(V.)

EXTRACTS FROM POST MASTERS' LETTERS.—PRINCE EDWARD ISLAND.

Extracts from Post Masters' Letters — Prince Edward Island.

No. 1.

No. 1.

Mrs. ELIZABETH CHAPPELL, Post Mistress at Charlotte Town.

Mrs. E. Chappell, Charlotte Town.

Charlotte Town, 26th March, 1841.

[To Third Post Masters' Circular.]

Answer to Third Post Masters' Circular.

1.—The Post Office at Charlotte Town accounts directly with the General Post Office at Halifax.

2.—As all the inland Post Offices in this Colony were established by the Local Government, they cannot be said to be regularly established Post Offices, that at Charlotte being the only one established by the General Post Office.

3.—All the following inland Offices, which may be said to be Way Offices, account to the Post Office at Charlotte Town.

No. 38.

No. 38.

D. G. RIGBY, D. G. RIGBY, Esq., Post Master at North Sydney, (a North Sydney Way Office.)

NORTH SYDNEY, CAPE BRETON, 17th March, 1841.

Answer to Second Post Masters' Circular.

[To Second Post Masters' Circular.]

1.—The number of letters, as nearly as I can judge, I send by the Post under my Franking Privilege annually, is 190.

Appendix (F.) 26th March.	NAMES OF OFFICES.	BY WHOM HELD.	BY WHOM APPOINTED.	WHEN ESTABLISHED.	Appendix (F.) 26th March.
(V.)	<i>Western Route.</i>				(V.)
	Tryon,	John Hull,	Lieutenant Governor,	July 11, 1827.	
	Cape Traverse,	Hector Campbell,	“ “	April 26, 1840.	
	Bedecque,	Thomas Hooper,	“ “	July 11, 1827.	
	Travellers' Rest,	John Townsend,	“ “	July 11, 1827.	
	St. Eleanor's,	John Morris,	“ “	July 27, 1831.	
	Lot 16,	James Lyle,	“ “	April 3, 1838.	
	Port Hill,	James Yeo,	“ “	May 3, 1832.	
	Egmont Bay,	Joseph Higgins,	“ “	June 19, 1839.	
	Cascumpeque,	Alexander Meggison,	“ “	June 19, 1839.	
	Kildare,	John Traverso,	“ “	May 3, 1840.	
	Indian River,	James Blanchard,	“ “	August 3, 1839.	
	Prince Town,	James Sinclair,	“ “	July 11, 1827.	
	Park Corner,	David Cousins,	“ “	April 19, 1835.	
	Campbell Town,	Duncan McIntire,	“ “	April 8, 1835.	
	Cavendish,	Daniel McNeil,	“ “	April 17, 1833.	
	New Glasgow,	James Arthur,	“ “	April 30, 1834.	
	<i>Eastern Route.</i>				
	Mount Pleasant,	John Champion,	“ “		
	St. Peter's,	John Jardin,	“ “	July 11, 1827.	
	Bay Fortune,	Joseph Coffin,	“ “	July 11, 1827.	
	Souris,	Alexander Leslie,	“ “	June 4, 1830.	
	Fairfield,	George Campbell,	“ “	September 19, 1830.	
	East Point,	William Collins,	“ “	April 4, 1832.	
	St. Margaret's,	Alexander McDonald,	“ “	July 11, 1827.	
	<i>George Town Route.</i>				
	Vernon River,	Matthew Redmond,	“ “	July 11, 1827.	
	George Town,	Charles McLaren,	“ “	July 11, 1827.	
	Murray Harbor,	Edward Butler,	“ “	May 4, 1834.	
	White Sands,	Walter Bell,	“ “	August 10, 1839.	
	Belfast,	Edward Poole,	“ “	April 3, 1832.	

4.—The above Way Post Masters receive instructions from the Post Office at Charlotte Town upon their appointment, which point out their duty; and upon any well grounded complaint of deviating from their instructions, they are displaced.

5.—The remuneration consists of 20 per cent. upon monies received by them, and averages as follows; Vernon River 14s., Belfast £3, Georgetown £6, Murray Harbor 16s., White Sands 18s., Mount Pleasant 11s., St. Peter's £1 10s., Lot 44 £2; Souris £1 4s., Bay Fortune 16s., Fairfield 13s., Lot 47 £1 4s., Tryon £1 5s., Cape Traverse 8s., Bedecque £3 10s., Travellers' Rest £1 3s., St. Eleanor's £1 18s., Lot 16 15s., Kildare 5s. 6d., Egmont Bay 5s., Cascumpeque 16s., Port Hill £1 3s., Princetown £1 14s., Indian River 14s., Park Corner £1 10s., New London 18s., Cavendish £1, New Glasgow 13s., per annum.

6.—Their accounts are rendered quarterly; they are made out at the Post Office, Charlotte Town, from the book of entry sent to the different Offices with a blank space for the Post Masters to fill in the amount paid upon letters forwarded by them to the Charlotte Town Post Office; the Post Masters then add up the amount, state what they have in hand, deduct their commission, and return balance with their accounts to Charlotte Town duly certified; the accounts are then checked by the entry made of the paid letters, the inland charge of 2d. per letter separated from the forward Postage and accounted for with the local Government; the difference appears in the accounts sent by the Post Office at Charlotte Town to the General Post Office, Halifax.

7.—The whole of the inland Way Offices account to the Post Office at Charlotte Town.

8.—See the following Table:

Appendix
(F.)
26th March.

Appendix
(F.)
26th March.

Post Offices and Way Offices or places of deposit for letters not regularly established as Post Offices, with which the Office at Charlotte Town exchanges Mails.	Its distance in miles from each of said Offices.	Rates of Postage charged to each of said Offices.	No. of Mails exchanged weekly with each of said Offices.
Tryon River,.....	24	Letters 2d.	One.
Cape Traverse,.....	30	Papers 1d.	"
Bedeque,.....	39	" "	"
Travellers' Rest,.....	37	" "	"
St. Eleanor's,.....	41	" "	"
Lot 16,.....	47	" "	"
Port Hill,.....	52	" "	"
Egmont Bay,.....	61	" "	"
Cascumpeque,.....	62	" "	"
Kildare,.....	69	" "	"
Indian River,.....	38	" "	"
Prince Town,.....	37	" "	"
Park Corner,.....	30	" "	"
Campbell Town,.....	24	" "	"
Cavendish,.....	24	" "	"
New Glasgow,.....	18	" "	"
<i>Eastern Route.</i>			
Mount Pleasant,.....	18	" "	"
St. Peter's,.....	29	" "	"
Bay Fortune,.....	50	" "	"
Souris,.....	40	" "	"
Lot 44, (St. Margaret's),.....	49	" "	"
Fairfield,.....	54	" "	"
East Point,.....	59	" "	"
<i>George Town Route.</i>			
Vernon River,.....	15	" "	"
George Town,.....	30	" "	"
Murray Harbor,.....	42	" "	"
White Sands,.....	45	" "	"
Belfast,.....	25	" "	"

9.—The above Offices are served by the Eastern, Western, and George Town routes; the Courier on the Western route by a double horse waggon in summer, and a sleigh in winter; the Courier on the Eastern route by a single horse waggon in summer, and a sleigh in winter; and the Courier on the George Town route by a double horse waggon in summer, and a sleigh in winter. The rate of travelling is about 6 miles an hour.

10.—None of the Way Offices exchange Mails directly with each other.

11.—The Couriers are appointed and paid by the Local Government and under its control; their hours of starting are also regulated by the Local Government.

12.—The different routes are let by contract for a period of three years. The Western Courier receives £149 1s. 4d., the Eastern Courier £62 8s. 0d., and the George Town Courier £62 8s. 0d. per annum.

It will be seen by the foregoing statements that the inland Way Offices are numerous, and also by the remuneration which the Post Masters receive in the shape of per centage, that their duties are light, so easy that in some of the remote parts of the Island the Post Masters have to deliver only about two or three letters per month.

The Western Courier employs four branch Couriers, who convey the Mails to St. Eleanor's, Lot 16, Port Hill, Cascumpeque, Kildare, and Egmont Bay.

The George Town Courier employs three branch Couriers who convey the Mails to Belfast, White Sands, and Murray Harbor; the above mentioned routes being so circuitous as to preclude the possibility of a less number of Couriers performing the duties.

The Eastern Courier performs all his duty himself.

No. 2.

No. 2.

CHARLES McLAREN, Esq., Post Master at George Town.

George Town, 7th April, 1841.

[To Second Post Masters' Circular.]

- 1.—I receive about 20 letters annually.
- 2.—I send about the same number.
- 3.—I receive 52 newspapers annually.
- 4.—The value of my Franking Privilege is £1 currency.
- 5.—I am willing to receive £1 10s. in lieu of my present privilege of free Postage.

Answer to Second Post Masters' Circular.

No. 3.

No. 3.

A. J. LESLIE, Esq., Post Master at Souris.

Souris, 8th April, 1841.

[To Second Post Masters' Circular.]

- 1.—I receive about 50 letters annually.
- 2.—I send about 50 letters annually.
- 3.—I receive 20S newspapers, all Island Post free.
- 4.—I consider the yearly value of my Franking Privilege worth about £25.
- 5.—I would accept £25 per annum in lieu of my privilege of free Postage.

Answer to Second Post Masters' Circular.

I would accept also 10 per cent additional on all the monies received by me for Postage, in compensation for my right of franking.

Our Postman carries a good many letters free, at least they are never put into a Post Office. We have no Island Law to prevent this, and the Postman thinks it does no harm.

Appendix
(F.)

No. 4.

26th March.

DAVID COUSINS, Esq., Post Master at New London.

(V.) No. 4.

*New London, Park Corner, 1st April, 1841.*David Cousins,
New London.
Answer to Second Post
Masters' Circular.

[To Second Post Masters' Circular.]

I beg leave to observe I have derived no emoluments from the privilege referred to by you, as the Post Department in this Province has hitherto been managed on a different system.

The Post Masters in these Districts have no regular salary and no perquisites or benefits accruing from the Office, but 4 per cent on the Postage payable to them, that is to say, on the letters deliverable at their respective Offices; however, the time and attention which must be devoted to the duties of the Office require compensation, and a salary of £12 per annum would be, in my estimation, as little as any person should receive as a remuneration for his services, as he must not only sacrifice time, but run the risk of loss from the difficulty of procuring change and punctual payment of Postage from various causes too trivial to detail, but which, nevertheless, affect the Post Master's interest.

7th April, 1841.

[To Third Post Masters' Circular.]

1.—The Post Office under my charge accounts to Charlotte Town Post Office only, quarterly, by cash payments, the accounts being kept in Way-bills of letters, papers and packages.

2.—There are no accounts of any regularly established Post Offices rendered to my Office.

3.—There are no Way Offices or places for deposit of letters which account to my Office.

8.—I exchange Mails with Charlotte Town and Murray Harbor only, (two established Post Offices,) with the former, twice each week in summer, and once each week in winter, the days being Saturdays all the year round, and Wednesdays also in summer, and with Murray Harbor every Saturday. Charlotte Town is distant from my Office 30 miles, and Murray Harbor 12 miles. Postage from this to Charlotte Town is 2d. per single letter.

9.—Charlotte Town is served by Mail steam communication with Pictou, Nova Scotia, and Miramichi, New Brunswick, together with inland Couriers from different parts of this Island.

The Office under my charge is served from Charlotte Town by one Courier, who in summer travels in a two-horse covered four-wheeled waggon, and in winter in a sleigh, horses tandem, and travels at the rate of 7 miles an hour. Murray Harbor is served at this Office. The Couriers travel chiefly on horseback, but sometimes in a sleigh in winter.

11.—I have no control over the Couriers on any of the routes in my neighborhood.

12.—The Couriers are paid in cash through the Charlotte Town Post Office.

Answer to
Third Post
Masters' Circular.

APPENDIX (W.)

Appendix
(F.)

26th March.

(W.)

EXTRACTS FROM LETTERS OF EDITORS AND PROPRIETORS OF NEWSPAPERS OR OTHER PERIODICALS, ON THE SUBJECT OF NEWSPAPER AND PAMPHLET POSTAGE.—LOWER PROVINCES.

Extracts from
Letters of Editors,
&c., on
Newspaper
Postage.—
Lower Pro-
vinces.

No. 1.

No. 1.

E. F. GILBERT, Esq., Editor of the Woodstock (N. B.) Times.

E. F. Gilbert,
Woodstock.*Woodstock, 23rd Dec., 1840.*

With regard to the transmission of my journal, it must be very irregular, as complaints are continually being made by subscribers at a distance at the non-reception of their papers; on a representation of this being made here to the Post Master, not the least satisfaction is ever obtained; that the Postage is paid is all he seeks. Papers are frequently lost from the Office from want of attention on the part of the Deputies. The abuse in this Department excites the indignation of every one; but there appears to be no redress.

I am decidedly of opinion that proprietors of newspapers have a very reasonable claim upon the Post Office Department for the transmission of their papers free of Postage; at least, if this should not be granted, the present rate of Postage is most exorbitant and oppressive. The Mail Establishment was instituted for the public benefit undoubtedly; and as the Deputy Post Master General and his Deputies are provided for handsomely, and no charge is made by Her Majesty's Government upon papers or periodicals, I cannot conceive what right functionaries in the Province have to demand the same. If Postage is to be paid upon the same system as that obtained upon letters, why should not the receiver pay the same instead of the publisher? who will in all probability lose not only the price of the paper, but likewise the Postage.

No. 2.

No. 2.

JOHN SIMPSON, Esq., Proprietor of the Fredericton (N. B.) Royal Gazette.

John Simpson,
Fredericton.*Fredericton, 14th Jan., 1841.*

I have no objections to state, with respect to the existing arrangements for the transmission of my paper, further than to remark that frequent complaints are continued to be made, particularly from the remote districts of the Province, of the irregular delay of the Gazette, which I believe is to be attributed more to the Carriers than the Post Offices; some of these men cannot read, and consequently have to intrust the forwarding of papers and letters to others, by which, and other means, the packages are left at private houses, and I believe the fact can be proved that the Mail bags have been so exposed as to subject them frequently to persons who abstract newspapers more particularly, and then occasion serious disappointment to the subscribers. I have had to make complaints to Halifax on this subject, but there seems to be nothing done yet to provide against this great evil.

Appendix
(F.)

26th March.

(W.)

I believe in a young country like this, the cheaper the periodical could be furnished, it would encourage a taste for reading and the acquirement of useful knowledge: but as it respects my paper, the trifling amount of Postage is not to be compared with its regular delivery.

No. 3.

Edm. Ward,
Fredericton.

No. 3.

EDMUND WARD, Esq., Editor of the Fredericton
(N. B.) Sentinel

Fredericton, 10th March, 1841.

I certainly disapprove of the demand made on publishers of newspapers for Postage; not so much with reference to the amount as the mode of payment; although while English newspapers are circulated freely through the Provinces, I think those of the Colonies should be placed on the same footing; any argument against this position can be only understood as supporting the Stamp Act indirectly in these Provinces. But if Postage is exacted, it certainly should be optional with the publisher of a Journal whether he will pay it himself or allow it to be paid by his subscribers.

As to magazines and pamphlets, they should be subject to a moderate Postage, which should be paid either where the book is mailed or where it is directed. I was surprised to find Postage demanded from me at the Post Office here on my work on the River St. John, by which I was called upon to pre-pay a considerable sum for numbers which I wished to send gratuitously to public characters in England and Ireland, but could only forward a limited number after all, and these were franked by Members of the Assembly and the Postage charged to the Province. Is it to be wondered at, therefore, that they are so ignorant of the affairs of these Colonies in England, when every obstacle has been thrown in the way of transmitting intelligence to the Mother Country?

I do not think the proprietors of newspapers have any claim to the free transmission of their journals, other than because it is allowed to those of the Mother Country; but I have always considered the demand made by the Post Offices of Nova Scotia and this Province as not sanctioned by law, and originated in the same way as the guinea charged by the late Sir F. Freeling for the transmission of English papers to the Colonies, which was at once abandoned when brought under the notice of the Imperial Parliament; although I believe he was allowed a remuneration for the same by the Government.

At all events, if there is to be any charge for newspapers, it ought to be paid either by the proprietor of the paper or the subscriber when taking it out of the Office, in the same way in which payment of letters is collected. The demand from the journalist in the first place, is one that leads to much contentious feeling, and is an imposition on a class of men who have much difficulty in collecting any part of their subscriptions, whose loyalty I believe is undoubted, and who, it must be admitted, exercise a powerful influence upon the public mind, either for good or ill.

No. 4.

Messrs. LEWIS W. DURANT & Co., Publishers of the
St. John (N. B.) Chronicle.

St. John, 1st Jan., 1841.

We disapprove of the existing arrangements for the transmission of our paper, because we seldom receive the amount of Postage from our subscribers, many of them considering it an unjust tax upon their newspapers, which the persons residing in the City do not have to pay. We conceive that the charge (if any) should be upon the subscriber, and not upon the printer.

British newspapers are forwarded, we believe, free of Postage, and we see no reason why the same should not be the case with Colonial; at all events, if a charge is made, it should be (the same as on letters) optional with the printer to pay it or leave it for the subscriber to do so.

No. 5.

A. W. SMITH, Esq., Editor of the St. Andrews (N.B.)
Standard.

St. Andrews, 19th Dec., 1840.

I am perfectly satisfied with the present system of transmitting newspapers; but pamphlets and magazines at the existing rates are too high in proportion to newspapers, and I think the latter should be reduced one-half.

I am of opinion that the proprietors of newspapers or other periodicals have no claim on the public service for the transmission of the same free of Postage; but that the service, when performed, should be paid for at the lowest possible rate.

No. 6.

Honorable J. HOWE, Proprietor of the Halifax (N.S.)
Novascotian.

(See Appendix R., No. 2.)

No. 7.

Messrs. GOSSIP & COLE, Proprietors of the Halifax
(N. S.) Times.

Halifax, 10th Dec., 1840.

We enclose a paper containing some information on the subject of Newspaper Postage, which we hope may be found useful: we believe it embraces answers to all the headings of the Circular sent to our Office by the Deputy Post Master General, in so far as such answers could be serviceable. We may mention that our paper was established June 3, 1834, and that the 2nd volume commenced January, 1835.

With respect to Post Office affairs generally, the subject is one on which we have bestowed but little attention; we may, however, be allowed to express a

Appendix
(F.)

26th March.

(W.) No. 4.

Messrs. Lewis
W. Durant &
Co., St. John.

No. 5.

A. W. Smith,
St. Andrews.

No. 6.

Hon. J. Howe,
Halifax.

No. 7.

Messrs. Gossip
& Cole,
Halifax.

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decided opinion that the having an Officer at the Head of that Department, irresponsible of the Provincial Government, who has power to appoint Deputies throughout the Province responsible only to himself, is bestowing a power and an influence, the injudicious or improper exercise of which it is highly necessary to guard against. Such improper and injudicious exercise in appointments or otherwise, might perhaps be controlled, by leaving the sanction of all such Deputies in the Governor and Council, which would give the Executive a constitutional control over the Department.

We also think it highly improper, for many reasons, sufficient of which will occur to yourselves, that the Deputy Post Master General should hold any other Office; that functionary also, should rank with the highest Civil Officers in the Colony, and his salary, while it should be fixed, and not derived from perquisites, should be proportioned to his onerous duties and the station he would be expected to occupy.

Enclosure in No. 7.

Extract from the Halifax Times of 8th Dec., 1840.

POSTAGE ON NEWSPAPERS.

We received about a fortnight since, from the Deputy Post Master General, a circular enclosing a blank form, with a request that the latter might be filled up at our convenience, for the information of the Post Office Commission now sitting at Montreal. The information required relates to the Postage on newspapers, and as the form which has been furnished would not give, according to our idea, the facts which are necessary to be known, without a great deal of extra remark, we have adopted this mode of supplying the omission, in order that the public, who pay Newspaper Postage, as well as the Commissioners, to whom this paper will be sent, may know something of the way in which that money has been gathered and applied. Our paper of any week will furnish to the gentlemen at Montreal much of what they conceive it is requisite to know, to wit, "name of paper," "names of proprietors," "when established," "when and where published," and "annual charge in Town and Country;" and we shall, as we go on, give them the benefit of our experience on the subject, with some facts which the heading of their Circular seems but ill calculated to elicit.

The Commissioners are desirous to ascertain the "number of papers sent by Post;" but they should have endeavoured to find the "number of papers sent to the country;" because it is possible a distinction may be made which would lead them astray. It is right that it should be understood, as well by the public as the Post Office Commission at Montreal, that the Deputy Post Master General will not allow any interference with this perquisite, by any conveyance whatever. The publishers may indeed send their papers otherwise than through the Post Office if they please, and they may pay for so sending them; but they must also pay to the Deputy Post Master General his full charge, as if they were sent through the Office where he himself presides. The Post Master arrogates a similar control over a package of newspapers; and claims the same right of Post Office interference with them, as with letters.

The Commissioners again desire to know how many papers we send to subscribers, to Post Masters, and to exchange with other papers. It is within our

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recollection that papers sent to Post Masters and in exchange did not pay Postage. Probably the first was relinquished, that country Post Masters might more readily be supplied with a paper, though at the publisher's expense, as some compensation for their trouble. It is all the compensation they do receive, for the practice is become general, in places where a newspaper has a good circulation, in order to ensure attention to their delivery. It is possible the Commissioners suppose that they now receive a Paper Postage free. They will, however, be undeceived when we inform them, that though the Deputy Post Master General does frank all letters to his Deputies in the country, yet he does not frank their newspapers; and that the Halifax publishers of periodicals, pay, not only Postage on the papers sent to country Post Masters, but also on exchange papers—at least we do. It is therefore quite unnecessary to state the number so sent.

The Commissioners further desire to be informed of the "annual sum" paid for Newspaper Postage. Perhaps the mode best calculated to throw some light on the subject will be to state the rule by which the Deputy Post Master General works this perquisite. The weekly papers are charged 2s. 6d. per annum on each paper, off which amount 20 per cent. is deducted, to make amends (we suppose) for irregular transmission, &c. We paid the Deputy Post Master General, some time in January last we think, £47 10s., for the previous year. It will be seen by the Commissioners, that a considerable difference exists in favor of the Canadian rule, by which if we are rightly informed, a tri-weekly paper pays only 4s. per annum. We will now make a statement of the probable number of papers sent to the country, that the public may have some means whereby to judge of the amount of this very handsome perquisite of office. The Editor of the Novascotian, it will be recollected, stated in the Assembly, that the circulation of that paper was 3000; supposing this to be true, it will be considerably within the mark to say that more than 2000 go to the country. Say for the

Table listing newspaper titles and their circulation numbers, totaling 5330.

At 2s. 6d. per annum, 20 per cent. off, £533.

We cannot vouch for the above statement being exactly correct. On the whole we think it can be depended upon as averaging the certainty. Some of the papers may be estimated too low, others again too high; and our contemporaries must not take it amiss that such may be, seeing they have it in their power to apply the remedy, by giving a correct statement both to the public and the Commissioners at Montreal. It is necessary, however, to state that, in the country, where newspapers are printed, the Deputy Post Master General takes only one-half of the sum demanded—the other half being generously conceded as a perquisite to his Deputy in such locality. We have not inserted in our list the two papers printed in P. E. Island, because

† Last December—since then our circulation has increased more than 100.

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we have no means of judging of the extent of their circulation; nor have we inserted the Halifax Pearl, which was in existence up to a month or two ago—nor the Haligonian, which is also recently defunct. In justice to the Deputy Post Master General we must also state that he is very liberal to persons commencing business in the newspaper line, and is not rigorous with the bond until a few months have pretty well established a country circulation.

Here then is more than £500 yearly taken from the people—a taxation without the consent of their Representatives—which is applied to no public purpose—but which is a mere perquisite of Office—and goes into the Deputy Post Master General's pocket, as a meet Christmas box for such a high functionary. Where is the Reformer, so styled *par excellence*, head or tail, who has ever enlightened the public on this real grievance?

Were a fair and equitable Postage demanded—was it collected as it ought to be—and the money applied to public purposes—we should not be inclined to express our dissatisfaction; but the tax is unjust in principle—unsanctioned by law—and the public are made to pay, over and above the Postage demanded, the expenses of the Post Office Department for the conveyance of the newspapers.

At present the Post Masters in the country have all the trouble of receiving and also delivering the papers, except when they are sometimes directed to agents; and derive no remuneration whatever from the Newspaper Postage Fund. This is a service for which they must consider the wages made up from other sources a sufficient recompense.

If this Postage were collected as it ought to be, one half-penny paid on receipt of the paper by each person to whom it was directed would be 2s. 2d. per annum. This would make the yearly price of a weekly paper in Nova Scotia somewhat less than it is at present, but would be a gain on the Postage. The publisher would be relieved of a heavy burden and a gross injustice, as he must now pay the Postage though he should lose the amount of subscription. A proper responsibility would then lie in the Post Office Department for the safe transmission of papers, equally with letters. At present this does not exist. The Deputy Post Master General is under no responsibility to his superiors for the safe conveyance of papers—nor are his Deputy Assistants in the country in reality responsible to him, though he may, and we believe he does, at times remonstrate with them, when irregularities occur, and complaints are made by the newspaper proprietors. Under such a system the Postage on newspapers would all be collected, and delinquent subscribers immediately detected, to the great advantage of the publishers,—for not a single paper could be taken away unpaid for, and papers remaining two or three weeks might be returned. It is impossible, under the present system, or want of system, to arrive at any certainty with regard to the number of papers sent through the Post Office, though there can be little question that those who benefit by it must be strongly disinclined to a change. The result of an arrangement such as we have described would be an annual increase to the revenue, derived from newspapers alone, of £1000, if it did not reach £1500 per annum—and the benefit would be all but general.

But though a law to that effect might be passed through our Assembly, and be justifiable, yet it may be advisable to ask the question—By what right can Postage be levied on the internal transmission of Colonial newspapers? Will the British Government allow a colonist at the extremity of the empire to receive

British papers free, and not give us the same privilege in the transmission of our own papers? So far as our knowledge extends, no internal Postage is demanded in the Mother Country on newspapers. We know it has been made a potent argument, that the stamp duty imposed is an equivalent: but we do not conceive that it at all applies. Some of our readers may recollect that the Home Government are pledged never again to impose such a duty in the Colonies; though if we are to understand that it is laid upon newspapers in the shape of Postage, we shall be constrained to believe that the principle only sleeps, and is not dead, as for a long time has been supposed. It would certainly be considered a boon worthy of an enlightened British Ministry, if in these days, when the schoolmaster is so much abroad, the taxes on knowledge were abolished in the Colonies altogether: their youth requires it—and it would be only a natural following out of the benefits which permit us to receive an English paper free of Postage, if the same principle were carried a little farther, and we were permitted to send our own papers through our own Provinces and to neighboring Colonies on the same liberal terms. Did the idea never enter the minds of those who are engaged in investigating this subject, that the extra charges on all materials connected with the printing business, consequent on having to bring them across the Atlantic, is in reality a heavy tax to the colonial newspaper reader, (notwithstanding the drawback of duties on some articles,) without the imposition of other taxes in the shape of internal Postage.—*From Times of 15th December.*

We omitted in our last to insert in the list of papers that pay Postage, the Halifax Guardian. We suppose it has a country circulation of about 300, which would be an addition of £20 to the perquisite.

No. 8.

No. 8.

E. A. MOODY, Esq., Editor of the Lunenburg (N. S.)
Colonial Churchman.E. A. Moody,
Halifax.

Halifax, 2nd February, 1841.

I sincerely protest against the arrangements at present existing for the transmission of my Journal; not as to the amount, but as to the difficulty of obtaining the Postage from subscribers, as not one fourth is received per the Post Master. And if I be inclined to issue the paper weekly, which is in contemplation, at the same rate of 10s. per annum, the same rate of Postage (2s. 6d.) will be taxed on me, as on that publisher who issues a larger paper at 20s. per annum, embracing a number of advertisements, which of themselves would more than treble cover the Postage charge.

It appears to me that the only improvement in the system which can be made, may consist in the transfer of the duty or tax upon the subscriber himself on the receipt of his paper each week; but as this may deter him from calling for his paper in the country parts, in cases of immediate readiness to pay it, the consequence may be an additional excuse for not receiving their papers regularly, when the publisher may still suffer in the original price of his paper, and the circulation languish and die, as I expect will shortly be the case with my own paper.

Perhaps a better plan would be to abolish the tax altogether, and raise the Post Masters something else in its stead.

The transmission of magazines and pamphlets generally, ought to come as low as possible.

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With the foregoing taxes, the circulation of religious and secular knowledge, and indeed, some of the first branches of education in this country, are impeded, in consequence of the high price of literature, and the inability of the population to pay for it.

I am certain that the proprietors of newspapers in British North America have a reasonable claim on the public service for the transmission of their papers free of Postage; the grounds for this reason are intimated above, but I can add others, viz: the low rate of printing in this country, and the high price of printing paper, which cannot be introduced here at a lower rate than upwards of 30 per cent. duty, &c.; I must also allude to the fact, that where in England an advertisement may be charged £5, we can scarcely obtain here 5s. for one of the same size.

No. 9.

John Miles,
Pictou.

No. 9.

JOHN MILES, Esq., Editor of the Pictou (N. S.) Mechanic and Farmer.

Pictou, 9th January, 1841.

I disapprove of the present arrangement. I do not wish to see the Postage taken off altogether, but I wish to have it collected from the proper source. Though 2s. 6d. is charged on Mail subscribers, it is seldom paid, and never paid freely; but whether the publisher receives a cent or not, he must pay 2s. 6d. into the Office for each paper; nay, if he loses the whole amount of the subscription, he must deposit 2s. 6d. in the Office. The Post Master does not care whether the paper is called for or not; it may remain in the distant Offices until a twelvemonth's papers are accumulated, and he is not obliged to notify the printer, though the printer is responsible for the Post Office charge. My plan would be, to tax each paper one half-penny, to be paid by the reader, when he sends to the Post Office for his paper. Such is the American system, and it affords satisfaction to all parties. If the paper is carried by Mail over 150 or 200 miles, increase the Postage in proportion. If this plan were adopted, publishers would be relieved from a heavy tax; they could publish their journals something cheaper, and their circulation would probably increase to such an extent as to make the receipts of the Post Office even greater than when the publisher was responsible to the Office.

I would recommend the same system for magazines, charging according to the number of sheets each magazine contained.

No. 10.

J. D. Hazard, JAMES D. HAZARD, Esq., Editor of the Charlotte Town (P. E. I.) Royal Gazette.

Charlotte Town, 9th January, 1841.

I do not approve of the charge of Postage on newspapers or magazines at all. If the Post Master were to give a strict return of the amounts received, and were obliged to keep accounts of the times when subscribers enter and discontinue; it would occupy a great part of his time, and the whole receipts would be but a poor remuneration for the trouble.

I am of opinion that the proprietors of newspapers and other periodicals have a reasonable claim on the public service for the transmission of the same free of Postage, as I deem it unwise on the part of any Government to throw any impediments in the way of communicating useful information to the people.

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(X.)

EXTRACTS FROM LETTERS OF DEPARTMENTAL OFFICERS, ON THE SUBJECT OF OFFICIAL FRANKING AND POSTAGE.—LOWER PROVINCES.

Extracts from Letters of Departmental Officers on Official Franking and Postage.—Lower Provinces.

No. 1.

No. 1.

Captain J. TRYON, 23rd Regiment, Assistant Military Secretary, (N. B.)

Capt. J. Tryon,
Fredericton.

Fredericton, 22nd January, 1841.

I can see no good and sufficient reasons for changing the present system of paying the Postage of official letters. I consider franking to be inconsistent with the interests of the public service, whether the Post Office revenues be the property of the Crown, or of the Province; in consequence of the abuse which that system has been found, and must remain, liable to.

No. 2.

No. 2.

W. H. ROBINSON, Esq., Assistant Commissary General, Fredericton, (N. B.)

W. H. Robinson,
Fredericton.

Fredericton, 19th January, 1841.

As to the practice of paying official letters, I by no means consider it inconsistent with the public interests; indeed, unless it were done the Post Office revenue would be deficient; and there would be nothing to shew the benefit derived to the service for that Establishment; but although the payment of the Postage of official letters appears unobjectionable, I would submit the propriety of the Commissariat monthly accounts, packed separately from letters, being allowed to pass through the Post Office under the signature of the Officer in charge free of expense.

From the state of this new country there is no other safe mode of transmission, and the Postage of accounts (about half of the sum paid by the Department) forms a heavy contingent charge against the Commissariat, while a considerable portion of the documents have already paid one Postage between Nova Scotia and New Brunswick in transmission for warrants of payment.

No. 3.

No. 3.

Board of Respective Officers of the Ordnance Department, St. John; (N. B.)

Ordnance Department, St. John.

St. John, 21st January, 1841.

We have no objections to state with respect to the present system of paying Official Postage; nor do we see that any better mode can be adopted.

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(X) No. 4.

Jno. S. Morris,
Halifax.JOHN S. MORRIS, Esq., Commissioner of Crown Lands
and Surveyor General, Halifax, (N. S.)*Halifax, 16th January, 1841.*

I think, as a general rule, that every individual should pay the Postage incidental to his particular business; but in these Provinces it would sometimes bear hard upon poor persons in the country (if it were established) who have not often the means of paying, even though the business be urgent. In such a case the cost must fall upon the Officers or upon the Government.

With reference to the system of franking, I am decidedly of opinion that a very serious loss to the Post Office revenue is annually sustained by it; that it should, if possible, be put an entire stop to, and every letter received in the Post Offices, with the Postage, duly accounted for.

No. 5.

No. 5.

John C. Halli-
burton,
Halifax.JOHN C. HALLIBURTON, Esq., Clerk of the Legisla-
tive Council of Nova Scotia.*Halifax, 23rd January, 1841.*

If Postage were charged at the Post Office on the official communications of any Department, such Postage would be re-charged in the accounts of such Department, and would therefore render the accounts of the Post Office and the different Departments more voluminous and complicated, and of more difficult audit; Official Franking would therefore so far be more convenient, and would not lead to more abuses in practice than would exist were communications addressed to Departments made subject to this tax.

No. 6.

No. 6.

A. G. Blair,
Halifax.A. G. ELAIR, Esq., Acting Assistant Military Se-
cretary, Halifax, (N. S.)*Halifax, 16th January, 1841.*

There is at present no Official Franking, and the system of paying for Official Postage cannot, I think, be considered as inconsistent with the interests of the public service, so long as the revenues of the Post Office are the property of the Crown. In the event, however, of these revenues being given up to the Province, the public business should, in my opinion, be conducted by Official Franking.

No. 7.

No. 7.

Lieut. Colonel
Jno. Bazal-
gette, Halifax.Lieutenant Colonel JOHN BAZALGETTE, Deputy
Quarter Master General to the Forces in Nova
Scotia.*Halifax, 28th January, 1841.*

The practice of paying Official Postage I do not consider inconsistent with the interests of the public service, as the expense thereby incurred is brought under the examination of the Officer who sanctions the expense, and can best estimate how far the amount of cost incurred is proportionate to the service performed. The system of Official Franking is perhaps the most convenient.

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No. 8.

H. Hewitson,
Halifax.H. HEWITSON, Esq., Deputy Commissary General,
Halifax, (N. S.)*Halifax, 19th January, 1841.*

So long as there is a surplus revenue arising from the internal Postage, and such surplus revenue is remitted to the Home Government, it is immaterial whether Official Postage is or is not paid; though I must confess I do not see the advantage of it; as the Postage is thus paid by one Public Officer and repaid by another. But as the case may be reversed, and either there may be no surplus, or it may be determined that such surplus should be paid over to the Provincial Chest, a proviso ought to be made that a modified rate for the Official Postage of the Military Departments should be established; as, though it may be reasonable that a part of the expense of the transmission of the Mails should be borne by the Home Government, on the other hand, it ought to be to a limited extent, as it must not be forgotten that the whole of the Postage above referred to arises from the force employed for the defence of the Colony, the whole of which is paid by Great Britain.

With regard to a modified rate, if established, it would be requisite to make some arrangement to verify the correspondence as being official, to do which it might be arranged that the Senior Officer of each of the Departments in the Colonies should give notice to the Post Master of such of his Departments as would be allowed to send official letters through the Post Office, who should be held responsible that none but official documents are so transmitted.

The quarterly papers of the Out Pensioners and blank forms are at present allowed to pass through the Post Office, one end of the envelope being open, free; and I would suggest that the public accounts of the Commissariat should also be allowed to pass free of Postage, leaving it optional with the Post Master at the place where the accounts are to be delivered, to require a person of the Commissariat to open them in his presence.

No. 9.

No. 9.

Lieutenant Colonel R. JONES, K. H., commanding
Royal Engineers, Halifax, (N. S.)Lieut. Colonel
R. Jones,
Halifax.*Halifax, 25th January, 1841.*

The practice of paying Official Postage does not appear to be in any respect inconsistent with the interests of the public service, so far as the Engineer Department is concerned.

No. 10.

No. 10.

Lieut. Colonel
Jno. Bazal-
gette, Halifax.Lieut. Colonel A. C. MERCER, Commanding Royal
Artillery, Halifax, (N. S.)Lieut. Colonel
A. C. Mercer,
Halifax.*Halifax, 23rd January, 1841.*

On the subject of paying Official Postage, I hardly feel myself competent to offer an opinion. I should say any measure calculated to increase accounts objectionable, unless some very great advantage be gained by it.

My opinion of Official Franking is, that provided the abuse of it could be prevented, nothing could tend more to expedite and simplify correspondence.

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(X.) No. 11.

H. Ince, Halifax.

No. 11.

H. INCE, Esq., Acting Storekeeper, Halifax, (N. S.)

Halifax, 25th January, 1841.

How far the practice of paying Official Postage may be inconsistent with the interests of the public service I am not prepared to say, nor am I competent to give an opinion as to the system of Official Franking, such having been unknown in this Department; but the present system of paying for public accounts is extremely burthensome; the charge for instance from Cape Breton, being 5s. currency per ounce, making generally from £4 to £5 per quarter for cash accounts, which do not, in most instances, amount to more than £50.

without any corresponding advantage; whereas, by pursuing the system of Official Franking, the great expense of collection and all other incidental charges, are saved to the public, and the duties of the Post Office more simplified.

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No. 12.

J. Elliott,
Halifax.

No. 12.

J. ELLIOTT, Esq., Surgeon to the Forces, Halifax, (N. S.)

Halifax, 15th January, 1841.

The practice of paying official letters does not appear inconsistent with the interests of the public service, while the Postage of letters is required to be paid by the Departments. If all official letters from and to the Heads of the Departments were allowed to pass free of Postage in these Provinces, some trouble might be saved, and accounts prevented.

No. 14.

R. HODGSON, Esq., Attorney General, Charlotte Town, (P. E. I.)

Charlotte Town, 25th January, 1841.

I take it as admitted that the Postage of official letters is not borne by the Officer individually, but by the Government, and I am therefore of opinion that the practice of paying Official Postage imposes the unnecessary trouble on the Officer of keeping a Postage account without any benefit to the public service.

No. 14.

R. Hodgson,
Charlotte
Town.

Where the cost of the Mails is defrayed from the general revenue of a country or colony, from which source also the payment of the Official Postage ultimately comes, I think it must be so considered.

I suppose that in all the British North American Colonies the inland Mails are supported and managed in the same manner as they are in this Colony, and therefore I cannot conceive the existence of any valid reason why Public Officers in the Colonies should be compelled to pay Official Postage and keep a Postage account.

It may be observed that the Returns, Reports, and Hospital Expenditure Accounts of the Army Medical Department in these Provinces are voluminous; and the several established forms being on large and heavy paper, the amount of Postage becomes considerable; sometimes these have to be returned to distant places, as Fredericton, Newfoundland, &c., &c., for correction, when necessarily the charges vary much, and are greatly increased in amount.

I can give no reason why the practice of paying Official Postage is inconsistent with the interests of the public service, although, as before stated, I do not consider the practice of Official Franking inconsistent with those interests; and I am of opinion that the privilege of franking should be accorded to such Public Officers within each Colony as are compelled from the nature of their Offices to hold official correspondence, and that it should be in the power of the Lieutenant Governor of such Colony to say to what Officers the privilege should be granted.

No. 13.

Hon. J. H.
Haviland,
Charlotte
Town.

No. 13.

Honorable J. H. HAVILAND, Provincial Secretary, Charlotte Town, (P. E. I.)

Charlotte Town, 30th January, 1841.

I am of opinion that where the practice prevails of paying Official Postage, the interests of the public service are rather prejudiced than otherwise; inasmuch as the Postage thus paid serves only to swell the gross receipts of the Post Office, at a heavy charge for collection upon the public revenue, from whence the expense of all Official Postage is eventually defrayed,

No. 15.

Honorable J. SPENCER SMITH, Treasurer, Prince Edward Island.

Prince Edward Island, 17th Feb., 1841.

I am of opinion that the practice of Official Franking cannot in any way prove prejudicial to the interests of the public service, so long as the privilege is only granted to those who, from the nature of their situations, are compelled to hold official correspondence.

No. 15.

Hon. J. Spencer
Smith,
Prince Edward
Island.

Montreal:

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