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Various pagings.

Includes some text in French.

Sessional papers Nos. 41, 47-48, 54-56, 62-63, 65, 68-69, 73-77, 79-86, 88-95 not printed.

Part of Sessional papers Nos. 52 & 57 not printed.

In Sessional papers No. 40 page 39 is incorrectly numbered page 30.

SESSIONAL PAPERS.

VOLUME 8.

SECOND SESSION OF THE THIRD PARLIAMENT

OF THE

DOMINION OF CANADA.

SESSION 1875.



VOLUME VIII.

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

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LIST OF SESSIONAL PAPERS.

VOL. VIII.—SESSION 1875.

ARRANGED ALPHABETICALLY.

	No.		No.
Accidents on Railroads	54	Hamel, J. A.	62
Accounts, Public	1	Harbors and Breakwaters (Dom.)	70
Acts of British Columbia.....	88	do (P.E.I.)	80
Agricultural Report.....	40	Immigrants, Montreal.....	90
Aliens, Naturalization of.....	33	Inland Revenue	2
Banks	22	Insurance	50
Bank of Upper Canada.....	42	Intercolonial Railway	52
Baptisma, &c.....	31	Interior, Department of.....	8
Bavarian, The Steamship.....	16	Johnston, Mr.....	38
Bell, L. G.....	27	Judges, Province of Quebec	59
British Columbia (Terms of Union).....	19	King, James.....	57
do Crown Lands.....	88	"Kitson Line" Steamboat	63
do Steamship Co.....	89	Lachine Canal.....	72
British Merchant Shipping.....	84	Land Purchase Act, 1874, P.E.I.....	61
Canadian Pacific Railway.....	44	Lepine, Ambrose.....	11
do Eastern Terminus.....	85	Librarian's Report.....	10
Chaloner, H. J.....	17	Lunenburg, N.S.....	86
Chatham Branch Railway.....	75	Manitoba Militia.....	46
Chicoutimi Square Timber.....	66	Marine and Fisheries Report.....	5
Civil Service Employées (Dom.).....	47	do Electric Telegraph	20
do (P.E.I.).....	73	do Hospital, Sydney, C.B.	77
Coal, Coke, &c., N.S. and N.B.....	69	do do Quebec	5
Copyrights	28	Militia Report	6
Customs and Excise.....	74	Militiamen, 1812-13.....	25
Dawson Road.....	37	Militia Service Expenses	94
Elections, Record of	41	Mississagua Indians.....	56
Election Courts, General Rules	12	Montreal Harbor Dues.....	83
Electric Telegraph, Marine	20	do Registry Division.....	65
Esquimault (B.C.) Graving Dock	64	Morden, William J.	21
Estimates	1	New Brunswick Supreme Court.....	81
Europe, shortest route to.....	58	Niagara Frontier.....	26
Fredericton Ordnance Lands.....	78	N.S. and N.B. Coal, Coke, &c.....	69
Financial Statement	60	Oliver's Ferry	35
Fish Inspectors.....	32	Ordnance Lands, Fredericton	78
Fortifications, &c. (transferred)	24	Ottawa River Slides, &c.....	71
Foster, Asa B., C. P. R.....	44	Penitentiary Report	87
Gatineau River.....	53	Pilotage Act.....	82
General Elections	41	Pilots	18
Geological Survey	13	Postal Convention.....	45
Governor General	29	Postmasters, Instructions to	95
Graving Dock, Esquimault, B.C.....	64	Post Office Report	3
do Quebec	91	P. E. I. Railway contract	55
Great Western Railway Co.....	93		
Gypsum, ground.....	30		

	No.		No.
P.E.I. Railroad, construction of	68	Spring Hill Mining Co.....	67
do Harbors and Breakwaters	80	Square Timber, Chicoutimi.....	66
do Land Purchase Act, 1874	61	Statutes of Canada	23
do Civil Service.....	73	Steamboat "Bavarian" ¹	16
Public Accounts.....	1	St. Lawrence Tow Boat Co.....	49
Public Works Report.....	7	do River, Navigation of	48
Quebec Graving Dock	91	St. Peter's Canal.....	76
do and Gulf Ports.....	79	Superannuation.....	14
Railroad Accidents	54	Supreme Court, N.B.....	81
Receipts and Payments	43	Sydney, C.B., Marine Hospital.....	77
Reciprocity Treaty.....	51	Thunder Bay (Passengers' contract).....	39
Registry Division, Montreal	65	Trade and Navigation Report	4
Report of Trade and Navigation.....	4	Unforseen Expenses.....	15
Richibucto Harbor	34	Upper Canada, Bank of	42
Rideau Canal.....	92	Water Leases, Rideau Canal	92
Secretary of State	9	War Materials	24
Shortest Route to Europe.....	58	Welland Canal	36

LIST OF SESSIONAL PAPERS.

ARRANGED NUMERICALLY AND IN VOLUMES.

CONTENTS OF VOLUME No. 1.

- No. 1..... PUBLIC ACCOUNTS OF THE DOMINION OF CANADA:—For the fiscal year ended 30th June, 1874.
 ESTIMATES:—Estimates of the sums required for the Service of the Dominion, for the year ending 30th June, 1876.
 ————— SUPPLEMENTARY:—For the year ending 30th June, 1875.
 ————— For the year ending 30th June, 1876.
 MISCELLANEOUS STATISTICS OF CANADA for the year 1873.

CONTENTS OF VOLUME No. 2.

- No. 2..... INLAND REVENUE:—Report, Returns, and Statistics of the Inland Revenues of the Dominion of Canada, for the fiscal year ended 30th June, 1874.
 ————— Supplement to the Inland Revenue Report, for the year ended 30th June, 1874.
 ————— Canal Statistics for season of navigation, 1874.

- No. 3..... POSTMASTER GENERAL:—Report of, for the year ended 30th June, 1874.

CONTENTS OF VOLUME No. 3.

- No. 4..... TRADE AND NAVIGATION:—Tables of the Trade and Navigation of the Dominion of Canada, for the fiscal year ending 30th June, 1874.

CONTENTS OF VOLUMES Nos. 4 AND 5.

- No. 5..... MARINE AND FISHERIES:—Seventh Annual Report of the Department of, for the year ended 30th June, 1874, together with five Supplements.
 ————— Correspondence relative to the grant by the Quebec Government of \$4,000 to the Marine and Immigrant Hospital, Quebec.
 ————— SCHEDULE of Papers for the Department:—
 ————— Statements of Receipts and Expenditure in connection with Sick and Distressed Seamen.
 ————— Statement of Receipts and Expenditure in connection with Harbor Police, Montreal and Quebec.
 ————— Statement of Receipts and Expenditure in connection with the Decayed Pilot Fund.
 ————— Statement of Receipts and Expenditure in connection with the construction of Lights, Fog-whistles, &c. [*Not printed.*]

CONTENTS OF VOLUME No. 6.

- No. 6..... MILITIA:—Report on the State of the Militia of the Dominion of Canada, for the year 1874, with Appendices.

- No. 7..... PUBLIC WORKS:—General Report of the Minister of Public Works, for the fiscal year ending 30th June, 1874.

CONTENTS OF VOLUME No. 7.

- No. 8.... **INTERIOR** :—Report of the Minister of the Interior, for the year ended 30th June, 1874.
- No. 9.... **SECRETARY OF STATE FOR CANADA** :—Report of, for the year ended 30th June, 1874.
- No. 10... **LIBRARY OF PARLIAMENT** :—Report of the Librarian on the state of.
- No. 11... **LEPINE, AMBROISE** :—Correspondence, and further correspondence relating to the commutation of the sentence of death passed on Ambroise Lepine for the murder of Thomas Scott at Fort Garry
- No. 12... **ELECTION COURTS** :—General Rules of the Election Court for the Province of New Brunswick, under the Act 36 Vic., cap. 28, sec. 32.
 ————General Rules made by Her Majesty's Court of Queen's Bench for Ontario, under and by virtue of "The Dominion Controverted Elections Act, 1874." [*Not printed.*]
- No. 13... **GEOLOGICAL SURVEY OF CANADA** :—Report of Progress of, by Alfred R. C. Selwyn, F.R.S., F.G.S., Director, for 1873-74. [*Not re-printed for Sessional Papers.*]
- No. 14... **SUPERANNUATION** :—Return to Address, Showing the Allowances and gratuities granted under the Act 33 Vic., cap. 4, since the beginning of the year 1874, the grounds of superannuation, the age of each person superannuated, the names and ages of the persons appointed to succeed the person so superannuated, and the offices and salaries held by such successors respectively.
 ————Statement of all allowances and gratuities granted under the Act 33 Vic., cap. 4, with statement of the cases in which (since last Return) additions have been made to the actual number of years services of persons employed in the Civil Service, who have been superannuated.
- No. 15... **UNFORSEEN EXPENSES** :—Statement of Expenditure charged to Unforeseen Expenses, under Orders in Council, by authority of the Act 37 Vic., cap. 1, Schedule B, from 1st July, 1874, to date.
- No. 16... "BAVARIAN" :—Return to Address, Correspondence concerning the destruction by fire of the Steamboat "Bavarian," in November, 1873. [*Not printed.*]
- No. 17... **CHALONER, H. J.** :—Return to Address, Correspondence, &c., in reference to the dismissal of Mr. H. J. Chaloner of Quebec, as Shipping Master. [*Not printed.*]
- No. 18... **PILOTS** :—Return to Address, Correspondence between the Government, and any other person or persons in reference to the appointment of Commissioners of Pilots. Also in reference to the dismissal of Mr. Hamilton, as Collector of Customs at North Sydney. [*Not printed.*]
- No. 19... **BRITISH COLUMBIA, —TERMS OF UNION** :—Correspondence on the subject of the non-fulfilment of the terms of Union with the Province of British Columbia.
- No. 20... **MARINE ELECTRIC TELEGRAPHS** :—Message,—Correspondence which has taken place with Her Majesty's Government on the subject of a Bill passed in the last Session of the Dominion Legislature, entitled: "An Act to regulate the Construction and Maintenance of Marine Electric Telegraphs."
- No. 21... **MORDEN, Wm. J.** :—Return to Address, Copies of all correspondence connected with the appointment of Wm. J. Morden, as Postmaster for the Village of Greenville, in the County of Wentworth, and the removal of said office to Bullock's Corners. [*Not printed.*]
- No. 22... **BANKS** :—List of Shareholders of the several Banks of the Dominion of Canada, in compliance with the Act 34 Vict., cap. 5, sec. 12.
- No. 23... **STATUTES OF CANADA** :—Official Return of the distribution of the Statutes of the Dominion of Canada, being 37 Victoria, 1st Session of the 3rd Parliament, 1874, under the provisions of the Act 31 Vict., cap. 1, sec. 14. (English and French versions.) [*Not printed.*]
- No. 24... **FORTIFICATIONS, &c., TRANSFERRED** :—Return (in part) to Address. Statement of the Fortifications, Lands and Material of War, which were transferred to the Government of this country by the Imperial Government; also a Report of a competent officer on the state of repair of the several Forts and Buildings so transferred, and of the condition of the Material of War; also a return of such properties as have been conveyed to Municipal Corporations, if any; or of any lands that it is proposed by the Government to transfer to such Corporations. [*Not printed.*]
- No. 25... **MILITIAMEN, 1812-13** :—Return to Address. Statement showing names, ages and places of residence of all Militiamen of 1812-13, who have applied to the Imperial Government through the Department of Militia and Defence for a pension, or indemnity.

- No. 26... **NIAGARA FRONTIER**:—Return to Address, Copies of all Reports, Orders and correspondence between the Militia authorities and the Militia or any other Department, in reference to the Military movements on the Niagara Frontier, in the year 1866. [*Not printed.*]
- No. 27... **BELL, L. G.**:—Return to Address, Copy of the Report of L. G. Bell, C.E., on the exploration made of the route of the Huron and Ottawa Railway from Ottawa City to Parry Sound; together with all maps or papers accompanying the same.
- No. 28... **COPYRIGHTS**:—Return to Address, Correspondence relating to Addresses of this House, presented last Session to the Governor General on the subject of the Act respecting Copyrights, which Act was reserved for the signification of Her Majesty's pleasure thereon.
- Return to Address, Copies of Despatches and other communications which have passed since the 31st March, 1874, on the subject of an Act respecting British Copyright Works passed in the Session of 1872, and reserved for Her Majesty's pleasure thereon. [*Not printed.*]
- No. 29... **GOVERNOR GENERAL**:—Return to Address, Copy of His Excellency the Governor General's Commission; and of the Royal Instructions which accompanied the same.
- No. 30... **GYPSUM, GROUND**:—Return to Address, 1st. The entire quantity of ground gypsum, or land plaster imported into the Dominion of Canada from the United States, since the 1st day of April, 1874; 2nd. For the respective quantities of said ground gypsum, or land plaster, imported from the United States as received at the several Lake and River Ports of the Dominion; 3rd. For the entire sum collected as revenue from the said article of ground gypsum, or land plaster, between the 1st day of April and the 1st day of December, 1874. [*Not printed.*]
- No. 31... **BAPTISMS, MARRIAGES AND BURIALS**:—General Statement of, for certain districts in the Province of Quebec, for the year 1874. [*Not printed.*]
- No. 32... **FISH INSPECTORS**:—Return to Address, Number of Counties in Nova Scotia and New Brunswick in which Examiners of Fish Inspectors have been appointed; the number of Inspectors appointed in each County; also, the quantity of fish or fish-oil inspected, with description of package, and by whom inspected, and amount of fees collected. [*Not printed.*]
- No. 33... **ALIENS, NATURALIZATION OF**:—Return to Address, Copies of any Despatch or Despatches, received from the Imperial Government on the subject of the Naturalization of Aliens, since the Despatch of the Earl of Kimberley, of date the 3rd September, 1873. [*Not printed.*]
- No. 34... **RICHIBUCTO HARBOR, N.B.**:—Return to Address, Copy of contract for the removal of wrecks at the entrance of Richibucto Harbor in New Brunswick; with the names of the sureties and sums paid on such contract; also copy of Report of Engineer, or other officers, of work performed, on which Report payment was made. [*Not printed.*]
- No. 35... **OLIVER'S FERRY**:—Return to Address, Orders in Council, correspondence and papers in reference to the construction of a Bridge over Oliver's Ferry. [*Not printed.*]
- No. 36... **WELLAND CANAL**:—Return to Address, List of persons to whom contracts have been awarded for the construction of the several sections of the works now in progress, or hereafter to be commenced on the Welland Canal, for which tenders have been received, with the names of their sureties; also a list of the tenders made for the same, specifying the names of persons so tendering, the sections for which they severally tendered, and the amount of each tender.
- Return to Address, Copies of all Estimates and Reports of the Engineers in charge of the Welland Canal, shewing the cost of removing the rock bottom at Raney's Bend, with a view to obtaining Lake Erie level. [*Not printed.*]
- No. 37... **DAWSON ROAD**:—Return to Address, Statement of the number of Emigrants conveyed over the Dawson Road to Manitoba, since the opening of the said Road; also the cost of conveyance of such Emigrants to Manitoba, shewing the average cost of each person, so carried.
- No. 38... **JOHNSTON, MR.**:—Return to Address, Instructions furnished by the Department of Public Works to one Mr. Johnston, for the survey of that portion of the Ottawa River lying between the foot of Paquette's Rapids and Head of Allumette Island; also copies of all plans of said survey, with Mr. Johnston's report thereon, together with the estimated cost of improving the navigation at Paquette's Rapids and Allumette Rapids, so as to admit of the passage of steamers, and the scale of prices upon which such estimate of cost is based. [*Not printed.*]
- No. 39... **THUNDER BAY, &c.**:—Return to Address, Copies of all tenders and correspondence relating to the contract for carrying passengers and freight between Thunder Bay and Fort Garry, with the names of parties tendering, and amount of bonus asked; the rate per head to be charged for passengers, and the rate per ton for freight, &c.

CONTENTS OF VOLUME No. 8.

- No. 40... **AGRICULTURE**:—Report of the Minister of Agriculture for the year ending 31st December, 1874.
- No. 41... **ELECTIONS, RECORDS OF**:—Return shewing—1st. The vacancies that have occurred in this House since the last General Election; the date when each vacancy took place; and when the same was notified to Mr. Speaker. 2nd. The date of the Warrant of Mr. Speaker for a new Writ in each case. 3rd. The date of the issue of the Writ in each case. 4th. The date of the transmission of the Writ to the Returning Officer in each case. And also a similar statement respecting the vacancies occurring during two last Parliaments. [*Not printed.*]
- No. 42... **BANK OF UPPER CANADA**:—Statement of the Estate of the Bank of Upper Canada, on the 31st January, 1875.
- No. 43... **RECEIPTS AND PAYMENTS**:—Statement of the Receipts and payments of the Dominion of Canada, from 1st July, 1874, to the 20th February, 1875.
- No. 44... **CANADIAN PACIFIC RAILWAY**:—Articles of Agreement entered into between Asa Belknap Foster and Her Majesty Queen Victoria, for the construction and working of the Georgian Bay Branch of the Canadian Pacific Railway, bearing date the 27th February, 1875; accompanied by a copy of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council, on the 4th November, 1874, in relation thereto.
 —Return to Address, All tenders for the construction of the Georgian Bay Branch of the Canadian Pacific Railway, with Orders in Council, correspondence, and all papers relating thereto.
 —Return to Address, Memorandum of the Chief Engineer of the Canadian Pacific Railway, referred to in a Report of the Honorable the Privy Council, approved by the Governor General on the 7th June, 1873.
- No. 45... **POSTAL CONVENTION**:—Return to Address, Copies of the Postal Convention recently made with the Postmaster General of the United States by the Postmaster General of Canada.
- No. 46... **MANITOBA, MILITIA VOLUNTEER FORCE IN**:—Return to Address, All applications made by persons who served in the Militia Volunteer Force in Manitoba, and who have been invalided or discharged before the termination of enlistment, for grants of land in that Province.
- No. 47... **CIVIL SERVICE EMPLOYÉS, DOMINION**:—Return to Address, Statement shewing the number of Employés in each Department of the Civil Service of the Dominion, giving the name of each Employé, and his age, when first appointed to the Service; also his occupation prior to his said appointment, and the country in which he was born. [*Not printed.*]
- No. 48... **ST. LAWRENCE RIVER NAVIGATION**:—Report of John Page, Esq., Chief Engineer of Public Works, on the Navigation of the River St. Lawrence, between Lake Ontario and Montreal.
- No. 49... **ST. LAWRENCE TOW BOAT CO.**:—Return to Address, Correspondence between the Government and the St. Lawrence Tow Boat Company, on the subject of the leasing of the Wharves below Quebec; also Statement shewing the sums collected as wharfage dues established by the Department of Public Works and the sums paid to the Government for each of the said Wharves.
- No. 50... **INSURANCE**:—Statements made by Insurance Companies, in compliance with the Act 31 Vic., cap. 48, sec. 14.
- No. 51... **RECIPROCITY TREATY**:—Return to Address, Papers in connection with the negotiations with the Government of the United States for a Treaty of Commercial Reciprocity.
 —Supplementary Return to Address, Papers in connection with the negotiation of a Treaty of Commercial Reciprocity with the United States.
- No. 52... **INTERCOLONIAL RAILWAY**:—Return to Address, Copies of all special rates granted for freight on the Intercolonial Railroad.
 —Return to Address, All papers and correspondence connected with the contract for supplies to the Intercolonial Railroad, from the 1st June to the 31st December, 1874, of Cars, Trucks, Bar Iron and Railway materials.
 —Return to Address, Statement in detail of the several amounts paid out by the Government for work actually performed on Section 16 of the Intercolonial Railway from the time the work was taken out of the hands of the Contractor until the present time, &c., stating in detail the grounds for paying the same, and whether the amounts so paid (if any) were sanctioned by the Contractor before payment; also, any report of the officer in charge of said work; also, a statement in detail of all qualities of all work performed in Earth, Rock and Masonry, on Section 16 of the Intercolonial Railway since that section was taken out of the hands of the Contractor, &c.

- No. 52... **INTERCOLONIAL RAILWAY**:—Return to Address, A comparative statement of the number of tons of freight, not to include Government freight, carried over the Intercolonial Railway in Nova Scotia and New Brunswick during the months of October, November and December, in the years 1873 and 1874, and the months of January and February, 1874 and 1875, respectively; together with the average distance carried, the average rate received per ton, and the average rate per mile per ton. [*Not printed.*]
- No. 53... **GATINEAU RIVER**:—Return to Address, Copies of all advertisements, tenders, contracts, reports, and all other correspondence as well as all affidavits, in connection with the construction of booms, piers, and other works on the Gatineau River last winter.
- No. 54... **ACCIDENTS ON RAILROADS**:—Return to Address, Statement of the number of persons killed or injured on the different Railroads of Canada. [*Not printed.*]
- No. 55... **PRINCE EDWARD ISLAND RAILWAY CONTRACT**:—Return to Address, Correspondence between the Dominion Government and the Government of Prince Edward Island, concerning the contract for the construction of the Railway on the Island, and handing over the same to the Government; and also all correspondence between the contractors, the Local Government or the Dominion Government, or either of them, regarding the substitution of Wire fencing for the fencing provided for in the contract. [*Not printed.*]
- No. 56... **INDIANS, MISSISSAGUA, THE**:—Return to Address, Returns respecting that portion of the Mississagua Indian Tribe now settled upon Scugog Island. 1st. For the amount invested by the Dominion Government on their behalf in the lands which said Indians now occupy; 2nd. For the amount of all other funds originally received from and invested in behalf of said Indians, with the several annual additions thereto:—showing how said funds are invested; at what rate of interest; and the several annual payments or donations made by Government to them since the first receipt and investment of said funds in the Indians' behalf. [*Not printed.*]
- No. 57... **KING, JAMES, OF HALIFAX, N.S.**:—Return to Address, Copy of the contract entered into between James King, Esq., of Halifax, N.S., and this Government, for the purpose of running a steamer between Georgetown, P.E.I., and Pictou, N.S., during the winter season.
 Supplementary Return:—Copy of the advertisement calling for a winter steamer at Prince Edward Island, and also for a copy of the contract entered into for the performance of said service. [*Not printed.*]
- No. 58... **SHORTEST ROUTE TO EUROPE**:—Report of Special Committee of the House of Commons, appointed to enquire into the shortest route to Europe.
- No. 59... **JUDGES, PROVINCE OF QUEBEC**:—Statement of payments to the Judges of the Province of Quebec, on account of travelling expenses, from 1st July, 1867, to 30th June, 1874.
- No. 60... **FINANCIAL STATEMENT**:—Return to Address, Statement of all monies lying at the credit of the Dominion in any Bank or in the hands of any Financial Agent or other person, on the 20th day of February last, stating specifically the names of the Banks, Financial Agents or other persons, with whom such monies are deposited, and whether on interest or otherwise, and the rate of interest allowed in each case.
- No. 61... **"LAND PURCHASE BILL, 1874," P.E.I.**:—Return to Address, Correspondence which may have passed between the Government of the Dominion and the Local Government of Prince Edward Island and with the Imperial Government and the landed proprietors, relating to a Bill passed by the Local Legislature of that Province, to be entitled "The Land Purchase Bill of 1874."
- No. 62... **HAMEL, J. A.**:—Return to Address—1st. Copies of all documents relating to the appointment of J. A. Hamel, Esquire, of Malbaie, Physician, to vaccinate the Indians on the North Shore of the River St. Lawrence for the years 1868 and 1869; of the instructions furnished to him, and of the reports made by him during the said two years on the subject. 2nd. A statement shewing the number of Indians vaccinated by the said J. A. Hamel during the said two years; the accounts furnished by the said J. A. Hamel, and the amount of money paid to him by the Government for the services rendered. 3rd. Copies of all communications sent to the Government by the Reverend Father Arnault and others, during the said years 1868 and 1869 in relation to the said J. A. Hamel. [*Not printed.*]
- No. 63... **KITSON LINE**:—Return to Address, Copies of all Orders in Council or other authority granted to certain American Steamboat proprietors, known as the "Kitson Line," to trade on the Red River, in the Province of Manitoba, &c. [*Not printed.*]
- No. 64... **GRAVING DOCK, ESQUIMAULT**:—Return to Address, Copies of all correspondence with the Government of British Columbia, or with any person on behalf of that Government, respecting the construction of a first class Graving Dock at Esquimault.

- No. 65... REGISTRY DIVISION, MONTREAL:—Return to Address, Copy of the Bill passed in the last Session of the Legislature of the Province of Quebec, intituled: "An Act to divide into three parts the Registry Division of Montreal." [*Not printed.*]
- No. 66... CHICOUTIMI AND SAGUENAY, SQUARE TIMBER:—Return to Address, Statement shewing the number of pieces of square timber, spars, masts, deals and boards exported, from the month of April, 1874, up to this date, from the Counties of Chicoutimi and Saguenay, &c.
- No. 67... SPRING HILL MINING CO.:—Return to Address, All correspondence between the Government, or their officers, and the Spring Hill Mining Company, for all Orders in Council relating to the said Company; and any agreements that may have been made with the same.
- No. 68... PRINCE EDWARD RAILWAY, CONSTRUCTION OF:—Return to Address, Copies of all papers and correspondence between the Dominion Government and the Prince Edward Island Government, relative to the construction of the Prince Edward Railroad, and the transfer of said Railroad to the Dominion Government. [*Not printed.*]
- No. 69... COAL, COKE, &c., N.S. & N.B.:—Return to Address, Shewing the quantity and value of Salt, Coal, Coke, Wheat, Corn and other grains; Wheat and Rye Flour and Meal exported from, and imported into the Provinces of Ontario, Quebec, Nova Scotia and New Brunswick, from the 7th April, 1870, to the 1st April, 1871, with the amount of duties collected on these articles at each Port of Entry. [*Not printed.*]
- No. 70... HARBORS, PIERS AND BREAKWATERS:—Return to Address, Shewing the amount expended by the several Local Governments on all Harbors, Piers, and Breakwaters in the Dominion, prior to 1867, and since July, 1867, by the Dominion Government, and also the amounts expended on all such works by any local Companies, Municipal Authorities, Railway Companies, Harbor Commissioners, or any other Companies or persons, before or since July 1st, 1867.
- No. 71... OTTAWA RIVER, SLIDES, DAMS, &c.:—Return to Address, Shewing the sums expended on capital account as well as the amounts chargeable to income, in the construction of Slides, Dams, Piers, Booms and other works, to facilitate the passage of Timber and Saw Logs on the Ottawa River and its tributaries, up to 31st December last.
- No. 72... LACHINE CANAL:—Return to Address, Copies of all correspondence, letters or telegrams between the Government and the proprietors of land in the vicinity of the proposed enlargement of the Lachine Canal, from 1st March, 1874, to the 1st March, 1875, &c., &c.
- No. 73... CIVIL SERVICE EMPLOYÉS, P.E.I.:—Return to Address, A complete Return of all dismissals from, and appointments to, the Civil Service of Prince Edward Island, as well as the salaries attached thereto. [*Not printed.*]
- No. 74... CUSTOMS AND EXCISE:—Return to Address, Receipts from Customs and Excise for the months of May and October, in the year 1874. [*Not printed.*]
- No. 75... CHATHAM BRANCH RAILWAY:—Return to Address, Copies of all correspondence, memoranda, propositions, Reports to Council and Minutes of Council in relation to aiding the Chatham Branch Railway, or in connection therewith. [*Not printed.*]
- No. 76... ST. PETER'S CANAL:—Return to Address, Copy of the Report of Mr. Perley, C.E., on the enlargement of St. Peter's Canal. [*Not printed.*]
- No. 77... MARINE HOSPITAL, SYDNEY, C.B.:—Return to Address, All plans, correspondence, documents and tenders in possession of the Government, relative to the proposed erection of a Marine Hospital at Sydney, C.B., &c. [*Not printed.*]
- No. 78... ORDNANCE LANDS, FREDERICTON:—Return to Address, All papers, correspondence, telegrams or Orders in Council connected with the sale of certain Ordnance Lands at Fredericton, N.B., to the Fredericton Branch Railroad Company, or to Temple & Burpee, &c.
- No. 79... QUEBEC AND GULF PORTS CO.:—Return to Address, All papers and correspondence, advertisements for tenders, if any, with terms of renewal or extension of subsidy to Quebec and Gulf Ports Company for service between St. Lawrence and Pictou, &c. [*Not printed.*]
- No. 80... HARBORS AND BREAKWATERS, P.E.I.:—Return to Address, Copies of the Reports of the Dominion Government Engineer appointed to survey and report upon Harbors and Breakwaters in Prince Edward Island. [*Not printed.*]
- No. 81... SUPREME COURT, N.B.:—Return to Address, All decisions made since the 1st of January, 1875, by the Supreme Court of New Brunswick, with reference to the jurisdiction of the Local Government or Municipal authorities in that Province in granting, or withholding licenses for the sale, or regulating the sale, of spirituous liquors. [*Not printed.*]

- No. 82... **PILOTAGE, AN ACT RESPECTING**:—Return to Address, Correspondence with Boards of Trade or other parties, Minutes of Council, &c., in relation to the effect of an Act entitled "An Act respecting Pilotage," having reference to the effect upon Trade and Navigation of the said Law as effects collisions, and the responsibility of pilots and owners of vessels in such cases. [*Not printed.*]
- No. 83... **MONTREAL HARBOR DUES**:—Return to Address, Copies of instructions given to Collectors of Customs in Ontario, to collect Montreal Harbor Dues on all freight landed at the Port of Montreal; also a statement of the rate of Dues so levied, and the principle on which they are computed. [*Not printed.*]
- No. 84... **BRITISH MERCHANT SHIPPING**:—Return to Address, All Papers and correspondence had with Her Majesty's Government in relation to the Legislation which was under the consideration of the Imperial Parliament in relation to British Merchant Shipping from 1871 to the end of 1874, in connection with the so-called Plimsoll movement; also in connection with the proposed Legislative measure in relation to merchant shipping at present proposed by Her Majesty's Government; also, all papers, Minutes of Council and despatches had between the Government of Canada and Her Majesty's Government, protesting against any Legislation being had by the Imperial Government which would affect Canadian shipping. [*Not printed.*]
- No. 85... **CANADIAN PACIFIC RAILWAY, EASTERN TERMINUS**:—Return to Address, Correspondence between the Canadian Government and the Government of the Province of Quebec, on the subject of Railway connections between the Eastern terminus of the Canada Pacific Railway, and the Province of Quebec. [*Not printed.*]
- No. 86... **LUNENBURG, N.S.**:—Return and two further Returns to Address, Copies of all letters in connection with appointments to, and resignations or dismissals from office, and the appointment of successors in the County of Lunenburg, Nova Scotia, since the 1st October, 1873. [*Not printed.*]
- No. 87... **PENITENTIARIES**:—Seventh Annual Report of the Directors of Penitentiaries of the Dominion of Canada, for the year 1874.
- No. 88... **BRITISH COLUMBIA, CROWN LANDS**:—Copies of Orders in Council relative to Acts of the Legislature of British Columbia. 1. "An Act to amend and consolidate the Laws affecting Crown Lands in British Columbia;" and 2. "An Act to make provision for the better administration of Justice, and as to their disallowance." [*Not printed.*]
- No. 89... **BRITISH COLUMBIA STEAMSHIP CO.**:—Return to Address, All correspondence or letters (if any) between the Government and the "British Columbia Steamship Company," relative to a subsidy for carrying the Mails between San Francisco and Victoria. [*Not printed.*]
- No. 90... **IMMIGRANTS, MONTREAL**:—Return to Address, Any papers showing the number and condition of Immigrants now in the City of Montreal without employment. [*Not printed.*]
- No. 91... **GRAVING DOCK, QUEBEC**:—Return to Address, Copies of all papers, documents, letters and correspondence, having reference to the selection of the site for the construction of a Graving Dock in the Port of Quebec. [*Not printed.*]
- No. 92... **RIDEAU CANAL**:—Return to Address, Statement of Leases of Water Power made by the Department of Public Works between the Dominion Dam at the Whitefish and Kingston Mills on the Rideau Canal, both inclusive; date of lease or leases; time such lease or leases expire; quantity of power rented and approximate power used during past year under each lease; with copy of reports and papers, if any, submitted by the Superintendent Engineer of the Rideau Canal during the past twelve months to the Department of Public Works on this subject. [*Not printed.*]
- No. 93... **GREAT WESTERN RAILWAY CO.**:—Copies of correspondence and accounts *in re* duties refunded to the Great Western Railway Company. [*Not printed.*]
- No. 94... **MILITIA SERVICE EXPENSES**:—Return to Address, Statement of all sums of money expended in 1870-'71-'72-'73 and '74, for the Militia Service, including the Mounted Police, either for payment of men, expenses attending camps, or for clothing, ammunition, drill sheds, or other incidental or ordinary expenses of the Department in Ottawa. [*Not printed.*]
- No. 95... **POSTMASTERS (INSTRUCTIONS)**:—Return to Address, Instructions issued to the Postmaster in cities, towns and villages, by the Postmaster General, under authority of section 42 of the Act 31 Vict., cap. 19, with reference to dutiable goods brought into the Dominion through the post office. [*Not printed.*]

REPORT

OF THE

MINISTER OF AGRICULTURE

OF THE

DOMINION OF CANADA,

FOR THE CALENDAR YEAR

1874.

Printed by Order of Parliament.



OTTAWA:

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1875.

REPORT
OF THE
MINISTER OF AGRICULTURE,
FOR THE
CALENDAR YEAR 1874.

To His Excellency the Right Honorable Sir Frederic Temple, Earl of Dufferin, Viscount and Baron Clandeboye, of Clandeboye, in the County Down, in the Peerage of the United Kingdom, Baron Dufferin and Clandeboye, of Balyleidy and Killeleagh, in the County of Down, in the Peerage of Ireland, and a Baronet, Knight of The Most Illustrious Order of Saint Patrick, and Knight Commander of The Most Honorable Order of the Bath, Governor General of Canada, &c., &c., &c.

MAY IT PLEASE YOUR EXCELLENCY:—

I have the honour to submit the Report of the Department of Agriculture for the year 1874. It is, as it has been hitherto, necessarily made for the calendar instead of the fiscal year, in view of the nature of the subjects reported on.

I.—GENERAL REMARKS.

No measure of legislation relating to this Department was submitted to Parliament during the Session of 1874. A Bill, however, respecting Copyrights, has been prepared during the recess to be submitted at the approaching Session.

I have to repeat the remarks made in my last report to Your Excellency, respecting the continual augmentation of the business of the Department—an augmentation which had been mentioned in the annual reports of my three predecessors.

The following is a statement of the number of letters received and sent by the Department during the year :—

Months.	Letters received.	Letters sent.
January	1,437	1,812
February	1,289	1,616
March	2,090	3,191
April	1,680	1,917
May	1,476	1,831
June	1,399	2,226
July	1,734	1,715
August	1,433	1,925
September	1,254	1,395
October	1,422	1,616
November	1,390	1,673
December	1,366	1,556
Total.....	17,970	22,673

The following table shows a statistical statement of the business of the Department from 1864 to 1874, inclusive :—

Year.	Letters received.	Letters sent.	No. of cases of Patents, Copyrights and Trade Marks.	Total number of Immigrants.
1864	5,422	5,152	181	40,649
1865	6,694	7,638	200	47,103
1866	7,435	8,250	337	51,795
1867	7,571	10,679	840	57,873
1868	8,696	10,299	643	71,448
1869	9,516	13,654	965	74,365
1870	11,442	20,078	1,110	69,019
1871	18,416	21,709	2,035	65,722
1872	20,271	30,261	2,215	89,186
1873	22,216	31,786	3,181	99,109
1874	17,970	22,673	3,904	80,022

II.—AGRICULTURE.

I need not repeat what I stated last year, relative to the probable adoption, at a future period, of a system of technical agricultural instruction, to be inaugurated in Canada, of Agronomic Institutes.

There is a subject which several friends of the agricultural interest have brought before me in conversation. I mean, the importation of foreign seeds of various kinds, and varieties of grains and plants. There is no doubt that important service may be rendered to the agriculture of the country, by such an importation of new or renovated seeds, provided the administration is on its guard against the abuses which have been experienced in other countries where the Government has undertaken

such a duty. Besides, the actual purchase and importation of such seeds, much might be done by means of an exchange with other countries. It is, however, to be remarked, that unless such operations be guided and directed by specialists such as would be supplied by the establishment of Agronomic Institutes, it could hardly be expected that full compensation would be received for the cost of the experiments.

The extensive and carefully revised returns of the Agricultural and Industrial Census, now being printed, will serve as a basis for future information, and assist in the devising of some plan for the publication of periodical statements intermixed with the decennial census periods.

The Universal Exhibition of 1876, to be held at Philadelphia, will afford another and very good opportunity to bring Canadian products, Canadian industry, and the prospects of Canada for the fourth time before the eyes of the whole world. The circumstance of a great universal gathering taking place on this Continent, for the first time, properly speaking, and being held in our immediate vicinity, in the territory of a friendly neighbour, is another motive for the people of Canada to make a strenuous effort to show themselves equal to the occasion. I have no doubt that any measure which may be devised for a fair representation of Canadian products at Philadelphia in 1876, will meet with the hearty concurrence of Your Excellency and the Canadian people.

Ample time is given for preparation and a proper representation of Canada at this Universal Exhibition—the sixth of its kind. The holding of the Provincial or even the District Exhibitions in the several Provinces of the Dominion, will afford opportunities for the selection of articles and making collections, which will not be lost, and which will contribute to the success and economy of this important undertaking.

IV.—IMMIGRATION.

The following table shows the number of immigrants who have entered the Dominion from all parts during the seven years since Confederation:—

	1868.	1869.	1870.	1871.	1872.	1873.	1874.
Via the St. Lawrence	34,300	43,114	44,475	37,020	34,743	36,901	23,894
Via Suspension Bridge and Inland Ports	36,511	30,326	23,857	27,365	49,130	59,549	54,014
Maritime Province Ports	637	925	687	1,337	5,313	2,659	2,114
Totals.....	71,448	74,365	69,019	65,722	89,186	99,109	80,022

The following table gives the number of immigrants by the St. Lawrence route, arrived at the port of Quebec from 1854 to 1874 inclusive:—

1854	53,180
1855.....	21,274

1856	22,439
1857	32,097
1858	12,810
1859.....	8,778
1860	10,150
1861.....	19,923
1862	22,176
1863	19,419
1864	19,147
1865	21,355
1866	28,648
1867	30,757
1868	34,300
1869	43,114
1870	44,475
1871	37,020
1872	34,743
1873	36,901
1874.....	23,894

The preceding figures, as well in the arrivals at Quebec as at all other ports, include the immigrants who pass through Canada for the United States. These, as was explained in my last Report, were not, in any sense of the term immigrants to Canada; they were simply passengers through Canada, which affords the shortest and best route to the Western States, as well by the St. Lawrence as by railway *via* the Suspension Bridge, and they came with scarcely any exception, provided with through tickets to their points of destination. It is necessary to repeat this explanation as these passengers continue to be described in publications as emigrants from Canada to the United States. Their numbers will be hereinafter stated.

The statistics of immigrants arrived in Canada from the United States, as ascertained from returns from the Custom Houses along the frontier, entered for the first time in the Report of the Department for the last year; and the figures for the present year show very large augmentation. It is to be remarked, moreover, that they only represent the ascertained arrivals from the entries of settlers' goods; it is certain there have been very many more, of whom it has been impossible to obtain any record whatever. The figures are as follow:—

1873.....	8,971
1874	14,110

The fact of these figures entering the first time in the statistics should be kept in view in making comparisons with previous years. There has always, it may be repeated, been a large movement, the precise figures of which cannot be ascertained, of persons across the long frontier on both sides; and at times the balance has been

largely against Canada. But during the two past years, owing to the severe and continued depression which has prevailed in the United States, a material change has taken place in favour of Canada.

The following statement shows the number of immigrant passengers who have passed through Canada for the United States, as reported by the Dominion Government agents from 1866 to 1874 inclusive :—

1866	41,704
1867	47,212
1868	58,683
1869	57,202
1870.....	44,313
1871	37,949
1872	52,608
1873	49,059
1874.....	40,649

And the following statement shows, in comparison for the corresponding years, the number of immigrants reported by Government agents to have settled in Canada :—

1866	10,091
1867	14,666
1868	12,765
1869	18,630
1870.....	24,706
1871	27,773
1872	36,578
1873	50,050
1874.....	39,373

It thus appears from these figures that there was a decline during the past year, both in the numbers of the immigrant passengers who passed through Canada for the United States, and in the settlers in Canada. An unusually large proportion of the immigrants who entered at Quebec, in 1874, were settlers in Canada; it being 18,738 out of 23,894.

The total immigration to Canada in 1874, although very much less than that of 1873, was greater than that of 1872, the figures for the three years, commencing with the last named, being 36,578, 50,050, 39,373.

The decline in the number of immigrant passengers passing through Canada for the United States during 1874 was very much greater than that in numbers of settlers in Canada; and it has been continuous during the three years named, the figures being 52,608, 49,059, 40,649.

And the actual decline in the number of settlers in Canada during the year was less than was anticipated in the early part of the season; such more favourable results

being due to the efforts of the agents and the Passenger Warrant system. It may be stated to be satisfactory in view of all the circumstances.

In considering the decline of immigration to Canada during 1874, as compared with 1873, it may be convenient to look at the total emigration from the United Kingdom for the two years. The following figures are taken from official returns published by the Marine Department of the Board of Trade, distinguishing the destinations:—

	1873.	1874.
To United States.....	233,073	148,161
North American Colonies.....	37,208	25,450
Australian Colonies.....	26,428	53,958
All other places.....	13,903	13,445
	310,612	241,014

It may be observed that the year 1873 was a year of exceptionally large emigration from the United Kingdom, the largest of any since 1854. In 1872 the total emigration was 295,213 ; and in 1871 it was 252,438. It may be remarked that the emigration statistics of the Marine Department of the Board of Trade nearly agree with those collected by the Dominion Agents, as far as relates to the arrivals by sea, but they do not include the arrivals by the inland ports of Canada. The following are the returns of the Dominion Agents of arrivals direct from the sea:—

	1873.	1874.
Quebec.....	36,901	23,894
Halifax, N. S.....	1,403	1,499
St. John, N. B.....	1,129	615
Miramichi.....	127	.....
	39,560	26,008

The arrivals from Portland, Maine, should properly be added to these figures, as it is really a winter sea port of the Dominion.

As bearing on the decline of immigration to Canada from the United Kingdom and Europe in 1874, the following facts may be stated:—

1st. The depression of trade and manufacturing industry in the United States created distress and led to the return of a very large number of emigrants, who everywhere spread very bad reports which affected Canada ; as Canada and the United States are both included, to a very large extent, in the common term America, by a considerable proportion of the emigrating class. Such impression was explained away, as far as possible, by the agents.

2nd. This depression caused the entry into the Dominion of large numbers of the mechanic class from the United States, and thus lessened the demand for that class ; but it did not in any way affect the demand for agricultural labourers.

3rd. The very active exertions made by the Australian Colonies, particularly

New Zealand, and the very large expenditure of money made by them in granting free passages, caused very large drafts to be made upon the class of emigrants who would otherwise have come to Canada. The number who sailed for those colonies in 1874 was 53,958.

An unusual number of agricultural labourers with families came to Canada during the year. They were, for the most part, selected by the agents of the Dominion, and came out to this country with the assistance of Passenger Warrants, without which assistance they would have been utterly unable to come. They were of a class specially adapted to the country, and settled for the most part in the Province of Ontario. Besides being suited to one of the greatest needs of the country, it is to be remarked that the agricultural labourer, with his family, when he settles down is much less likely to move again than are immigrants of the mechanic class.

The combination of steamship companies commonly known as the North Atlantic Conference, broke up on the 7th of May last from differences among its own members. This combination had for some years previously maintained the steerage or emigrant fare in steamships, at the uniform rate of £6 6s. sterling to all ports in Canada and the Northern United States. Thus any of the steamship lines, parties to the conference, would take an emigrant to Boston or New York for £6 6s. and pay the intervening railway fare, or if the emigrant were landed at a Canadian port he would be taken to New York or Boston for the same fare.

After the rupture of the Conference the steerage fare practically fell to what could be obtained, but the prevailing rate was £3. This state of things continued throughout the year.

The arrangements that had been made by the Department with the Allan, the Dominion, the Temperley's, and the Anchor Lines, to afford Passenger Warrants to approved immigrants to Canada, at the rate of £4 15s., remained, in consequence of the rupture of the Conference, in abeyance.

The Special Warrants, however, which enabled families of agricultural labourers and female domestic servants to obtain passages for £2 5s., became in very great demand. The Agricultural Labourers' Union, under an arrangement made by my predecessor with Mr. Arch when he was in this country in 1873, very largely availed themselves of these warrants, and to this class of immigrants the refund *bonus* of the Ontario Government of £1 4s. 8d. was also given in part payment of passage, which was thus reduced to about £1. Even this sum was beyond the means of the great majority of the agricultural labourers with families; it was therefore, in a large number of cases, supplied from the funds of the Union.

Mr. Taylor, the General Secretary of the Labourers' Union, accompanied a party of these immigrants to Canada, and he, together with Messrs. Richardson, Ball and Hillyer, who came on a similar mission, were well satisfied with the way in which the labourers and their families were settled; and also with the country as a suitable field for the settlement of agricultural labourers.

The Agricultural Laborers' Union passed a resolution at the close of the year's proceedings to thank the Dominion Government for the aid it had rendered, and to request for the next year the continuance of such aid, and the continued assistance of the Government Agents.

Mr. Daveney, an agent of the Dominion, whose duties were principally among the labourers of the Union, reports (see appendix) a very general disposition to emigrate to Canada, if the means to do so can be obtained. But they cannot, unless practically free passages are placed at their disposal.

This fact, especially in view of the very active Australian competition which affords emigrants free passages, shows the necessity of continuing aid to that class of settlers, both by Dominion Passenger Warrants and Provincial *bonus* during the coming season, if any large number of them is to be brought to Canada. Employers of labour and Immigration Aid Societies should also keep the fact in view that they can obtain the supplies of labour they require by making the necessary advances.

Mr. O'Leary, a delegate on behalf of agricultural labourers in Ireland, visited Canada during the year, and expressed himself as being entirely satisfied with the field which the country afforded for their settlement. The Rev. Bowman Stevenson also made a tour of the country in the interest of the immigrants taken to the Childrens' Home at Hamilton; as did also Mr. Middlemore, Miss Rye, Miss Macpherson and others:

Mr. Andrew Doyle, Local Government Inspector, made an official visit to Canada during the summer, to inquire into the condition of the pauper children from time to time brought to Canada by Miss Rye and Miss Macpherson.

The following is a comparative statement of the number of immigrants brought to Canada in 1873 and 1874 by the aid of charitable societies and individuals:—

	1873.	1874.
Feltham Reformatory	20	7
Red Hill	12	10
Miss Macpherson.....	360	361
Mr. Middlemore.....	30	50
Miss Rye.....	231	192
East London Family Emigration Fund of Hon.		
Mrs. Hobart.....	242	27
Brighton Industrial School	24	...
Boys' Home, Hampstead.....	24	...
Children's Home, London	56	...
F. McFarland.....	72	...
Rev. M. Nugent, Liverpool.....	41	...
T. S. Fletcher, Dublin	4	...
Wandsworth Institution, London.....	8	...
Rev. Mr. O'Leary, Enniskillen.....	...	1

Reformatory School, London, Rev. Mr. Burgess.....	...	41
Madame Von Köerber.....	...	185
Rev. Mr. Williams.....	...	19
English Agricultural Labourers Union.....	...	1,267
Miss Fletcher, Liverpool.....	...	49
South Dublin Union.....	...	11
Rev. Mr. Stevenson.....	...	48
Archbishop of Westminster's Schools.....	...	25

Totals 1,124 2,293

This statement shows increase in 1874; but the numbers of immigrants brought out by such means are very much less than formerly.

The following is a comparative statement of the origins of the immigrants who arrived at the Port of Quebec from 1870 to 1874 inclusive:—

	1870.	1871.	1872.	1873.	1874.
English	20,934	17,915	14,867	18,004	13,298
Irish.....	2,858	2,980	3,410	4,336	2,650
Scotch	3,279	3,426	4,165	4,665	2,562
German	595	9,300	764	739	462
Scandinavian	16,780	2,999	10,148	6,447	1,407
French and Belgians.....	....	....	1,366	2,634	1,632
Other origins	29	400	23	76	....
Icelanders .....	....	....	....	...	351
Mennonites .....	....	....	....	...	1,532
Totals.....	44,475	37,020	37,743	36,901	23,894

The following is a comparative statement of the trades and callings of the steerage male adults who landed at Quebec from 1870 to 1874, inclusive:—

	1870.	1871.	1872.	1873.	1874.
Farmers	4,144	2,989	2,336	1,470	1,763
Labourers	12,248	11,465	6,189	6,202	4,259
Mechanics	1,717	1,674	6,809	7,662	2,773
Clerks and Traders.....	146	89	79	62	32
Professional Men	10	4	14	7	1
Totals.....	18,265	16,221	15,427	15,403	8,828

The two preceding statements have reference to the Port of Quebec only. The Department has no means of making the classifications contained in them at the inland ports of the Dominion.

It has been observable for many years past, that the numbers of immigrants who have come by sailing vessels, as compared with steamships have become less

and less. As between the two last years this decline in proportion is very great:—

	1873.	1874.
By steamships	34,860	23,382
„ sailing vessels	2,041	512

The very great falling off in the price of steamship fares in 1874 undoubtedly led to the absorption of so large a proportion of the passengers. But the advantages of the steamship over the sailing vessel for the carriage of emigrants is so great, both in point of time and the better and healthier condition in which they are landed, as to make it cheaper to pay double fare.

The number of sailing vessels employed in bringing immigrants to the Port of Quebec was 2; the number of steamships 97.

The average time taken in the voyage by the Allan Mail steamships was, from Liverpool to Quebec, $11\frac{1}{2}$ days; from Londonderry to Quebec, $10\frac{1}{2}$ days; by the extra steamships of the same Company, from Liverpool to Quebec, 15 days; the same, *via* Queenstown and Halifax, $15\frac{1}{2}$ days; by the Glasgow steamers to Quebec, $13\frac{1}{2}$ days; the same, *via* Belfast, 14 days; the same, *via* Londonderry, $14\frac{1}{2}$ days; the same, from Liverpool, 14 days; by the Dominion Line, from Liverpool to Quebec, 13 days, and from Belfast, 12 days; the Temperley's Line, from London to Quebec, $22\frac{3}{4}$ days, and from Plymouth, $20\frac{3}{4}$ days. Sailing vessels from Norway to Quebec, $48\frac{1}{2}$ days.

A Conference on the subject of Immigration was held in the rooms of the Department of Agriculture, on the 4th and 5th days of November last, which was presided over by the Minister of Agriculture.

There were present the Hon. Alexander Mackenzie, the Hon. R. J. Cartwright, the Hon. F. Geoffrion, and the Hon. L. Letellier de St. Just, representing the Dominion Government;

The Hon. Adam Crooks representing the Government of the Province of Ontario;

The Hon. J. G. Robertson and the Hon. H. G. Malhiot representing the Government of the Province of Quebec;

The Hon. B. R. Stevenson representing the Government of the Province of New Brunswick;

And the Hon. W. Annand, and the Hon. W. H. Smith representing the Government of the Province of Nova Scotia.

It was generally admitted in the discussions which took place, that separate and individual action of the Provinces in promoting immigration, by means of agents in the United Kingdom and the European Continent, led not only to waste of strength and expense and divided counsels, but in some cases to actual conflicts, which had an injuriously prejudicial effect on the minds of intending emigrants. It was, therefore, thought advisable to vest in the Minister of Agriculture, for a term of years, the duty of promoting immigration to the Provinces from abroad, which had hitherto been exercised by them individually, under the provisions of the Act of Confederation.

The following Memorandum was unanimously adopted by the Conference:—

“In order to secure united and harmonious action in promoting Emigration from

the United Kingdom, and the Continent of Europe to Canada, the following proposals have been agreed to by the representatives of the Provincial Governments now present :—

“ 1. The control and direction of all matters connected with promoting emigration from the United Kingdom and Continent of Europe to Canada, shall be vested in and exercised by the Minister of Agriculture at Ottawa.

“ 2. Independent agencies for any of the Provinces shall be discontinued.

“ 3. Each Province shall be authorized to appoint a Sub-Agent and obtain office accommodation for him in the Canadian Government offices in London ; and such Sub-Agent shall represent the special interests of the Province by which he is appointed in emigration matters and generally.

“ 4. Each Province may employ any Special Agent or Agents, or other means for the encouragement of emigration, subject to the direction hereinafter stated.

“ 5. The Sub-Agents placed by the Provinces in the London Office, or the Special Agents employed by them for promoting emigration, shall be under the direction of the Agent-General, acting under instructions from the Minister of Agriculture.

“ 6. The salaries of Sub-Agents and Special Agents appointed by the Provinces, shall be paid by the Provinces appointing them.

“ 7. The Dominion Government shall take every means to promote immigration ; and shall afford facilities for the transport of immigrants by partial payments in reduction of Ocean passage ; by arrangements with steamship companies and their agents ; and by such other means as may be deemed efficient for the purpose of introducing immigrants to each Province according to its requirements.

“ 8. The Dominion Government shall afford all facilities at its offices in London for giving information to the public respecting the Dominion generally, and the several Provinces and their resources in particular.

“ 9. For more effectually carrying out this object, all the Provincial Governments shall furnish to the London Office the statutes of the several Provinces, together with all printed public documents and maps, since confederation.

“ 10. The London Office shall be accessible to, and a place of reference for all persons from any of the Provinces.

“ 11. The Provinces shall respectively contribute towards the increased office expenses in London, arising from the proposed arrangements, the annual sums following :—

Province of Ontario	\$5,500 00
“ Quebec.....	2,000 00
“ New Brunswick.....	1,000 00
“ Nova Scotia	1,000 00

“ In case the two last named Provinces unite in appointing one Sub-Agent, their joint contribution shall be \$1,500 ;

“ And in case British Columbia, and Prince Edward Island choose also to avail themselves of the Canadian Office in London, each shall pay to the Dominion Government such sum as may be agreed upon with the Minister of Agriculture.

“ 12. A liberal policy is to be maintained by the Dominion Government, for the settlement and colonization of Crown Lands in Manitoba and the North-West Territories, and it shall disseminate such information with reference to Canada generally, and to Manitoba and the North-West Territory in particular, as may be deemed necessary for the advancements of immigration.

“ 13. The arrangement now made shall last for five years, and afterwards continue for a further term of five years, unless notice is given to discontinue during the first term.

“ 14. These proposals to be binding on the several Governments of the Provinces which may confirm the same, but till then they are to be deemed only provisional.”

The adhesion of the several Provinces, which were parties to the Conference, was subsequently signified; and an order of Your Excellency in Council was passed approving of the proceedings.

The vacancy in the London Office caused by the death of Mr. William Dixon, who had so long and faithfully acted as Emigration Agent of the Dominion, was filled on the 16th of February last by the appointment of Mr. Edward Jenkins, M. P., as General Resident Agent of the Dominion in London and Superintendent of Emigration.

It having been considered advisable to enlarge the sphere of the London Agency, the office was removed from Adam street to the new and commodious building in King street, Westminster, S.W., now known as the Canada Government Building.

A commencement has been made to establish a Canadian reading room and library in this building, at which the leading newspapers of the Dominion will be kept on file and all public documents, statutes, blue books and maps pertaining to the Dominion and the Provinces properly classified, so as to be available for all Canadians visiting London, and for all persons, particularly investors, desirous of obtaining information respecting Canada. The need of such information had become very much felt.

The new building contains ample accommodation for the sub-agencies of the several Provinces, which will be placed in it in accordance with the agreement entered into at the Immigration Conference held in this Department in November last.

Mr. Jenkins, the Agent-General, will act in the terms of an Order in Council in all matters pertaining to the Superintendence of Immigration under the directions of the Minister of Agriculture; and in respect of any other duties of general agency with which he may be charged, under the directions of the Secretary of State.

The report of the Agent-General, in his capacity of Superintendent of Emigration, is printed in the appendix herewith, as are also the reports of the Agents of the Department in the United Kingdom and on the continent.

The Agents of the Department in the United Kingdom and the continent have been placed under the superintendence of the Agent-General, in order to secure unity of action.

The Special Agents of the Department, employed for limited periods during the year, were Mr. Robert Cowling, Mr. A. B. Daveney, Mr. Thomas Grahame, Mr. George Kingsmill, Mr. Thomas Potts, Mr. James Wallace, Mr. Capper, and the Rev. Dr. L. Taylor. The duties of the last named were confined to delivering lectures simply. The duties of the others were also to deliver lectures and assist in promoting immigration generally.

In Ireland the Special Agents during the year were Mr. H. J. Larkin, resident in Dublin, and Mr. Talbot; and in Scotland, Mr. A. G. Nicholson.

In addition to these Special Agents there is, in the north of Ireland, Mr. C. Foy, the Permanent Agent of the Department, and also Mr. R. Murdoch in Glasgow.

In the Channel Islands Mr. H. J. Richards acted as Special Agent during the year, and Mr. G. T. Haigh at the Port of Liverpool.

Mr. Paul DeCazes acted as Special Agent of the Department in France during the year, and Mr. J. E. Klotz at Hamburg for part of the year. Madame Von Koerber continues to introduce immigrants for the continent of Europe under the authority previously given to her.

Mr. Gustave Bossange is the Permanent Agent of the Department at Paris. Mr. C. Brown has been appointed agent at Havre, and Mr. R. Berns has been continued in his appointment at Antwerp.

During the autumn, Dr. Whiteford, of Detroit, was requested to make an enquiry into the state of the Canadians settled in the United States, with a view to their repatriation.

Mr. Stafford, the Quebec Agent, reports that the immigrants who arrived this season were remarkably healthy, and well adapted to the country, but the numbers did not equal the demands for farm labourers and domestic servants. He particularly notices the arrival of 1,532 Mennonites from South Russia, for settlement in Manitoba; 1,349 were forwarded to that Province, and the remainder stayed with their friends in Ontario owing to the lateness of their arrival. They brought a considerable amount of specie with them. Mr. Stafford also specially notices the arrival of 350 Icelanders, and the immigrants sent out from the Labourers' Union, England. The arrangements at this agency were fully equal to meet the demands upon it during the last season.

Mr. Daley, the Agent at Montreal, afforded assistance in the form of free transport and one meal, to 1,179 immigrants; and assistance in meals only to 7,322, including the Mennonites for whom the Department, by the terms of its contract, was obliged to provide. It is generally found necessary to furnish meals to immigrants at this point after their journey by rail from Quebec. Those destined for the Province of Quebec are taken care of by the Local Agent of that Province, while those

who are going to Ontario, remain in charge of the Dominion Agent. During the season of navigation, the Department uses temporarily, a shed belonging to the Grand Trunk Railway at the Tanneries; but in winter it is found necessary to bring all immigrants to the Bonaventure Station. The distribution of immigrants at this point is made for the most part, by the Agent of the Province of Quebec, he having taken charge of 2,027. The Dominion Agent distributed 194. Mr. Daley ascertained, from the Custom House Returns, that the number of immigrants coming into his district from the United States was 5,253. entering personal property to the value of \$100,812.

Mr. Wills, the Ottawa Agent, reports that the total number of European immigrants who reached his agency during the year, was 2,610. In addition to this, he ascertained from the Collectors of Customs at the ports of entry in his District, that 1,519 settlers arrived from the United States, entering effects to the value of \$63,133. He also states that many other settlers came into his district whose entry is no where recorded. He states that the demand for labour during the spring and summer months, and especially during the harvest, was much greater than the supply. In the autumn, however, when the demand fell off, there were numerous arrivals from the eastern parts of Canada. Employment was found for the immigrants on Public Works at Grenville and other places. Temporary relief was afforded to 1,266 souls. The immigrants have generally found employment at good wages, and are doing well; but, it appears, that notwithstanding all the precautions taken, a considerable number of clerks and others with professional callings continued to arrive. There were seventy-nine of this class came to the Ottawa agency, of whom only a few could obtain suitable employment, and the remainder, with much difficulty, had to turn their hands to other modes of procuring their living. It cannot be too frequently impressed, that while in the proper season, the field for labourers is practically unlimited in Canada, there is a tendency to an overstock of clerks and professional men. Mr. Wills notices that the immigration from Germany, as compared with last year has somewhat fallen off, owing in some degree to the vigorous measures adopted by the German Government. The German settlers in the Ottawa district have generally exhibited thrift and industry and done well. Mr. Wills states that the Ottawa Valley Immigration Aid Society, of which he is the Secretary, has been the means of bringing many families to the country.

Mr. Macpherson, the Agent at Kingston, reports that 5,018 immigrants arrived at his agency during the year, of whom 2,360 came from the United States; 4,973 of the whole remained in the Province of Ontario; fourteen went to the United States; and thirty-one to the Province of Quebec. The immigrants who came from the United States entered personal effects at the Custom Houses in this district to the value of \$53,718. Mr. Macpherson found no difficulty in obtaining immediate employment at good wages for all farm labourers, either with or without families; and he could have found employment for three times the number.

Mr. Donaldson, the Toronto Agent, reports the arrival of 15,592 immigrants at his station, of whom 12,690 settled in Canada, and 2,902 went to the Western States. Of the arrivals, 1,026 came from the United States,—the number being ascertained from entries at the Custom Houses. He states that the whole of these immigrants were of a healthy and suitable class, and were all immediately and satisfactorily settled upon their arrival. There was only one death at his station during the season, among that comparatively large number of immigrants, that of a child of one of the Mennonite families. He notes that considerable capital was brought in by the immigrants and invested principally in the purchase of cleared farms. A considerable number went to the "Free Grant" districts. The supply of labour throughout the season fell far short of the demand. And this demand, he thinks, will be still farther increased from the construction of public works and the steady demand of the farmers for hands. Mr. Donaldson particularly notes that the agricultural labourers sent out by the English Agricultural Labourer's Association, and those brought by Mr. Down, of Bristol, proved particularly valuable accessions. The arrangements for the distribution of immigrants and caring for them on arrival, are very good at the Toronto station. The greatest attention is bestowed upon them.

I regret to announce that Mr. Rae, the Agent at the Hamilton station, died on November 3rd last, after a long illness. During his illness, Mr. Cruit, from the Toronto station, performed his duties as acting agent; and on October 9th last, Mr. John Smith was appointed Agent. Mr. Smith reports that a total of 37,147 immigrants entered his agency during the year; but 26,524 of these were simply passengers for the United States taking the route across the Peninsula of Ontario to that destination, from the ports of New York and Boston. The number that he gives as having remained in Canada, was 10,623. The condition of these immigrants was generally good, only fifteen out of the whole being sick and treated in hospital. He states that employment was found for all those who remained in his agency, and that the demand for farm labourers and female domestic servants was not appeased.

The London (Ontario) Agent, Mr. Smyth, reports that the total number of arrivals at his agency was 12,105; of these 8,337 were passengers for the Western States; 3,358 settled in Ontario, and 419 went to Manitoba and British Columbia. He afforded assistance in meals to 1,071, and furnished 221 with free transport. Those who settled in Ontario consisted for the most part of English farm labourers. They were much sought after by the farmers, and obtained good wages almost immediately after their arrival. The demand for this class and for female domestic servants is very active in that locality.

Mr. Clay, the Halifax Agent, reports the arrival of 1,525 immigrants at his station during the year—an increase of 78 over the preceding year. Of these, 1,471 remained in the Province; the remainder going to New Brunswick. The classes were very much the same as those of the previous year, the exception being an addition of French coal miners. Mr. Clay states that owing to the depression in the

Province, there was not the same demand for skilled mechanics as in 1872 and 1873, but all who came found employment. He states his belief that a considerable number of emigrants arrived from the United States, of whom he was not able to obtain any record. The class of immigrants in his opinion, best suited to Nova Scotia, are married farm labourers with their families.

Mr. Shives, the Agent at St. John, N. B., reports the arrivals of 702 immigrants, a decrease of 427 as compared with the previous year. A considerable number of the arrivals during the year were settlers for the special colonies which have been fostered by the Government of New Brunswick. Mr. Shives reports these colonies as successful. They make *nuclei* of settlements in hitherto uninhabited districts of the Province. They are therefore important, and deserve attention as a means of promoting immigration.

Mr. Hespeler, the Agent at Winnipeg, Manitoba, reports that the immigration to that Province opened upon the 12th May, with the arrival of the first Red River boat, which brought an unusually large number of labourers and mechanics. The continued arrival of immigrants of this class, at the beginning of the season, caused a glut in the labour market, which was, however, soon removed by the action of the Government in commencing the erection of public buildings. Private enterprise followed, and there came an actual demand for labour by the end of August. The first immigrants by the Dawson route arrived on the 16th June. It may be remarked here that complaints reached the Department during the early part of the season of delays on the Dawson route, and damage to baggage. About the middle of July, grasshoppers made their appearance, and serious fears were entertained that the entire crops would be destroyed. The destruction caused by them, however, proved to be less than was anticipated; and Mr. Hespeler states the wheat crop averaged twenty bushels to the acre. The immigrant sheds at Winnipeg were filled from the 1st of July till the close of navigation. The immigrants for the most part came from the United States and the Province of Ontario. Those of them who desired to settle on land found homesteads readily in the Western and South-Western portions of the Province. A marked feature in the season's immigration to Manitoba, was the arrival of 258 families, (or 1,349 souls) of Mennonites from South Russia. They arrived somewhat late in the season, but succeeded, in a very short time, in erecting suitable homes on their allotments, and making necessary provision for the winter. They spent a good deal of money in Winnipeg in purchasing supplies, and they are reported to be very well satisfied with their position and prospects. It is expected they will be joined by others of their brethren during the coming season. The Pembina and Fort Garry Railway, now under construction, is expected to afford employment for a considerable number of labourers during the coming season, and at the same time to open up a fine country for settlers. The prospect for next year, therefore, for the Province, is an increased immigration.

Mr. Bradley, who was engaged by the Department to facilitate the movement of

immigrants entering Manitoba *via* Pembina, reports that the vexatious difficulties complained of in former years, by immigrants passing through the United States to that Province, have been removed, and that the attitude of United States officials has become more friendly. He states that 3,016 immigrants entered Manitoba at that point; and 871 returned. It is, however, to be remarked, that some of those entered as returning immigrants were explorers, who intended subsequently to take their families to the country.

The total number of immigrants who settled in Manitoba, so far as can be ascertained, as appears by the reports of Messrs. Hespeler & Bradley, was 3,635.

An agent of the Department of Agriculture, Mr. John Sumner, was this year in the same way as in the previous year, placed on the trains to see to the care of the immigrants *en route*. He reports that their wants were generally well provided for; and he called attention to all detentions.

Mr. Kormann, who was formerly a Special Agent of the Department on the continent of Europe, was authorized to meet certain delegations from intending immigrants from Switzerland and Austria. These delegations expressed themselves satisfied with the country, and will, it is believed, lead to a successful result.

A comparative statement of the expenditure of the Department from 1870 to 1874, inclusive, for the services of Immigration and Quarantine, distinguishing the special expenditure on account of the Mennonites in 1872, 1873 and 1874 is subjoined.

In mentioning the Mennonite expenditure, it may be particularly noted that owing to the fact of the Mennonites last summer not having come by the line with which the Department had made an arrangement, a sum of \$5 per adult was not collected at Quebec on their arrival, but it was promptly paid on demand, after their settlement in Manitoba, the collection being made, at the request of the Department, by Mr. J. Y. Shantz, of Berlin, Ont., and an amount of \$5,158.70 refunded.

The following is the comparative statement referred to:—

	1870.	1871.	1872.	1873.	1874.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Quebec Agency	31,000 30	26,263 79	36,715 62	64,507 64	57,768 73
Montreal do	2,839 43	3,933 73	7,965 93	10,179 83	9,032 94
Sherbrooke do				1,591 12	1,375 31
Ottawa do	1,444 73	1,629 05	2,054 51	2,988 55	2,563 19
Kingston do	888 23	1,040 16	1,563 81	1,918 35	1,530 78
Toronto do	2,584 63	2,329 24	2,474 63	2,953 17	3,456 37
Hamilton do	1,152 91	1,195 40	1,167 85	1,302 16	1,631 00
London, Ont., Agency				725 90	1,442 59
Halifax, N.S. do	1,509 62	1,167 01	1,531 50	1,818 13	1,920 79
St. John, N.B. do	1,005 25	1,139 49	1,141 24	1,064 63	1,132 05
Miramichi, N.B. do	478 44	4,851 00	497 25	492 42	233 00
North-West Agencies		1,292 20	2,822 66	3,672 75	2,638 35
Mennonite expenses (transport)			3:0 34	2,766 77	22,485 86
General immigration contingencies, including Passenger Warrants, Commissions and Immigration Publications		3,051 88	17,941 47	53,286 27	66,943 38
European Agencies and travelling agents' salaries and expenditures ..	13,594 55	20,271 17	49,867 60	84,733 24	82,135 11
Less amount refunded by Mennonites ..	56,548 09	63,796 22	126,124 47	234,000 93	256,279 45
					5,158 70
Gross Isle Quarantine	8,781 36	13,828 47	14,755 85	12,119 07	12,901 64
Halifax do	2,328 56	2,844 66	3,679 22	4,287 15	3,748 91
St. John, N.B. do	3,180 22	2,251 95	3,157 26	3,205 50	2,915 34
Inspecting Physicians, Quebec	2,600 00	2,599 99	2,599 88	2,600 00	2,600 00
Public Health				4,823 83	6,302 83
	16,892 14	21,525 07	24,192 21		
Pictou Quarantine				210 36	686 28
Miramichi do				269 02	891 47
Charlottetown, P.E.I.					245 89
Total expenditure of the Department of Agriculture	73,440 23	85,321 28	150,316 68	27,514 93	281,413 11
				261,515 86	
Vote of Parliament in aid of the Pro- vinces for the encouragement of Immigration			70,000 00	70,000 00	
Total expenditure by the Dominion of Canada	73,440 23	85,321 28	220,316 68	331,515 86	281,413 11

To this expenditure by the Dominion Government, that of the several Provinces must be added to arrive at the total cost of the service of immigration, which was as follows for the last fiscal year for the Provinces named:—

Ontario	108,878 77
Quebec	48,978 00
New Brunswick	71,466 86
Nova Scotia	8,500 00

\$237,823 63

The total expenditure for the service of immigration, both for the Dominion and the Provinces, was :—

Dominion.....	281,413 11
Provinces.....	237,823 63

Total..... \$529,236 74

No return of the expenditure incurred by British Columbia has been received.

The amount spent in the free transport of immigrants from Point Levis to points in the West has continued to increase as will appear from the following figures for four years :—

In 1871.....	\$21,112 31
1872.....	33,873 55
1873.....	60,620 31
1874.....	61,269 02

The increase in 1874 was in a measure due to an augmentation of the railway rates, but they are still very favourable to the Department, namely: 1 cent per mile, which is only one half the rate of the Parliamentary trains in England.

From the year 1872 the Provinces of Ontario and Quebec have entered into an agreement with the Department to refund two-thirds of the amount expended for such transport, upon the condition of the orders of their agents being accepted for the free transport of their immigrants.

IV.—QUARANTINE.

GROSSE ISLE.

The returns submitted by the Medical Superintendent, published in the appendix herewith, show the number of vessels inspected by him during the year to have been four, carrying 515 passengers. In 1873 he inspected twelve ships with 2,363 passengers. There was therefore a decrease during last season of eight ships and 1,848 passengers inspected.

The admissions to hospital were sixty-two, and the deaths three. In 1873 the admissions to hospital were 114, and the deaths four.

Among the ships from foreign ports two underwent quarantine, and 510 immigrants were landed from the infected vessels. They and their effects were cleansed, purified and disinfected.

Only seven deaths are reported to have occurred at sea.

These figures fall far below the average of preceding years, and afford evidence of an exceptionally healthy season. The Medical Superintendent remarks that similarly exceptional seasons have before occurred. Thus in 1859 there were but 92 admissions and no deaths. In 1860 the admissions were again only 92. In 1863, 1864, and 1865, the admissions were only 44, 60, and 33 respectively. These healthy epochs alternated with others less healthy. Thus the low numbers in 1859 and 1860

were followed by 341 admissions, including 103 cases of small-pox in 1861; and by 367 admissions, including 151 cases of typhus fever in 1862. So again the low numbers in 1863, 1864 and 1865 were succeeded by cases of contagious disease numbering 271, 375, 424, and 494, in the four following years.

The Superintendent draws attention to the fact, that although small-pox prevailed extensively this year at several of the shipping ports of Europe, not a single vessel entered the quarantine limits to report its occurrence on board. This fact may be to some extent owing to the very careful inspection which is made by Imperial medical officers before vessels carrying emigrants are allowed to sail, and also to the short voyages and good condition in which emigrants are brought by steam vessels.

The medical superintendent notices the fact that only four vessels reported the occurrence of infectious disease or deaths at sea out of the large fleet of 1,200 vessels that entered the harbor of Quebec, carrying an aggregate at least of from 50,000 to 60,000 passengers and seamen.

The expenditure at Grosse Isle was \$12,941.64, during the season of 1874.

ST. JOHN, N.B.—PARTRIDGE ISLAND.

The Quarantine officers at this station inspected a considerable number of vessels during the season, but no case of infectious disease requiring medical attention was reported.

The death of the Inspecting Physician, J. Harding Esq., M.D., which occurred on the 6th of May last, deprived the Department of the valuable services of a Quarantine officer of many years experience. His brother, Dr. W. S. Harding, formerly his deputy, has been appointed in his stead.

An accident occurred on the 14th November last, resulting, it is feared, in the death of Mr. John O'Doherty, the steward. This officer was seen in the station boat with sail up, on that day, going towards Partridge Island; but he never reached it; and no information has since been received either of him or the boat. It is presumed the boat capsized, and that he was drowned, the boat drifting out to sea.

On the 26th of December one of the hospital buildings on Partridge Island was destroyed by fire. Its loss, however, will not impair the efficiency of the establishment, as there are still three good buildings remaining.

The expenditure at this station during the year was \$2,915.34.

HALIFAX, N. S.

Only three cases of contagious disease (small pox), requiring medical attention, occurred at this station during the year. One (that of a child) proved fatal.

The patients were landed from the vessels, and the usual precautions taken by isolation and otherwise, to prevent the disease from spreading into the city of Halifax.

All steamers and other vessels entering this port, carrying passengers, were

visited by the Inspecting Physician; as were also all vessels coming from infected ports.

The pilots appear now to be conversant with the Quarantine regulations, and disposed to act in accordance with them.

Some slight alterations have been made at the hospital during the year, which will render the buildings more comfortable for winter Quarantine.

The expenditure for the year at this station was \$3,748.91.

PICOU, N. S.

There were no cases of infectious or contagious diseases at this station during the season.

The Quarantine buildings have been repaired, and are stated to be in good order. The expenditure at this station during the year was \$686.28.

V.—CENSUS AND ARCHIVES.

It was stated in my last report that the Census Schedules then remaining for publication were Nos. 3 to 9 inclusive; that the compilation proper was terminated; and that the work of revision for final tabulation was progressing. I have now to report that that work is completed, constituting thirty-five tables: eight of which, from Nos. 20 to 27 inclusive, relating to immovable property and shipping; occupiers of lands and lands occupied; vehicles; implements; animals and their products; field products; various products and furs; products of the forest; fisheries; and raw mineral products. Tables Nos. 28 to 53 comprise five series relating to industrial establishments. Nos. 54 and 55 are summary tables: the first giving the aggregate value of all industries in each district; and the latter being a summary of industrial establishments by Provinces.

The immense labour of revising the details of such a vast number of numerical facts was also completed within the year; and the results placed in the hands of the printer for publication, which latter and last process is now in fair progress.

In September last the staff of compilers was reduced to 13 in number, and in January to 6, which number is now employed in the work of correcting proofs and revising additions to the tables as delivered to the printers.

The following is a statement of the Census Expenditure for the year:—

Month.	Employees.	Stationery.	Printing and Binding.	Mis- cellaneous.	Total.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
January	2,428 50	20 44	.....	150 00	2,598 94
February	2,338 00	30 88	137 20	173 50	2,679 58
March	3,391 50	24 46	845 43	63 00	4,324 39
April	1,709 00	55 97	410 40	.....	2,175 37
May	1,564 50	12 97	87 78	56 25	1,721 50
June	1,545 00	290 61	2,405 17	89 50	4,330 28
July	1,552 50	.....	.....	92 25	1,644 75
August	1,547 50	3 53	.....	110 60	1,661 63
September	2,121 00	5 17	88 23	.....	2,214 40
October	1,103 25	.....	.....	18 00	1,121 25
November	1,086 50	32 18	263 69	.....	1,382 37
December	2,168 00	14 54	48 75	148 00	2,379 29
Total	22,555 25	490 75	4,286 65	901 10	28,233 75

M. l'Abbé Verrault, Principal of the Jacques Cartier Normal School, whose mission to Europe in connection with the Public Archives was mentioned in my last Report, has sent in a very interesting narrative of his proceedings, which is printed in the Appendices hereunto annexed. His remarks are confirmatory of Mr. Brymner's recommendations as regards the London Archives. The French Archives have been searched by M. l'Abbé Verrault, and the result of this study forms the bulk of his Report.

VI.—PATENTS.

The subjoined tabular statement shows that there has been an increase in the business of the Patent Office during the year as compared with the previous year, which also showed large increase. The business has nearly doubled within two years.

Reference was made in my last Report to the Act passed in 1873, having for object to simplify the forms, in order to authorize the printing of the specifications and illustrations of every Patent instead of having them written. It has not, however, been yet considered advisable to attempt the printing of the specifications as contemplated. No alterations have, therefore, been made in the rules and forms.

In 1869 Patents were first issued for a period of five years, to be afterwards extended for further periods of five years, until the maximum term allowed, of fifteen years, was attained. It is now to be remarked that of the first 204 five-year term Patents thus issued, only six have been extended, and the remaining 198 allowed to expire. The inventions to which they relate have, therefore, become public property.

During the year, thirteen applications for patents were refused. In many other cases the specifications were amended after being sent in; and the patents allowed to issue.

The applicants for the patents issued during the year, were resident as follows :—

In Canada.....	528
England.....	43
United States.....	665
France.....	3
Germany.....	2
Austria.....	4
Italy.....	2
Switzerland.....	1
Chili.....	1
Total.....	1,249

In a few cases during the year, it was found necessary, in accordance with the authority given in sub-section 2, of section 28 of the Patent Act of 1872, to extend the term of two years after the issue of the patent, in which to commence the manufacture in Canada.

The constant addition of models is beginning to crowd the considerable space of the present Model Rooms, in such way that increased space will very soon be necessary. The Model Rooms continue to be visited by the public, and consulted by engineers and mechanics for the purpose of study.

The *Illustrated Patent Record*, in connection with the *Mechanic's Magazine*, continues to be published in a creditable and satisfactory manner, and is found very useful, both by the public and inventors. The arrangement which was made for its publication by Mr. Geo. E. Desbarats, of Montreal, has been transferred to the Burland-Desbarats' Lithographic Co., which assumed the business of Mr. Desbarats during the year. The drawings furnished by applicants for patents are much better done than formerly; and the appearance of the *Record* is in consequence correspondingly improved. The models sent for patents are also generally improved.

The fees received by the Department for Patents, &c., during the year, amounted to \$34,301.98.

The following tabular statement, above referred to, exhibits the proceedings of the Patent Office from 1855 to 1874 inclusive:—

—	1855.	1856.	1857.	1858.	1859.	1860.	1861.
Applications for Patents.....	99	120	126	116	142	170	160
Patents granted	92	108	115	98	112	150	142
Caveats*							
Transfers registered	32	52	54	35	26	47	56
Designs do							2
Trade Marks do							3
Copyrights †							
Timber Marks							
Assignments of Trade Marks							
Fees received.....\$	1,911 30	2,370 50	2,406 76	2,105 00	2,479 75	2,644 07	3,012 70

—	1862.	1863.	1864.	1865.	1866.	1867.	1868.
Applications for Patents.....	180	207	170	184	274	369	570
Patents granted	160	156	145	162	263	218	546
Caveats*							
Transfers registered	72	78	74	70	126	193	337
Designs do		4	1	1		5	6
Trade Marks registered....	17	1	7	16	65	54	32
Copyrights †							34
Timber Marks							
Assignments of Trade Marks							
Fees received.....\$	3,650 90	3,759 90	3,267 95	3,678 76	6,132 78	8,110 00	11,052 00

—	1869.	1870.	1871.	1872.	1873.	1874.
Applications for Patents.....	781	626	279	752	1,124	1,376
Patents granted	580	556	512	670	1,026	1,249
Caveats*	60	132	151	184	171	200
Transfers registered	470	431	445	327	547	711
Designs do	12	24	22	17	30	30
Trade Marks do	50	72	106	103	95	163
Copyrights †	62	66	115	87	122	134
Timber Marks		190	105	64	69	41
Assignments of Trade Marks.....				11		
Fees received	\$ 14,214 14	14,540 07	14,097 00	19,578 65	29,830 14	34,301 98

* There were no Caveats provided for until the Patent Law of 1869.

† Transferred from the Department of the Secretary of State.

**VII.—COPYRIGHTS, TRADE MARKS, INDUSTRIAL DESIGNS,
AND TIMBER MARKS.**

The business of the Branch having these subjects in charge showed, in 1874, the same steady increase over that of the preceding year which has been apparent since 1868, as appears from the tabular statement subjoined.

The old records properly pertaining to this Branch, were, during the year, transferred from the Registrar General's Office, attached to the Department of the Honorable Secretary of State, in which the registrations were made previously to the 14th of July, 1868.

The already very valuable repertory of English and Canadian Literature, Science and Art, possessed by this Branch, is rendered still more valuable by the addition of the records referred to; and the Branch is also placed in a better position to furnish the information which is almost daily required by the public. The searches necessary to be made for the renewal of rights will also be facilitated by the transfer.

The fees received in this Branch during the year amounted to \$1,339.50.

The following table, above referred to, shows a comparative statement of the business of this Branch from 1868 to 1874 inclusive:—

	1868.	1869.	1870.	1871.	1872.	1873.	1874.
Letters received.....	110	198	473	562	523	418	1,027
Letters sent.....	128	211	473	562	523	549	1,027
Copyrights registered.....	34	62	66	115	87	122	134
Certificates of Copyrights.....	34	62	66	115	33	38	55
Trade Marks registered.....	32	50	72	106	103	95	163
Certificates of Trade Marks.....	32	50	72	106	103	95	163
Industrial Designs registered.....	6	12	23	22	17	30	30
Certificates of Industrial Designs.....	6	12	24	22	17	30	30
Timber Marks registered.....			190	105	64	69	41
Certificates of Timber Marks.....			190	105	64	69	41
Fees received.....	\$183	418	877	1,092	927	940 50	1,339 50

The several reports of the officers attached to the outside service of the Department are printed in the appendix herewith.

The whole respectfully submitted.

L. LETELLIER,
Minister of Agriculture.

Department of Agriculture,
Ottawa, January 4, 1875.

 LIST OF APPENDICES.

1. Report of Immigration Conference.....	
2. Quebec Immigration Agent's Report.....	<i>L. Stafford.</i>
3. Sherbrooke Immigration Agent's Report.....	<i>H. Hubbard.</i>
4. Toronto Immigration Agent's Report.....	<i>J. A. Donaldson.</i>
5. Montreal Immigration Agent's Report.....	<i>J. J. Daley.</i>
6. Ottawa Immigration Agent's Report.....	<i>W. J. Wills.</i>
7. Kingston Immigration Agent's Report.....	<i>R. Macpherson.</i>
8. London Immigration Agent's Report.....	<i>A. G. Smythe.</i>
9. Hamilton Immigration Agent's Report.....	<i>John Smith.</i>
10. Halifax, N.S. Immigration Agent's Report.....	<i>E. Clay.</i>
11. St. John, N.B. Immigration Agent's Report.....	<i>R. Shives.</i>
12. Winnipeg, Manitoba, Immigration Agent's Report.....	<i>W. Hespeler.</i>
13. West Lynn, Manitoba, Immigration Agent's Report.....	<i>F. J. Bradley.</i>
14. Grosse Isle Quarantine Medical Officer's Report.....	<i>F. Montizambert.</i>
15. Halifax, N.S. Quarantine Medical Officer's Report.....	<i>W. N. Wickwire.</i>
16. Pictou, N.S. Quarantine Medical Officer's Report.....	<i>W. E. Cooke.</i>
17. St. John, N.B. Quarantine Medical Officer's Report.....	<i>W. S. Harding.</i>
18. London, England, Agent General's Report.....	<i>E. Jenkins.</i>
19. Liverpool Agency, Report of.....	<i>G. T. Haigh.</i>
20. Belfast Agency, Report of.....	<i>C. Foy.</i>
21. Glasgow Agency, Report of.....	<i>R. Murdoch.</i>
22. Paris, France, Agency, Report of.....	<i>G. Bossange.</i>
23. Antwerp, Belgium, Agency, Report of.....	<i>R. Berns.</i>
24. Special Immigration Agent's Report.....	<i>A. B. Daveney.</i>
25. Special Immigration Agent's Report.....	<i>T. Grahame.</i>
26. Special Immigration Agent's Report.....	<i>S. Capper.</i>
27. Special Immigration Agent's Report.....	<i>Rev. L. Taylor.</i>
28. Special Immigration Agent's Report.....	<i>A. G. Nicholson.</i>
29. Special Immigration Agent's Report.....	<i>S. Talbot.</i>
30. Special Immigration Agent's Report.....	<i>H. J. Richards.</i>
31. Special Immigration Agent's Report.....	<i>H. Mattson.</i>
32. Special Immigration Agent's Report.....	<i>P. DeCazes.</i>
33. Special Immigration Agent's Report.....	<i>Mdme. Von Koerber.</i>
34. Ocean Mail Clerk's Report.....	<i>C. Tilstone.</i>
35. Ocean Mail Clerk's Report.....	<i>W. F. Bowes.</i>
36. Ocean Mail Clerk's Report.....	<i>S. T. Green.</i>
37. Ocean Mail Clerk's Report.....	<i>J. Ferguson.</i>
38. Ocean Mail Clerk's Report.....	<i>F. Barlee.</i>
39. Ocean Mail Clerk's Report.....	<i>J. O'Hara.</i>
40. Ocean Mail Clerk's Report.....	<i>A. Walmsley.</i>
41. Dominion Travelling Agent's Report.....	<i>John Sumner.</i>
42. Report on Canadian Archives in Europe.....	<i>L'Abbé Verrault.</i>

APPENDIX No. 1.

REPORT OF THE PROCEEDINGS OF A CONFERENCE ON THE SUBJECT OF IMMIGRATION, HELD IN THE ROOMS OF THE DEPARTMENT OF AGRICULTURE ON THE 4TH AND 5TH OF NOVEMBER, 1874.

OTTAWA, 4th November, 1874.

An Immigration Conference convened by the Hon. Minister of Agriculture, met in the rooms of the Department of Agriculture, this day at 11 o'clock a.m.

The Conference was presided over by the Minister of Agriculture.

There were present—the Hon. Alexander Mackenzie, and the Hon. L. Letellier de St. Just, representing the Dominion Government; the Hon. Adam Crooks, representing the Government of the Province of Ontario; the Hon. J. G. Robertson, and the Hon. H. G. Malhiot, representing the Government of the Province of Quebec; and the Hon. B. R. Stevenson, representing the Province of New Brunswick.

Mr. Lowe, Secretary of the Department of Agriculture, acted as Secretary of the Conference. Mr. E. Jenkins, M.P., Agent General, was present at the sitting.

The Hon. Mr. Letellier remarked that the Conference had been convened for the purpose of considering a proposition submitted on behalf of the Government of Ontario by the Hon. Mr. Crooks, for the more satisfactory working of the emigration agencies of the Provinces abroad, and to bring them more in harmony with those of the Dominion Government. He stated that it was the desire of the Dominion Government to work, in as far as possible, in accordance with the expressed wishes of the Provinces. He further stated that as the representatives of the Government of Nova Scotia had not arrived, it was proper that the sitting that day should be informal,—and confined to an interchange of the views of the members on the subject of immigration.

At one o'clock p.m., there was an adjournment of one hour.

At five o'clock p.m., there was an adjournment until half-past ten a.m., on the following day.

JOHN LOWE,
Secretary of the Conference.

OTTAWA, 5th November, 1874.

The Conference met again at half-past ten a.m., this day, pursuant to adjournment.

The same members were present as yesterday, with the addition, on behalf of the Dominion Government, of the Hon. R. J. Cartwright, and the Hon. F. Geoffrion; the Hon. W. Annand, and the Hon. W. H. Smith, representing the Government of the Province of Nova Scotia.

The Hon. Mr. Letellier stated that as the representatives of the Province of Nova Scotia were absent yesterday, the meeting of the Conference which had been held was entirely of an informal character. But as those gentlemen had now arrived, he thought it better, for the information of the Conference, to make the following statements:—

TRANSPORT OF IMMIGRANTS WITHIN THE PROVINCES.

By an Order in Council passed in 1868, aid was limited to the transport of immigrants from Quebec for points in the West, to the absolutely indigent, to prevent the accumulation of paupers at that point.

Before the passing of this Order in Council, aid in the form of free transport was generally, if not indiscriminately given, and this was found to lead to abuses, immigrants for the Western States generally availing themselves of this aid.

It has happened, however, of late years, as the competition for immigrants became more keen between the Provinces, that Ontario, in an especial manner, pressed for aid to immigrants by free transport from Quebec to points in the west.

This led to an agreement in 1872 between the Government of Ontario and the Department of Agriculture, under which the former undertook to refund to the latter two-thirds of the total amount paid for the actual transport of immigrants from Quebec to Ontario, upon the understanding that the orders of the Ontario agent at Point Levis for such free transport should be accepted.

A similar arrangement was afterwards proposed to Quebec and accepted by that Province.

The immediate effect of such agreement was to run up the amount spent for the free transport of immigrants from Point Levis to points in Quebec and Ontario, as will appear from the following statement for three years:—

1871	\$21,112 31
1872	33,873 55
1873	60,620 31

To carry out the same principle in the Maritime Provinces, it was arranged by the late Minister that immigrants for New Brunswick arriving at Halifax should be carried free over the Government railways to the borders of New Brunswick, all charges of transport of immigrants within the Provinces which received them to be borne by such Provinces.

The expenses of transport of Ontario immigrants after arriving at the stations of the several Dominion agents, have been borne by the Province of Ontario. Thus Ontario pays very considerable sums for the transport of immigrants from such points as Toronto and Ottawa to their ultimate destination in the country.

The same expense is borne in precisely the same way by the Province of Quebec, and the operation of the principle is uniform between these two Provinces.

In Nova Scotia there have been difficulties from the refusal of that Province to pay the transport of immigrants within its borders, the Department having instructed its agent at Halifax that such charges should be defrayed by the Province.

ACTION OF PROVINCES ON CARE OF IMMIGRANTS.

The theory has hitherto been that the several Provinces have taken charge of the immigrants arriving within their borders, paying attendant expenses. But the rule has not been absolute.

The Dominion pays at Montreal considerable sums for the feeding of indigent Ontario immigrants.

It also pays occasionally smaller sums at the same point and at Sherbrooke for feeding Quebec immigrants.

Ontario pays through the Dominion agents at Toronto and other points considerable sums for the care and feeding of immigrants arrived within Ontario.

The Dominion has paid a number of small sums at London, Ontario, for the feeding of Ontario immigrants.

Mr. Hay, an Ontario agent, reported to the Department that Ontario had paid for the feeding of Menonites, while in Toronto, they not being Ontario immigrants but destined for Manitoba.

The Dominion has paid, at Halifax, several sums for the feeding of Maritime Province immigrants.

It would be desirable to have a uniform rule adopted by which the Provinces should pay the expenses of the feeding and care of their own immigrants.

Immigrants arriving for both Ontario and Quebec at the Tanneries Junction after a long fast require to be fed. They are separated, and those for Ontario have meals supplied at this point; those for the Province of Quebec are taken to the Provincial "Home" in Montreal. It has happened occasionally, but very seldom of late, that pauper immigrants for the United States have also to be fed at this point, to keep them from starving.

Medical assistance for the sick has followed the same rule as meals for the indigent.

PASSENGER WARRANTS.

In 1872 an arrangement was made with the Allan Line for a system of passenger warrants by means of which the adult immigrant obtained his passage for £4 5s stg., instead of £6 6s stg., the rate fixed by the Ocean Steamship Conference at Liverpool, between that port and Quebec, or such other port in the Dominion to which the steamers of that line might sail, and the port of Portland in Maine. This was followed in the succeeding year by a similar agreement with the Dominion line.

For the year 1873, the arrangement was modified by increasing the price of the warrant from £4 5s to £4 15s stg.

But simultaneously with this increase of price, an arrangement was made for a special passenger warrant of £2 5s stg., to be confined exclusively to families of indigent agricultural labourers and female domestic servants.

These two classes of warrants were available for all the steamers of the Allan, Dominion and Temperley lines, including the steamers of the Allan and Temperley lines touching at the port of Halifax.

For the year 1874 precisely similar arrangements were made by him (Mr. Letellier) with the three lines, and in addition, a similar arrangement was entered into with the Anchor Line touching at the port of St. John, New Brunswick.

All the four Provinces, therefore, were placed on the same footing to the extent of the accommodation afforded by the steamship lines touching at the different ports.

The precise price paid by the Department for Passenger Warrants available by the several lines, is, by the terms of the agreements, confidential; but it is based upon a compromise uniform among all the lines.

DOMINION AGENCIES WITHIN THE PROVINCES.

The Dominion Government maintains immigration agencies at the following named places:—

Halifax.....	Nova Scotia.
St. John.....	New Brunswick.
Quebec.....	Quebec.
Sherbrooke.....	"
Montreal.....	"
Ottawa.....	Ontario.
Kingston.....	"
Toronto.....	"
Hamilton.....	"
London.....	"
Winnipeg.....	Manitoba.

No Dominion agent has yet been appointed for British Columbia, although it was agreed at the Immigration Conference, held in 1871, that such an appointment should be made.

PER CAPITA COST OF IMMIGRANTS.

The Dominion and Provincial expenditure for immigrants in 1873, was combined:—

Dominion.....	\$261,515 86
British Columbia.....	5,000 00
Ontario.....	159,178 55
Quebec (fiscal year).....	40,681 25
New Brunswick.....	37,103 88
Nova Scotia.....	7,772 24
Total.....	\$511,251 78

The number of immigrants reported to have settled in Canada was 50,050. The total cost *per capita*, was therefore \$10.21.

The cost per head to the Department of Agriculture for the money which it expended was \$5.22.

The Dominion expenditure, as above stated, includes the cost of all the permanent establishments and quarantine; but it does not include the expenses incurred by the Department of Public Works for the erection and repairs of immigration stations.

Large sums have been spent by that Department since Confederation for such purpose.

POSITION OF THE DOMINION GOVERNMENT IN RELATION TO THE PROVINCES AS RESPECTS IMMIGRATION.

The Department of Agriculture in its efforts to promote immigration, has studiously avoided any step that might benefit one Province at the expense of the others:

The agents sent to Europe have been selected from the several Provinces with instructions to give their own Provinces full prominence, while remembering that they were agents for the whole Dominion. All were charged not to attempt to further the interests of one Province to the detriment of another.

All the immigration publications issued by the Department have kept the same principle carefully in view.

The arrangements with the steamship companies and for emigrant transport were also made with the same principle in view.

CARE OF POOR LAW IMMIGRANTS AND CHILDREN SENT OUT BY CHARITABLE SOCIETIES.

There has been an immigration into the Provinces of the Dominion of children of both sexes, and young women for employment as domestic servants, obtained from the poor-law authorities of the United Kingdom, and brought out under the auspices of charitable associations and individuals. This immigration was not initiated or conducted by the Dominion Government. The care of the Department, therefore, has been limited to furnishing reduced passages on application, and inland transport.

The Imperial Government has made enquiry respecting the provision made for this class of immigrants, through the Colonial Office, and during the past summer, Mr. Doyle, one of the Poor Law Commissioners, visited this country for the purpose of making personal enquiry.

The Department, in the circumstances, has been unable to furnish specific information respecting the care taken of the immigrants in question, after their distribution in the Provinces, and it is therefore advisable in view of the enquiries made that the Governments of the Provinces should cause the Department to be furnished with reports, as much in detail as possible; such reports to be furnished from time to time.

STATEMENT of the Number of Immigrant Arrivals since Confederation.

	1868.	1869.	1870.	1871.	1872.	1873.	Totals.
Via St. Lawrence.....	34,300	43,114	44,475	37,020	34,743	36,901	230,553
Via United States	36,511	30,326	23,857	27,365	49,130	59,549	226,738
Via Halifax	366	448	437	500	5,313	2,659	11,558
Via St. John and Miramichi	271	477	250	837			
Totals.....	71,448	74,365	69,019	65,722	89,186	99,109	468,849

Showing an average of 78,141 per annum.

Number of Immigrants settled in the Dominion since Confederation.

1868	12,765
1869	18,630
1870	24,706
1871	27,773
1872	36,578
1873	50,050
Total.....	170,502
Average	28,417

Statement of arrivals of Immigrants for the year 1873.

Quebec.....	36,901
Halifax, N. S.....	1,403
St. John, N. B.....	1,129
Miramichi.....	127
Total from the sea.....	39,560
Arrivals by way of the United States via Portland, Suspension Bridge, Manitoba, etc.....	59,549
Total.....	99,109
Remained in Canada.....	50,050
Immigrant passengers for United States via Canada.....	49,059
Total.....	99,109

STATEMENT of Expenditure by the Federal and Provincial Governments for Immigration purposes, during Calendar Years 1870 to 1873 inclusive.

	1870.	1871.	1872.	1873.	Total.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Dominion	56,548 09	63,796 22	126,124 47	234,000 00	480,468 78
Ontario.....	24,382 05	29,712 56	57,678 14	159,178 55	270,951 30
Quebec.....	16,351 00	18,291 00	30,373 04	49,681 25	114,696 29
New Brunswick.....		360 61	20,594 27	37,103 88	58,058 76
Nova Scotia			3,000 00	7,772 24	10,772 24
Totals	97,281 14	112,160 39	237,769 92	487,735 92	934,947 37

EXPENDITURE at Regular Inland Immigration Agencies, Fiscal Year 1873-74.

Service.	Salaries.	Transport.	Agency Charges.	Total.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Quebec Agency.....	3,950 00	45,674 79	5,560 24*	55,185 03
Montreal do	1,616 00	2,705 39	3,645 72†	7,967 11
Toronto do	1,669 96		1,308 19	2,978 15
Ottawa do	1,547 48	192 15	1,350 42	3,090 05
Kingston do	1,364 97		678 50	2,043 47
Hamilton do	1,300 00		89 84	1,389 84
Sherbrooke Agency.....	599 96		880 52	1,480 48
London do	1,050 94	68 98	715 91	1,835 83
Winnipeg do	2,155 49		1,966 94‡	4,122 43
St. John, N.B. do	999 96		142 64	1,142 60
Miramichi do	400 00		82 42	482 42
Halifax, N.S. do	999 96		621 32	1,621 28
Totals	17,654 72	48,641 31	17,042 66	83,338 69

* Includes Pay of Point Levis Police, \$1,960.80.

† Includes Meals to Immigrants.

‡ Does not include Menonite Expenses, &c.

Apportionment of Grant of \$70,000 voted by Parliament for the Provinces.

Ontario.....	\$25,000 00
Quebec.....	20,000 00
New Brunswick.....	10,000 00
Nova Scotia.....	10,000 00
British Columbia.....	5,000 00

After the reading of these statements by the Minister of Agriculture, the whole of the forenoon sitting was occupied by discussion among the members as to the best mode of harmonizing the action of the Provinces with that of the Dominion for the promotion of immigration to Canada, and also for more effectually representing the interests of the Provinces as such, together with those of the Dominion, in the United Kingdom and on the continent of Europe.

At one o'clock p.m., an adjournment of the Conference took place for an hour and a half.

During the recess His Excellency the Governor General visited the Conference and had an interview with its members.

The Conference resumed its sitting at half-past two p.m., and, after further discussion, the following memorandum was unanimously adopted, after reading, clause by clause:—

“In order to secure united and harmonious action in promoting emigration from the United Kingdom and the continent of Europe to Canada, the following proposals have been agreed to by the representatives of the Provincial Governments now present:—

1. “The control and direction of all matters connected with promoting emigration from the United Kingdom and continent of Europe to Canada shall be vested in and exercised by the Minister of Agriculture at Ottawa.

2. “Independent agencies for any of the Provinces shall be discontinued.

3. “Each province shall be authorized to appoint a sub-agent, and obtain office accommodation for him in the Canadian Government offices in London; and such sub-agent shall represent the special interests of the Province by which he is appointed in emigration matters and generally.

4. “Each Province may employ any special agent or agents, or other means for the encouragement of emigration, subject to the direction hereinafter stated.

5. “The sub-agents placed by the Provinces in the London offices, or the special agents employed by them for promoting emigration, shall be under the direction of the Agent-General, acting under instructions from the Minister of Agriculture.

6. “The salaries of sub-agents and special agents appointed by the Provinces, shall be paid by the Provinces appointing them.

7. “The Dominion Government shall take every means to promote emigration, and shall afford facilities for the transport of immigrants by partial payments in reduction of ocean passage, by arrangement with steamship companies and their agents; and by such other means as may be deemed efficient for the purpose of introducing immigrants to each Province, according to the requirements.

8. “The Dominion Government shall afford all facilities at its offices in London for giving information to the public respecting the Dominion generally, and the several Provinces, and their resources in particular.

9. “For more effectually carrying out this object, all the Provincial Governments shall furnish to the London offices the statutes of the several Provinces, together with all printed public documents and maps, since confederation.

10. “The London offices shall be accessible to, and a place of reference for all persons from any of the Provinces.

11. “The Provinces shall respectively contribute towards the increased office expenses in London, arising from the proposed arrangements, the annual sums following:—

Province of Ontario.....	\$5,500 00
Province of Quebec.....	2,000 00
Province of New Brunswick.....	1,000 00
Province of Nova Scotia.....	1,000 00

In case the two last named Provinces unite in appointing one sub-agent, their joint contribution shall be \$1,500; and in case British Columbia and Prince Edward

Island choose to avail themselves of the Canadian offices in London, each shall pay to the Dominion Government, such sum as may be agreed upon with the Minister of Agriculture.

12. "A liberal policy is to be maintained by the Dominion Government, for the settlement and colonization of Crown Lands in Manitoba, and the North-West Territories; and it shall disseminate such information with reference to Canada generally, and to Manitoba, and the North-West in particular, as may be deemed necessary for the advancement of immigration.

13. "The arrangement now made shall last for five years; and afterwards continue for a further term of five years, unless notice is given to discontinue during the first term.

14. "These proposals to be binding on the several Governments of the Provinces which may confirm the same; but until then they are to be deemed only provisional."

It was moved by the Hon. Mr. Robertson, seconded by the Hon. Mr. Crooks, and unanimously resolved:

"That a copy of the memorandum of proposals for securing more harmonious action for promoting emigration from the United Kingdom and the Continent of Europe to Canada, unanimously adopted by this conference, be furnished by the Secretary to its members for communication to their respective Governments, for confirmation, with a request that the Dominion Government be informed of such confirmation, in order to place it in a position to make the proposed system the basis of future policy on the subject of immigration."

The Conference then adjourned *sine die*, the Hon. Mr. Letellier stating that it would be again convened during the session of the Dominion Parliament, as requested by one of the resolutions of the Conference of 1871.

JOHN LOWE,
Secretary of the Conference.

OTTAWA, 10th November, 1874.

To the Hon. Adam Crooks, Toronto:

SIR,—I have the honour, acting under instruction of a resolution passed at a meeting of the Conference of Representatives of the Dominion and Provincial Governments, held in the rooms of the Department of Agriculture on the 5th inst., to enclose to you herewith a copy of the report of the proceedings.

I have the honour to be, Sir,
Your obedient servant,
JOHN LOWE,
Secretary of the Conference.

A similar letter was sent to the Hon. J. G. Robertson and Hon. H. G. Malhiot, Quebec; to the Hon. B. R. Stevenson, Fredericton, New Brunswick; and to the Hon. W. Annand and Hon. W. H. Smith, Halifax, Nova Scotia.

The following letter was addressed to the Provincial Secretary, Victoria, British Columbia:—

OTTAWA, 16th November, 1874.

SIR,—I have the honor, by direction of the Minister of Agriculture, to enclose to you herewith a copy of the report of the proceedings of a Conference on the subject of immigration, held in the rooms of this Department on the 4th and 5th instant.

I am further directed to enquire whether your Government would be disposed to enter into an arrangement with the Minister of Agriculture, similar to that indicated in the memorandum of proposals herewith.

I have the honour to be, Sir,

Your obedient servant,

J. C. TACHÉ,

Deputy Minister of Agriculture.

The Honourable
The Provincial Secretary,
Victoria, B.C.

The following letter was addressed to the Provincial Secretary, Winnipeg, Manitoba:—

OTTAWA, 18th November, 1874.

SIR,—I have the honour, by direction of the Minister of Agriculture, to enclose to you herewith for your information, a copy of the report of the proceedings of a Conference on the subject of immigration, held in the rooms of this Department on the 4th and 5th instant.

I have the honour to be, Sir,

Your obedient servant,

J. C. TACHÉ,

Deputy Minister of Agriculture.

The Honourable
The Provincial Secretary,
Winnipeg, Man.

The following replies were received:—

TORONTO, 14th November, 1874.

SIR,—I beg to acknowledge the receipt of your letter of the 10th instant, with copy of proceedings at the meeting of the representatives of the Dominion and Provincial Governments at Ottawa on the 5th instant. I beg also to mention, for the information of the Honourable the Minister of Agriculture, &c., that the proposals then assented to by me on behalf of this Province have been formally confirmed by Order in Council, dated 11th instant; but this is also to be approved of by resolution of the Legislative Assembly, which will be passed during next week.

Your obedient servant,

ADAM CROOKS.

John Lowe, Esq., Secretary,
Department of Immigration, Ottawa.

TORONTO, 2nd December, 1874.

SIR,—I beg to enclose copy of an Order in Council approved of by resolution of the House of Assembly on the 27th day of November last, which confirms on the part of this Province, the proposals recently entered into at Ottawa. In carrying out these proposals, I will be glad to know whether any and what arrangements have been made for reduced passage warrants in order that the amount of our Provincial assistance in respect of emigrants specially consigned to Ontario may also be determined. I propose to arrange for the transfer of our agency in London to the Canadian offices so as to begin on 1st January next.

I have the honour to be, Sir,

Your obedient servant,

ADAM CROOKS.

Honourable Letellier de St. Just,
Minister of Agriculture, Ottawa.

ORDER IN COUNCIL.

Copy of an Order in Council approved by His Excellency the Lieutenant-Governor the 13th day of November, A. D., 1874.

“ Upon consideration of the recommendation of the Honourable the Treasurer, dated 11th November, 1874, the Committee of Council advise that the accompanying proposals from the representatives of the Provinces of Ontario, Quebec, New Brunswick and Nova Scotia, to the Government of the Dominion of Canada, for securing united and harmonious action in Europe for promoting emigration to Canada, be confirmed by Your Excellency, subject to the approval of the Legislative Assembly of this Province.”

Certified.

J. G. SCOTT,
Clerk, Executive Council, Ontario.

16th November, 1874.

(Here follows the scheme of proposals.)

PROVINCIAL SECRETARY'S OFFICE,
HALIFAX, N. S., 15th December, 1874.

SIR,—I am instructed to inform you that on the 1st day of December instant, a minute was passed by His Honour the Lieutenant-Governor in Council, approving and confirming the memorandum adopted by the Conference held at Ottawa on the fourth and fifth days of November last, for the purpose of arranging a scheme for the more satisfactory working of emigration agencies abroad.

I have the honour to be, Sir,
Your obedient servant,
H. CROSSKILL,
Deputy Secretary.

The Honourable the Minister of Agriculture,
Ottawa, Ont.

[Telegram]

SHERBROOKE, 24th December, 1874.

“ No decision can be come to as to emigration question, till our House meets middle of January.”

J. G. ROBERTSON.

John Lowe, Esq.,
Secretary, Department of Agriculture.

[Telegram]

FREDERICTON, 8th January, 1875.

“ To-day the memorandum of Immigration Conference confirmed by minute of Council, this being the earliest possible opportunity.”

B. R. STEVENSON.

Honourable Minister Agriculture,
Ottawa.

[Telegram]

QUEBEC, 1st February, 1875.

"Order in Council passed accepting results of Conference, except five years
"clause."

J. G. ROBERTSON.

John Lowe, Esq.,
Secretary, Department of Agriculture.

EARL CARNARVON TO EARL DUFFERIN.

(Canada, No. 11.)

DOWNING STREET,
7th January, 1875.

MY LORD,—I have the honour to acknowledge the receipt of your despatch, No. 307, of the 16th of December, enclosing a copy of an Order of the Dominion Privy Council approving proposals and a resolution adopted at a Conference of Representatives of the Governments of Ontario, Quebec, New Brunswick and Nova Scotia, with the view of securing united and harmonious action in promoting emigration to Canada from this country and the continent of Europe.

I have the honour to be, My Lord,
Your Lordship's most obedient humble servant,
(Signed.) CARNARVON.

Governor General
The Right Honourable
The Earl of Dufferin, K.B., K.C.B.

No. 2.

ANNUAL REPORT OF QUEBEC IMMIGRATION AGENT.

(MR. L. STAFFORD.)

GOVERNMENT IMMIGRATION OFFICE,
QUEBEC, 20th January, 1875.

SIR,—I have the honour to submit for the information of the Hon. Minister of Agriculture and Immigration, a report of the number of immigrants landed at Quebec during the season 1874, with tables showing the various lines of steamers by which they came, their nationalities, trades, and callings, and their general destinations, also statement of expenditure for immigration purposes at this Agency for the year ending 31st December, 1874.

The total arrivals in 1874, were:—

	Cabin.	Steerage.	Total.
Add births at sea.....	2,505	21,419 4	23,924 4
Deduct deaths at sea (33) and in quarantine (1).....	2,505	21,423 34	23,928 34
	2,505	21,389	23,894

The arrivals compared with those of 1873 show a decrease of 13,007 souls.

COMPARATIVE Table of Arrivals, 1873 and 1874.

Where from.	1873.		1874.		Increase.	Decrease.
	Cabin.	Steerage.	Cabin.	Steerage.		
England	2,127	23,002	2,109	15,522	.....	7,498
Ireland	486	3,750	167	2,336	.....	1,733
Scotland.....	227	4,576	229	2,262	.....	2,312
Total from United Kingdom.....	2,840	31,328	2,505	20,120	.....	11,543
Norway .....	.....	2,010	.....	506	.....	1,504
Other Countries .....	.....	723	.....	763	40	.....
	2,840	34,061 2,840	2,505	21,389 2,505	40	13,047
		36,901		23,894		

Showing a decrease of 11,543 in the immigration from the United Kingdom and 1,464 in that from foreign ports.

The total number of vessels which arrived with passengers was 99, viz:— 97 steamers, 162,870 tons; 2 sailing vessels 1,062 tons.

The average passage of the Allan line was,—mail steamers from Liverpool 11½ days; Londonderry 10½ days. Extra steamers from Liverpool, 15 days; Queenstown (via Halifax), 15½ days; Glasgow steamers, from Glasgow, 13½ days; Belfast, 14 days; Londonderry, 14½ days; Liverpool, 14 days.

Dominion line of steamers from Liverpool, 13 days; Belfast, 12 days.
 Temperley's line of steamers from London, 22 $\frac{3}{4}$ days; Plymouth, 20 $\frac{3}{4}$ days.
 Sailing vessels from Norway, 48 $\frac{1}{2}$ days.

The number of cabin and steerage by each line of vessels was as follows:—

	Cabin.	Steerage.	Total.
Allan Line mail steamers.....	1,866	11,919	13,785
do Extra steamers, occasionally touching at Liverpool and Queenstown.....	41	1,704	1,745
do Glasgow steamers occasionally touching at Belfast, Londonderry and Liverpool.....	261	3,335	3,596
do From Iceland.....		351	351
Dominion Line of steamers.....	240	2,509	2,749
Temperley's Line of steamers.....	97	653	750
Sailing vessels from Norway.....		506	506
do Other countries.....		6	6
Via United States.....		406	406
	2,505	21,389	23,894

The nationalities of the passengers brought out by each line were as follows:—

	English.	Irish.	Scotch.	Germans.	Scandinavians.	French and Bel- gians.	Icelanders.	Menonites.	Total.
Allan Line mail steamers from Liverpool and Lon- donderry.....	10,010	1,421		263	709	819		566	13,785
Allan Line extra steamers..	366	214		83	31	85	351	966	2,096
do Glasgow do ..	280	536	2,420	45	141	174			3,596
Dominion Line of steamers..	1,832	428	112	58	9	310			2,749
Temperley's do ..	750								750
Sailing vessels from Norway					506				506
Via United States	60	51	30	13	14	244			412
	13,298	2,650	2,562	462	1,407	1,632	351	1,532	23,894

The nationalities of the immigrants of 1874, compared with those of 1873, were as follows:—

	1873.	1874.
English.....	18,004	13,298
Irish.....	4,336	2,650
Scotch.....	4,665	2,562
Germans.....	739	462
Scandinavians.....	6,447	1,407
French and Belgians.....	2,634	1,632
Icelanders.....		351
Menonites		1,532
Other Countries.....	76	
	36,901	23,894

Table No. 2 gives the number of passengers from each port in 1873 and 1874.

Table No. 3 gives the trades and callings of the steerage male adults, which may be thus condensed:—

Farmers.....	1,763
Laborers.....	4,259
Mechanics.....	2,773
Clerks, Traders, &c.....	32
Professional Men.....	1
	8,828

Table No. 4 gives the number of immigrants arrived at the port of Quebec from 1829 to 1874 inclusive, showing a total of 1,348,617, or a yearly average of 29,317.

The following table gives the number of immigrants assisted out by various societies in Great Britain, during season of 1874:—

Date of Arrival, 1874.	Ship's Name.	By whom sent.	Sexes.			Total Number of Souls.
			Males.	Females.	Children.	
Feb. 3.....	North American	Rev. Mr. O'Leary, Enniskillen.....		1		1
May 4.....	Sarmatian	Red Hill Reformatory.....	7			7
" 5.....	"	Miss Macpherson.....	2	6	1	9
" 5.....	"	Rev. Mr. Burgess, Reformatory School, London.....	31		10	41
" 10.....	Manitoban	Feltham Reformatory.....	1			1
" 11.....	Prussian	"	6			6
" 11.....	"	Miss Macpherson.....	5	9	63	77
" 11.....	"	Dr. Middlemore, Gutter Children's Home, Birmingham.....	9	4	37	50
" 11.....	"	Rev. Mr. Williams.....	19			19
" 21.....	Hibernian	Red Hill Reformatory.....	3			3
June 1.....	Scandinavian	Miss Macpherson.....	8	10	73	91
" 15.....	Sarmatian	Miss Rye.....	5	27	123	155
" 15.....	"	English Agricultural Laborers' Union.....	2	2	5	9
" 22.....	Prussian	Hon. Mrs. Hobarts, London.....	5	10	2	17
" 29.....	Caspian	Agricultural Laborers' Union.....	2	2	6	10
July 4.....	Polynesian	Miss Fletcher, Liverpool.....		1		1
" 10.....	Phoenician	Miss Macpherson.....	25	9	38	72
" 15.....	Dominion	Agricultural Laborers' Union.....	1	2	7	10
" 26.....	Ontario	"	2	5	9	16
" 27.....	Nova Scotian	Miss Fletcher.....	24	20	2	46
" 27.....	"	South Dublin Union.....		11		11
Aug. 3.....	Sarmatian	Agricultural Laborers' Union.....	55	41	75	171
" 4.....	Quebec	"	2	2		4
" 10.....	Prussian	Miss Macpherson.....		13	39	112
" 10.....	"	Hon. Mrs. Hobarts.....	1	3	6	10
" 10.....	"	Agricultural Laborers' Union.....	3	3	6	12
Sept. 6.....	Ontario	"	93	75	212	380
" 28.....	Polynesian	"	96	52	111	259
" 29.....	Texas	"	141	90	165	396
" 29.....	"	Rev. Mr. Stevenson.....	2	17	29	48
Oct. 26.....	Sarmatian	Rev. Mr. Seddon, from R. C. Archbishop of Westminster's Schools.....			25	25
" 26.....	"	Miss Fletcher.....		2		2
Nov. 9.....	Polynesian	Miss Rye.....		8	29	37
			550	425	1,133	2,108

£7 14s. 3d. sterling was remitted out by Honourable Mrs. Hobarts, of London, and handed to her people on landing; also £21 sterling, by H. J. Larkin, Esq., of Dublin.

The total number assisted with free transport by this office was 16,283 souls, viz:—

Males.....	6,368
Females.....	4,212
Children.....	3,999
Infants.....	1,704
Total.....	16,283

Equal to 12,579½ adults, at a cost of transport of \$67,814.78, averaging \$4.16 per capita, or \$5.39 per adult.

This shows a considerable increase per capita over the average cost of former years, which may be accounted for by the increased rates charged by the Grand Trunk Railway this season, and the item of \$20,580.22 for the transport of the Menonites to Manitoba.

There nationalities were:—

English.....	8,685
Irish.....	1,813
Scotch.....	1,754
Germans.....	339
Scandinavians.....	209
French and Belgians.....	1,600
Icelanders.....	351
Russian (Menonites).....	1,532
Total.....	16,283

They were forwarded to the following places:—

	Souls.	Adults.
Eastern Townships.....	870	746½
Montreal.....	2,117	1,839
Ottawa.....	965	779
Central Districts.....	2,011	1,528
Toronto.....	6,150	4,620
West of Toronto.....	2,597	1,995½
Manitoba.....	1,405	960
Menonites to Toronto for Manitoba.....	130	80
Lower Provinces.....	26	22½
Londonderry (Ireland).....	1	1
Liverpool (England).....	11	8
Total.....	16,283	12,579½

The general destination of the steerage passengers, as per returns from Grand Trunk Railway, were as follows:—

	Adults.
Eastern Townships.....	763½
Montreal.....	2,132
Ottawa.....	818
Central Districts.....	1,771
Toronto.....	5,046½
West of Toronto.....	2,457½

Manitoba.....	960	
Menonites to Toronto for Manitoba	80	
Lower Provinces.....	26	
		14,054½
To which may be added ½ for children and infants.....	4,684	
		18,738½
Making the total number of souls remaining in Canada....		
Eastern States, adults.....	409	
Western States.....	1,438	
		1,847
Add ½ for children and infants	615	
		2,462
Making the total number of souls for the United States.....		21,200
The total expenditure at this Agency for immigration purposes for the twelve months ending 31st December, 1874, was as follows:—		
Board, Provisions and Assistance to Immigrants.....	\$1,610 72	
Agency charges.....	1,373 05	
Salaries of Staff.....	4,049 90	
		\$7,033 67
Pay of Guardians, Levis sheds.....	\$1,960 80	
Clothing do do	356 00	
Repairs, Firewood, Supplies, &c.....	459 59	
Medical attendance, Coffins, Burials, &c....	89 20	
		\$2,865 59
Inspecting Physicians' Salaries.....	\$1,800 00	
Maintenance of Boat's Crew.....	800 00	
Stationery.....	23 10	
		\$2,623 10
Transportation of Immigrants.....	\$611 81	
do do paid by Department of Agriculture.....	47,234 56	
		\$47,846 37
Total.....		\$60,368 73

The seasons immigration was a very healthy one, only thirty-three deaths occurred on the voyage, and one in Grosse Isle. 1,532 Menonites destined for Manitoba, arrived by the Allan line *via* the Sea of Azof, Odessa, Hamburg and Liverpool. They were of a robust appearance, very mild and temperate, docile and under the thorough control of their leaders. They brought a considerable amount of specie with them, as well as drafts for large amounts on various banks. Their clothing was well adapted for the climate of Manitoba, consisting for the most part of home-made heavy cloth, and they were nearly all supplied with fur coats, caps, and mits. Such people cannot fail to make good settlers.

The 351 Icelanders who came direct in the steamship "St. Patrick," were of a very fine class, equalling and resembling the average of Danish and Norwegian immigrants. They were sent to Toronto. I have no doubt they will do well and form a nucleus of a large settlement of their countrymen, who apparently are only waiting the news of the success of this first lot, to emigrate in large numbers.

The decrease in the immigration from Great Britain was in some measure caused by the large increased rate paid for farm labor there; and the unfavorable accounts from the United States, no doubt caused many destined for Canada to accept the free passages offered to Australia.

Those who arrived here from the Farm Laborers' Union of England, from Scotland, from the North of Ireland, through Mr. Foy, and the south and centre of Ireland, through Messrs. Larkin and Shiel, were of a very good class, and found ready employment; but the number of farmers, farm laborers, and domestic servants, were not at all adequate to supply the demands.

The whole respectfully submitted.

I have the honour to be, Sir,

Your obedient servant,

L. STAFFORD,

Immigration Agent.

John Lowe, Esq.,
Secretary of Department of Agriculture,
Ottawa.

RETURN of the number of Emigrants embarked for Canada, with the number of Births and Deaths during the voyage and in Quarantine; the total number landed at Quebec, distinguishing Males from Females and Adults from Children, with the number of Souls from each Country; also the number of Vessels arrived, their tonnage and average length of passage, during the Season of 1871.

Whence.	Class.	No. of Vessels.	Average number of days on Passage.	Tonnage.	Number Embarked.						Births.		Total Number of Souls on Board.	Deaths on Passage.						
					Cabin Passengers.		Adults.		Children from 1 to 12 years.		Total Steerage.			M.	F.	Adults.		Childr.		Total.
					M.	F.	M.	F.	M.	F.	M.	F.				M.	F.	M.	F.	
England	Steamers	74	16	128,635	2,109	6,287	4,164	2,138	2,049	897	15,535	3	1	19,648	4	1	3	3	6	17
	Sailing Vessels	*			167	1,052	811	196	199	78	2,336			2,503						
Ireland	Steamers	25		33,356	229	907	672	302	261	120	2,262			2,491						
	Sailing Vessels																			
Scotland	"																			
	"																			
Germany	"	2	48	1,062		105	158	95	79	26	523			523			1	5	3	7
Norway & Sweden	"					421	224	54	32	32	763			763						
Other Countries	"																			
Totals		101		163,053	2,505	8,832	6,029	2,785	2,620	1,153	21,419	3	1	23,928	4	2	8	6	13	33

* Steamers touching at Irish Ports are included in English and Scotch Steamers.

TABLE No. 2.—Statement of the number of Immigrants arrived at the Port of Quebec, distinguishing the Countries from whence they sailed during the Season of 1874.

	1873.	1874.		1873.	1874.
ENGLAND.			NORWAY, &c.		
Liverpool	21,716	16,881	Aendal	2	
London	2,535	544	Bergen	301	
Plymouth	870	206	Christiania.....	1,046	268
Barrow	1		Skein	179	
Shields	3		Stravanger.....	479	238
Gloucester	1		Drummen	1	
Newcastle	3		Tonsberg	1	
			Gundersen	1	
	25,129	17,631		2,010	506
IRELAND.			ICELAND.		
Londonderry	3,204	1,585	Akeyreyie		147
Queenstown	24	178	Sanda Krop		204
Kingstown	106				351
Belfast	893	740			
Limerick	5				
Sligo	4		Via United States.....	692	406
	4,236	2,503			
SCOTLAND.			OTHER COUNTRIES.		
Glasgow	4,788	2,491	Charente (France)	4	6
Greenock	2		Newfoundland		
Ardrossan	4		Genoa (Italy)	2	
Leith	5		Rangoon (India)	3	
Troon	4		Jers'y	22	
	4,803	2,491		31	6

RECAPITULATION.

	1873.	1874.
England	25,129	17,631
Ireland	4,236	2,503
Scotland	4,803	2,491
Norway, &c.....	2,010	506
Iceland.....		351
Via United States	692	406
Other Countries.....	31	6
	36,901	23,894

TABLE No. 3.—Trades and Callings of the Steerage Male Immigrants, 1874.

	No.		No.
Bakers	5	Millers	4
Blacksmiths	5	Millwrights.....	5
Blockmakers	2	Machinists.....	2
Boilermakers and Fitters.....	2	Moulders and Foundrymen	1
Bookbinders	2	Miners	12
Bricklayers	1	Painters and Glaziers.....	19
Butchers	2	Plumbers.....	11
Carpenters and Joiners.....	69	Sail-makers	2
Cabinet-makers.....	3	Shipwrights	2
Coach-makers	1	Shoemakers	18
Clerks and Accountants	25	Servants (domestic)	23
Cutlers	1	Smiths	2
Doctors	1	Stonecutters.....	2
Drapers	1	Traders	1
Engine Drivers.....	3	Tailors	13
Farmers.....	1,763	Tanners	1
Gardeners.....	4	Tinsmiths	3
Gas-fitters.....	1	Watch and Clockmakers.....	1
Grocers	2	Weavers (cloth)	3
Grooms	2	No stated occupation.....	185
Hatters	2	Mechanics not specified.....	2,354
Laborers	4,259		
Mariners and Seamen.....	3		8,828
Masons.....	5		

RECAPITULATION.

	No.
Farmers.....	1,763
Laborers	4,259
Clerks, Traders, &c	32
Mechanics	2,773
Professional Men	1
	8,828

TABLE No. 4.—COMPARATIVE Statement of the number of Immigrants arrived at the Port of Quebec since the year 1829 until 1874 inclusive.

Years.	England.	Ireland.	Scotland.	Germany and Norway.	France and Belgium.	Other Countries	Total.
1829 to 1833.....	43,386	102,266	20,143	15		1,889	167,699
1834 to 1838.....	28,561	54,904	11,061	485		1,346	96,357
1839 to 1843.....	30,791	74,981	16,311			1,777	123,860
1844 to 1848.....	60,458	112,192	12,767	9,728		1,219	196,364
1849.....	8,980	23,126	4,984	436		968	38,494
1850.....	9,887	17,976	2,879	849		701	32,292
1851.....	9,677	22,381	7,042	870		1,106	41,076
1852.....	9,276	15,983	5,477	7,256		1,184	39,176
1853.....	9,585	14,417	4,745	7,456		496	36,669
1854.....	18,175	16,165	6,446	11,537		857	53,180
1855.....	6,754	4,106	4,859	4,864		691	21,274
1856.....	10,353	1,688	2,794	7,343		261	22,439
1857.....	15,471	2,016	3,218	11,368		24	32,097
1858.....	6,441	1,153	1,424	3,578		214	12,810
1859.....	4,846	417	793	2,722			8,778
1860.....	6,481	376	979	2,314			10,160
1861.....	7,780	413	1,112	10,618			19,923
1862.....	6,877	4,545	2,979	7,728		47	22,176
1863.....	6,317	4,949	3,959	4,182		12	19,419
1864.....	5,013	3,767	2,914	7,453			19,147
1865.....	9,296	4,682	2,601	4,770		6	21,355
1866.....	7,235	2,230	2,222	16,958		3	28,648
1867.....	9,509	2,997	1,793	16,453		5	30,757
1868.....	16,173	2,585	1,924	13,607		11	34,300
1869.....	27,876	2,743	2,867	9,626		2	43,114
1870.....	27,183	2,534	5,356	9,396		6	44,475
1871.....	17,915	2,980	3,426	12,299		400	37,030
1872.....	14,867	3,410	4,165	10,912	1,366	23	34,743
1873.....	18,004	4,336	4,665	7,186	2,634	76	36,901
1874.....	13,298	2,650	2,562	1,869	1,632	1,883	23,894
	466,465	508,968	148,467	203,878	5,632	15,207	1,348,617
Yearly average.....						29,317	

Government Immigration Office,
Quebec, 31st December, 1874.

L. STAFFORD,
Immigration Agent.

No. 3.

ANNUAL REPORT OF THE SHERBROOKE IMMIGRATION AGENT.

(MR. H. HUBBARD,)

GOVERNMENT IMMIGRATION OFFICE,
SHERBROOKE, Dec. 31st, 1874.

SIR,—I have the honour to submit my report for the year now ending.
The following is a summary of the monthly returns made during the year.

Number of arrivals <i>via</i> St. Lawrence.....	491
Do do United States.....	42
Males, 271 ; females, 96 ; children, 166—Total.....	533
English	43
Irish	16
Scotch	204
Germans	8
Scandinavians	22
French and Belgians.....	187
Others.....	53
	533
Farmers.....	71
Laborers	129
Mechanics.....	70
Clerks, &c.....	7
Female Servants.....	10
	287

Amount of free transport granted, \$129.95.

The total expenditure of the Agency charged to your Department, including above amount of transport, exclusive of salaries, has been \$775.31.

The expense of transport, &c., charged to the Quebec Department has been \$1,788.62.

There has been less sickness this year than last, among the immigrants, and no deaths.

The principal want of this district, farm laborers, especially in spring, was, to a great extent, unsupplied by the arrivals this season; in fact, very few of that class arrived in season to supply applications, and most of those arriving later, were not of a class to find ready employment at farm labor.

The "Home" has received considerable damage by freshet and other causes, and will require some repairs in spring.

I have the honour to be, sir,

Your obedient servant,

HENRY HUBBARD,

Immigration Agent.

The Honourable
The Minister of Agriculture,
Ottawa.

No. 4.

ANNUAL REPORT OF THE TORONTO IMMIGRATION AGENT.

(JOHN A. DONALDSON.)

IMMIGRATION OFFICE,
TORONTO, 13th January, 1875.

SIR,—I have again the honour of presenting my annual report for this Agency for the year 1874, showing the total number of arrivals, including Menonites, Icelanders, and other foreigners, to be 13,597 *via* the St. Lawrence route, 969 *via* Portland, and through the Customs Department Toronto, 1,026, making in all 15,592 —of which 2,902 passed on to the Western States, leaving the balance, 12,690, in Canada.

All were of a healthy class, and were satisfactorily located immediately on their arrival in their various avocations.

Only one death occurred during the season, that of a child of one of the Menonite families.

Considerable capital was brought in, and invested principally in the purchase of cleared farms within this district, and a fair share of the arrivals have settled in the Free Grant district.

The supply of labor I find still far short of the demand.

The construction of new lines of railways, the enlargement of the Welland Canal, together with the steady demand of the agriculturists for hands, leaves an opening for many thousands when they come to our shores.

Parties sent out by Mr. Joseph Arch, of Leamington, President of the Agricultural Laborers' Union, others brought by Mr. Down, of Bristol, have given every satisfaction as farm laborers, and the several agents who accompanied those people expressed the satisfaction they felt at the liberal terms extended to the immigrants on their arrival at our shores. They also expressed their intention of returning themselves and becoming settlers in the country, so favorably were they impressed with the growing prosperity of our land.

Every attention was shown all parties on their arrival, and in transit by the different Railway Companies, and every accommodation afforded that was necessary to their comfort on their way to their destination.

Of the Icelanders, I have much pleasure in stating they are likely to be an excellent class of settlers, every pains being taken by the Ontario Government to make them comfortable where they have been located, and where they are now working altogether on the Victoria Railway; they also have the offer of free grants of land along the line of railway, and an interpreter continues with them until they become acquainted with the language, which they are picking up very fast.

Accompanying this will be found the various statements furnished in the usual way.

All of which is most respectfully submitted.

I have the honour to be, Sir,

Your obedient servant,

JOHN A. DONALDSON,
Government Immigration Agent.

To the Honourable
The Minister of Agriculture,
Ottawa.

RETURN OF THE TORONTO AGENCY FOR THE YEAR ENDING 31st
DECEMBER, 1874.

1. State the number and nationalities of the Immigrants that reached you, the route they came by, and their probable destination.

Countries.	Via St. Lawrence.	Via States.	Total.	Remained in Canada.	Went to the States.
English.....	6,272	425	6,697	6,697	.....
Irish.....	1,370	160	1,530	1,530	.....
Scotch.....	1,157	38	1,195	1,195	.....
Germans.....	2,839	209	3,048	146	2,902
Norwegians.....	352	.....	352	352	.....
Icelanders.....	1,520	.....	1,520	1,520	.....
Other countries, Russian Menonites.....	.....	65	65	65	.....
Swiss.....	87	72	159	159	.....
French and Italians.....	.....	.....	.....	.....	.....
	13,597	969	14,566	11,664	2,902
Previously reported entered through the Customs, Toronto.....	.....	.....	1,026	1,026	.....
Total.....	13,597	969	15,592	12,690	2,902

2. What was their general condition? How many applied to you for relief? How many were assisted, and in what manner did you dispose of them?—Good. 6,187 applied for and obtained relief, viz.: 2,547 men, 1,076 women, and 2,564 children. They were sent to their various destinations *via* railways and steamboats.

3. What description of labor is most required in your district? and how many persons of either sex could you probably find employment for?—Farm laborers, domestic servants, and lads of from 12 to 16 years of age.

4. State as near as you are able what capital has been introduced into your district by immigrants, and how many have purchased land or settled, and in what localities; also add any remarks or suggestions which you may deem desirable?—Some five hundred thousand dollars has been brought in during the year, and has been expended in the purchase of improved farms in this and adjoining counties, in business stands in the city and various other speculations.

LIST OF RETAIL PRICES

Of the ordinary Articles of Food and Raiment required by the Working Classes.

Provisions	\$ cts.		\$ cts.
Bacon, per lb.....	0 14	Tea, green	0 70
Bread, best white, brown, per loaf.....	0 12	Tobacco.....	0 50
Butter, salt.....	0 25		
do fresh.....	0 30	<i>Clothing.</i>	
Beef, Mutton, Veal, Pork.....	0 10	Coats, under, tweed.....	6 to 10 00
Beer, per quart.....	0 10	do over do	8 to 12 00
Candles	0 15	Trowsers do	4 to 6 00
Cheese	0 16	Vests do	2 to 3 00
Coffee.....	0 25	Shirts, flannel	1 00
Corn Meal, per 100 lbs	3 00	do cotton.....	2 00
Eggs, per dozen	0 25	do under, "wove"	1 00
Flour, per barrel, 1st quality.....	5 to 6 50	Drawers, woollen, "wove".....	1 00
do do 2nd do	4 to 5 00	Hats, felt.....	2 00
do Buckwheat, per 100 lbs	3 00	Socks, worsted.....	0 35
Fish, dry or green Cod, per cwt.	3 00	do cotton.....	0 25
Firewood, per cord.....	7 00	Blankets	3 to 5 00
Ham, per lb	0 16	Rugs.....	3 00
do shoulders, per lb.....	0 14	Flannel.....	0 25
Herrings, per barrel.....	3 00	Cotton shirting	0 12
Mustard, per lb.....	0 20	Sheeting	0 25
Milk, per quart	0 06	Canadian cloth	1 00
Oatmeal, per 100 lbs	3 00	Shoes, Men's.....	2 to 4 00
Pepper, per lb.....	0 25	do Women's.....	1 to 2 00
Potatoes, per bushel.....	0 40	Boots, Men's,	4 to 6 00
Rice, per lb.....	0 05	do Women's	2 to 3 00
Soap, yellow per lb.....	0 05	India Rubber Overshoes, Men's.....	1 00
Sugar, brown.....	0 10	do do do Women's.....	0 75
Salt, per bushel	1 00		
Tea, black	0 60		

RETURN of the Average Wages paid to Laborers, Mechanics, &c.

MALES.	Per diem.	By month with Board
	\$ cts.	\$
Bookbinders and Printers.....	1 50	20 to 25
Blacksmiths	1 25	15 to 20
Bakers.....	1 25	15 to 20
Brewers	1 25	15 to 20
Butchers	1 25	15 to 20
Brickmakers	2 00	25 to 30
Bricklayers or Masons.....	2 50	30 to 35
Carpenters, house.....	1 75	20 to 25
do carriage	1 75	20 to 25
Cabinetmakers.....	1 75	20 to 25
Coopers	1 50	20 to 25
Coachmen and Grooms.....		15 to 20
Curriers.....	1 25	15 to 20
Engine-drivers, per trip.....		15 to 20
Farm laborers, skilled.....		12 to 15
do common		15 to 20
Gardeners	1 25	15 to 20
Millwrights	1 50	20 to 25
Millers	1 50	20 to 25
Painters, house.....	1 50	20 to 25
do carriage	1 50	20 to 25
Plasterers	1 75	20 to 25

RETURN of the Average Wages paid to Laborers, Mechanics, &c.,—*Concluded.*

	Per Diem.	Per month with Board
	\$ cts.	\$
<i>MALES—Continued.</i>		
Plumbers	1 50	20 to 25
Shoemakers	1 50	20 to 25
Sawyers	1 25	15 to 20
Shipwrights	1 50	20 to 25
Stonecutters	2 50	30 to 35
Saddlers	1 50	20 to 25
Stokers, railroad		
Tanners	1 25	15 to 20
Tailors	1 50	20 to 25
Tinsmiths	1 50	20 to 25
Trimmers, carriage	1 50	20 to 25
Wheelwrights	1 50	20 to 25
Whitesmiths	1 50	20 to 25
<i>Foundries and Machine Shops.</i>		
Boiler Makers	1 75	20 to 25
Fitters	1 75	20 to 25
Moulders	1 75	20 to 25
Pattern Makers	2 00	25 to 30
Riveters	1 75	20 to 25
Turners	1 75	20 to 25
<i>Woollen Factories.</i>		
Carders	1 25	15 to 20
Designers	1 25	15 to 20
Dyers	1 25	15 to 20
Finishers	1 25	15 to 20
Fullers	1 25	15 to 20
Spinners	1 25	15 to 20
Warpers	1 25	15 to 20
Weavers	1 25	15 to 20
Woollen Assorters	1 25	15 to 20
<i>Cotton Factories.</i>		
Card-room hands	1 25	15 to 20
Overlookers	1 50	20 to 25
Weavers	1 25	15 to 20
<i>FEMALES.</i>		
Cooks		6 to 10
Dairymaids		5 to 7
Dressmakers and Milliners		6 to 8
Household Servants		5 to 7
Laundry Maids		6 to 8
Weavers		6 to 8

STATEMENT shewing the number and destination of Immigrants forwarded from this Agency by Free Passes, for the twelve months ending 31st December, 1874.

Stations.	Adult Passes.	Stations.	Adult Passes.
Agincourt.....	11	Medford.....	117
Allandale.....	3	Merritton.....	13
Alma.....	1	Mildmay.....	11
Alton.....	49	Mitchell.....	85
Angus.....	8	Mimico.....	10
Arthur.....	6	Mono Road.....	3
Aurora.....	19	Montreal.....	17
Baden.....	2	Moorefield.....	4
Barrie.....	39	Mount Brydges.....	5
Batteaux.....	11	Mount Forest.....	24
Belle Ewart.....	3	Napanee.....	9
Belle River.....	7	Newbury.....	14
Belleville.....	17	Newcastle.....	12
Berlin.....	165	New Lowell.....	11
Bolton.....	3	Newmarket.....	26
Bothwell.....	40	Newtonville.....	6
Bowmanville.....	5	Niagara.....	100
Bracebridge.....	246	Norval.....	8
Bradford.....	73	Oakville.....	25
Bramley.....	21	Orangeville.....	10
Brampton.....	130	Orillia.....	42
Branford.....	61	Oshawa.....	28
Breslau.....	3	Ottawa.....	7
Brighton.....	5	Owen Sound.....	54
Brockville.....	9	Paisley.....	20
Bronte.....	62	Palmerston.....	56
Canfield.....	2	Paris.....	76
Carmington.....	5	Parkhill.....	1
Carlton.....	3	Parry Sound.....	172
Carronbrook.....	9	Peterboro.....	7
Charleston.....	18	Petrolia.....	6
Chatham.....	124	Port Credit.....	66
Chatsworth.....	17	Port Dalhousie.....	2
Clifford.....	14	Port Hope.....	14
Clifton.....	5	Port Elgin.....	12
Clinton.....	107	Portland.....	2
Cobourg.....	12	Port Stanley.....	12
Coboconk.....	254	Prescott.....	4
Collingwood.....	99	Preston.....	1
Cornwall.....	1	Prince Arthur Landing.....	2
Davenport.....	6	Princeton.....	3
Doon.....	4	Quebec.....	12
Drayton.....	1	Richmond Hill.....	10
Duffin's Creek.....	2	Rockwood.....	12
Dundas.....	21	Sarnia.....	41
Dundalk.....	6	Scarboro.....	6
Dunnville.....	4	Seaforth.....	43
Durham.....	6	Sebringville.....	4
Elora.....	2	Shelburne.....	3
Fergus.....	14	Silver Islet.....	7
Flesherton.....	7	Spanish River.....	3
Forrest.....	2	Southampton.....	8
Galt.....	115	Stayner.....	79
Garden River.....	1	St. Catharines.....	110
Georgetown.....	13	St. Mary's.....	6
Gilford.....	36	St. Thomas.....	14
Glencoe.....	3	Strathroy.....	23
Goderich.....	71	Stratford.....	75
Goldstone.....	3	Stouffville.....	13
Goodwood.....	3	Stoney Point.....	2
Granton.....	6	Sunderland.....	1
Gravenhurst.....	22	Suspension Bridge.....	2
Guelph.....	45	Thamesville.....	16

STATEMENT shewing the number and destination of Immigrants forwarded from this Agency by Free Passes, &c.—*Concluded.*

Stations.	Adult Passes.	Stations.	Adult Passes.
Hamburg.....	40	Thornbury	16
Hamilton.....	352	Thornhill	22
Harriston	6	Thorold	39
Harrisburg	3	Uxbridge	8
Hespeler	3	Walkerton	36
Holland Landing.....	1	Waterdown	5
Ingersoll	108	Watford.....	4
Kerwood	2	Washago	29
King	8	Welland.....	3
Kingston	74	Wellington Square.....	2
Kleinburg	5	Weston	30
Lake Joseph.....	1	Widder	45
Lake Rosseau	26	Williamsford	6
Lefroy	11	Windsor.....	53
Limehouse	7	Whitby	15
Lindsay	27	Woodbridge	20
London	404	Woodstock	55
Lucan	5	Woodville	5
Malton	46		
Markdale	6		
Markham	24		
		Total.....	5,201

JOHN A. DONALDSON,
Dominion Immigrant Agent.

No. 5.

REPORT OF MONTREAL IMMIGRATION AGENT.

(MR. JOHN J. DALEY.)

DOMINION GOVERNMENT IMMIGRATION OFFICE,
 BONAVENTURE STATION,
 MONTREAL, January 14th, 1875.

SIR,—I have the honor to submit for your consideration my Annual Report for the year ending 31st December, 1874, with such remarks as my experience has suggested during the year.

INDIGENT IMMIGRANTS.

One thousand one hundred and seventy-nine (1,179) souls, equal to ten hundred and thirty-seven and a half (1,037½) adults, have applied to me during the year, on whom I have expended for transport two thousand nine hundred and sixty-eight dollars and seventy-seven cents, (\$2,968.77,) being an average of two dollars and eighty-six cents (\$2.86) per head.

Distributed thus:

To Province of Ontario, for Toronto, Cobourg, Port Hope and Kingston.....	675
To Ottawa and Ottawa Districts	228½
To St. Johns, Eastern Townships, &c.....	134

Adults	1,037½
--------------	--------

Classified thus:—

Males.....	687
Females.....	250
Children.....	201
Infants.....	41

Total.....	1179 souls
equal to 1037½ adults.	

I have granted free meals, eight thousand five hundred and one [8501] persons who were destitute of funds at this point, *en route* to their friends in Ontario.

RECAPITULATION.

Free assistance in transport, and one meal each to.....	1179
Free assistance in meals only to.....	7322
Total.....	8501

NATIONALITIES!

English.....	566
Scotch.....	55
Irish.....	168
German.....	163
French.....	171
Italian.....	41
Others.....	15
Total.....	1,179

EXPENSES OF AGENCY.

Transport of indigent immigrants.....	\$	2,968	cts.	77
Provisions furnished indigent immigrants [8501] @ 25c. each.....		2,125		25
Printing, advertising, stationery, light, fuel, postage and telegrams.....		979		96
Disinfecting powder, soap stones, repairs to station, ice and rent.....		582		67
Incidental expenses.....		646		29
Total.....		\$7,302		94

Thus:—

	\$	cts.
1st quarter, 31st March.....	884	13
2nd " 30th June.....	2,056	47
3rd " 30th September.....	2,724	29
4th " 31st December.....	1,638	05
	\$7,302	94

SALARY.

John J. Daley, Agent, deducting Tax, 2 per cent. on [\$1,200].....	1,176	00
Wm. McNichols, Assistant Agent, from 26th Oct. to Dec. 31st, [66 days] @ \$2.50 per day.....	165	00
Salary of Messenger 365 days @ \$1.00....	365	00
Total.....	\$1,706	00
Total.....	\$9,008	94

IMMIGRATION SEASON.

The season just passed has been distinguished by little over its predecessor. The number of immigrants arriving has been in some degree smaller, but those have been mostly of a better class. In regard to numbers, the English, Scotch and German considerably preponderate, and among them were many that would shortly become valuable settlers, particularly in the rural districts, they being thrifty in habit, and possessed of trifling sums in cash.

MENONITES.

A large number of this class of immigrants arrived *en route* for Manitoba during the year. They were invariably accompanied by their families; they were healthy, active, and particularly prosperous, having gold to the amount of over \$200,000. They intend to live in Manitoba, become permanent settlers, and their presence will be doubtless favorable to the advancement of our sister Province.

EMPLOYMENT FOR IMMIGRANTS.

Farm and skilled labor has been largely in demand, the applications for this class of help being considerably in excess of former seasons. Good farm hands, willing to work, have readily found employment. Mechanics, especially carpenters, blacksmiths, &c., have found no difficulty in obtaining places. Female labor has also been in great demand; good dairy-maids, indoor servants, cooks and house-maids obtaining prompt and remunerative situations. Clerks have found no encouragement, the market is quite overstocked, and unless provided with money for the first six months or so, I would advise them to remain at home.

 MISS RYE AND MISS M'PHERSON'S CHILDREN.

Several batches of children, under the care of these benevolent ladies, arrived during the year; they numbered several hundred. I provided meals and transport for a portion of them, they proceeding at once westward to their "Homes" provided for them by Miss Rye and Miss McPherson; the children, healthy and fresh, seemed to enjoy their prospect very much, and will no doubt become good settlers in time.

HEALTH OF IMMIGRANTS.

The season has been unusually healthy, no contagious disease has appeared among the immigrants; my register shows only five entered in hospital; deaths, one—an infant.

GRAND TRUNK RAILWAY.

To the Grand Trunk Railway officials I wish to return my sincere thanks for aid extended during the season; without facilities in the way of cars for transport of immigrants, and kindred conveniences promptly furnished, my duties would have been much more onerous, and but imperfectly discharged.

Mr. Kirkham, Station Master of the Bonaventure Station has also rendered me substantial aid.

I wish to return thanks to the National Societies of this City, St. George's, St. Andrew's, St. Patrick's, and the German, for their uniform co-operation.

Appended, see statement shewing the number of immigrants carried by the Grand Trunk for the season.

The whole respectfully submitted.

I have the honour to be, Sir

Your most obedient servant,

JOHN J. DALEY,

Government Immigrant Agent.

The Hon.

The Minister of Agriculture,
Ottawa.

No. 6.

ANNUAL REPORT OF OTTAWA IMMIGRATION AGENT.

(MR. W. J. WILLS.)

GOVERNMENT IMMIGRATION OFFICE,
OTTAWA, 9th January, 1875.

SIR,—I have the honour to submit the Annual Report of this agency, in the usual form, with various tables of figures connected therewith for the year 1874.
The total number of arrivals are as follows, viz.:-

EUROPEAN IMMIGRANTS

	Via St. Lawrence.	Via United States.	Total.
Natives of England	541	75	616
do Ireland	334	85	419
do Scotland	112	54	166
do Germany	142	45	187
do France	116	53	169
do Sweden	44	15	59
Total	1,289	327	1,616

Sent to other parts of this agency from Quebec..... 515
 " " " Montreal..... 478

Total European Immigrants who reached this agency.....2,610

The number that reached this city were disposed of in the following order, viz.:-

County of Carleton.....	194
" Renfrew.....	216
" Russell.....	117
" Leeds and Grenville.....	52
" Prescott.....	32
" Lanark	97
" Stormont.....	2
" Dundas.....	6
" Ottawa.....	134
" Pontiac.....	47
" Argenteuil.....	27
City of Ottawa.....	485
" Quebec.....	4
" Montreal.....	81
" Toronto.....	81
" Kingston.....	36
" Brockville.....	5

In addition to the immigrants who arrived from Europe, a number of persons, have come in from the United States, of whom as near a return as it is possible to

obtain from the Collectors of Customs at the ports of entry in this district, is here with subjoined. And in addition to the actually registered number of those who returned to settle in Canada the Collectors of Customs inform me that a very large number of single young men returned, of whom no registration was made; had their entry been recorded, the number below given would probably be doubled.

STATEMENT showing the number of persons, with the value of their effects, who have arrived at the undermentioned ports of entry from the United States, for settlement purposes from the 1st January to the 31st December, 1874.

Name of Ports of Entry.	Number of Persons arrived.	Value of Effects.
		\$ cts.
Pytown.....	648	30,160 00
Brockville	244	12,984 00
Prescott	394	14,285 00
Cornwall	127	3,106 00
Morrisburgh	106	2,598 00
Total	1,519	63,133 00

The demand for labor during the Spring and Summer months, especially during harvest, was greater than the supply; but in the autumn when the demand was falling off, large numbers of persons arrived here from the eastern parts of Canada seeking employment.

These I sent to the public works going on at Grenville or to other places in the West, where I knew a demand existed, and consequent on this, the transport and expense account of this agency are somewhat heavier than usual.

STATEMENT showing the demand for labor, also the supply, together with the rates of wages.

Description of Labor.	Demand.	Supply.	Rates of Wages.
Agricultural Laborers	258	291	From \$14 00 to \$16 00 per month, with board
Common do	924	121	" 1 50 " " " " per diem
Servant maids	539	205	" 5 00 " " 8 00 per month, with board.
Blacksmiths	5	8	" 1 50 " " 1 75 per diem, without board.
Bakers	4	5	" 6 00 " " 9 00 per week
Butchers	2	6	" 14 00 " " 20 00 per month, with board.
Brass Turners		2	
Brick Makers		3	" 2 00 " " 2 50 per diem, without board.
Bricklayers	33	4	" 2 50 " " 3 25 " " "
Bookbinders	22	2	" 8 00 " " 10 00 per week
Clerks		79	
Cigar Makers		7	" 8 00 " " 10 00 " " "
Confectioners		2	" 9 00 " " " " " " "
Coachmen, Grooms		16	" 14 00 " " 20 00 per month, with board.
Carpenters	19	2	" 1 50 " " 2 25 per diem, without board.
Cabinet Makers	49	1	" 1 50 " " 2 00 " " "
Designer	12	1	
Dress Makers		13	
Engineer (Civil)		1	
Engine Driver		3	" 20 00 " " " " " " per month, with board.
Glover		1	
Gardeners		8	" 16 00 " " 25 00 " " "
Gunsmiths	15	2	" 16 00 " " 25 00 " " "
Musician		1	" 16 00 " " 25 00 " " "
Machinist		10	" 1 75 " " " " " " per diem, without board.
Millwright		2	" 2 25 " " 3 50 " " "
Millers		2	" 20 00 " " " " " " per month
Masons (Stone)		29	" 3 00 " " " " " " per diem
Painters	45	7	" 1 25 " " " " " " "
Plasterers	22	3	" 1 25 " " 2 25 " " "
Plumbers	2	2	" 2 00 " " 2 25 " " "
Perfumers	2	1	
Rope Maker	0	1	
Stokers	0	2	" 20 00 " " " " " " per month, with board.
Shoemakers	0	6	work by the piece.
Sawyers	5	2	
Stone Cutters	0	2	
Sculptor	26	3	" 3 00 " " " " " " per diem, without board.
Tailors	0	1	
Tinsmiths	3	6	work by the job.
Weavers	0	5	" 6 00 " " 9 00 per week, without board.
Watchmakers	0	4	
Wheelwrights	0	4	" 9 00 " " 12 00 " " "
Boys, Butlers	2	0	" 1 75 " " " " " " per diem
	41	15	" 6 00 " " 20 00 per month, with board.
Total	2,030	909	

During the year temporary relief was granted to 1,266 souls, equal to 1,110 adults, actually needing it, at a cost of \$2.53 per adult.

Nationalities.	Men.	Women.	Children.	Total.
Natives of England	268	106	133	507
do Ireland	153	97	71	321
do Scotland	11	13	16	40
do Germany	72	56	59	187
do France	127	17	21	165
do Sweden and Norway.....	21	13	12	46
Total	652	392	312	1,266

The health of the immigrants, on the whole, was good; there were no contagious diseases, but a few cases of pulmonary and other constitutional sicknesses, necessitated hospital treatment and medical comforts for those suffering from them.

The expenses may be estimated as follows:—

Governments.	Office expenses.	Medical aid.	Transport Incidental Travelling.	Provisions.	Total.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Dominion	311 81	435 00	697 73	108 65	1,553 19
Ontario.....		7 00	889 85	505 49	1,402 34
Quebec			399 88	210 22	610 10
Total	311 81	442 00	1,987 46	824 36	3,565 63

Taking into consideration the immigration of this year into the country generally, it is satisfactory to find that so great a number reached this agency; and if these were added to the numerous applicants for labor from the United States, whose entry is nowhere recorded as immigrants, the figures would be quite equal to if they did not exceed these of last year.

Immigration from Germany as compared with that of last year has somewhat fallen off; this may be attributed to the strict measures exercised by the Prussian Government during the past season; such Germans as have arrived, are doing well. And many of those who arrived a year ago have secured property in and about the city, evincing thereby a degree of thrift and carefulness. It would be desirable to encourage as much as possible this class of settlers.

The Germans arriving here *via* Liverpool obtained certificates through Mr. Dyke, the Ontario Agent, at that port, which have enabled them to obtain the refund bonus a material help to them.

The supply of female domestics during the past year has been large, 197, and in all cases employment was procured for them without any delay, at a high rate of wages.

I regret to state that notwithstanding all the precautions taken by the agents abroad, there is a class of immigrants who persist in coming out, quite unfitted for manual labor, and whom it is very difficult to place out in a position they can fill; I allude to clerks and others of a similar calling; of the former there were 79 arrived at this agency this year; of these only a few could obtain clerkships, and the remainder were by degrees placed to such work as could be procured for them. ▲

number of draughtsmen and professional engineers from France, also arrived here, a sculptor, designer, and some others for whom it was impossible to procure their peculiar employment. Some of these were sent east, and finally after much difficulty the remainder turned their hands to other modes of procuring their living.

I feel satisfied that the visit of Mr. Down, of Bristol, alluded to in the Ottawa Valley Immigration Society Report will be productive of much good, as his personal observations made here will enable him to more fully explain to intending immigrants the requirements, and advantages of this district.

This agency is indebted to the persistent efforts of Mr. Dyke, the Ontario Agent at Liverpool, for directing a large number of souls to the Ottawa country, and Mr. Foy, of Belfast, has also forwarded an excellent class of emigrants here.

The liberality of the Ottawa Valley Immigration Society in assisting many poor families, whose means were exhausted, with money to aid them in procuring necessaries for the Winter, has largely tended to the comfort of these immigrants. And the representation made by them to their friends at home, will induce many others to follow and locate themselves here, who otherwise would have no fixed destination. This liberality has been extended to only actually deserving cases.

With regard to the proceedings of the Ottawa Valley Immigration Society, I have much pleasure in appending herewith the Annual Report of that Society (because of the importance of such societies in promoting immigration to Canada,) submitted at the annual meeting held on 26th December, 1874, which gives an outline of the work it has done this year, and I hope the same will merit the approval of the Department.

The above is respectfully submitted.

I have the honour to be, Sir,

Your obedient servant,

W. J. WILLS,

Agent.

Hon. L. Letellier de St. Just,
Minister of Agriculture, &c. &c.

Copy of the Report of the President of the Ottawa Valley Immigration Society.

OTTAWA, 26th December, 1874.

To the Members of the Ottawa Society :

GENTLEMEN,—The President and Managing Committee in submitting this the third Annual Report, have pleasure in stating that although the business has been more limited and the number of immigrants brought out less than last year, their operations have been on the whole most satisfactory, inasmuch as we have diminished the percentage of losses, have gained experience, and proved the society's utility.

It is gratifying to know that all who have reached here, able and willing to work, were provided with employment, immediately on arrival, and are an acquisition to the community, also that those coming out under contract, entered cheerfully upon their duties, and up to the present time, there is no instance of any breach of agreement, the money advanced having been repaid, either by the parties themselves, or they have instructed their employers to do so, thus insuring the Society against loss.

Notwithstanding the losses sustained last year, caused in some cases by sickness and inability, but mostly by nonfulfillment of contract by the immigrants, we have, thanks to the Refund Bonus system wisely provided by the Ontario Government, not only been able to pay all losses sustained by the members advancing passage money, but have in several cases rendered aid to destitute immigrants.

In nearly all cases the contracts entered into by the Society with intending immigrants have been for six months, the average of wages being for farm hands fifteen [15] dollars per month together with board, and for domestic servants six dollars per month with board.

The immigrants all appear well satisfied, and from the representations made by many of them to their friends at home, their reports will have a beneficial effect in inducing others to follow.

The Society has been permitted to avail itself of the benefit of the special reduced rates of passage afforded by the Dominion Government, and is indebted to John Lowe Esq., Secretary of the Department of Agriculture, for many favors rendered in their behalf; thanks are also due to Chas. Foy, of Belfast, and to G. T. Haigh Esq., of Liverpool, England, for valuable services rendered in selecting a suitable class of immigrants for the members of the Society.

The refund certificates of this year were sent direct by the above named gentlemen to our Society, which will enable us to obtain the whole amount \$1,556, without the difficulties attendant on recovering it when in the hands of immigrants themselves. The amount thus added to the funds of the Society will be available for use during the coming season.

Mr. Down, one of the agents of the Allan Line of steamships at Bristol, England, visited Ottawa this fall, bringing with him a party of immigrants. He promised to send out to the Society next year a number of female domestic servants and other immigrants, and from the class of persons he has hitherto sent to Canada his services will no doubt prove a valuable addition to the Society's work.

From the rapid annual increase in acreage of farming lands, and the large public works now in progress, it is certain there will be employment for all who may reach our shores during the season of 1875. And as your Committee are of opinion that the Society has served a useful purpose from its inception, they would, conditional on the continuance of the refund bonus and the benefits heretofore enjoyed, advise its continuation for another year, in the hope that with the aggregate annual cost of management ranging at \$200, and something over \$2,500 in hand to commence the year's operations with, the experience of three years, and the services of an efficient and painstaking secretary as manager, the Society may still prove beneficial.

All of which is most respectfully submitted,

J. M. CURRIER,
President of Managing Committee.

No. 7.

ANNUAL REPORT OF KINGSTON IMMIGRATION AGENT.

(MR. R. MACPHERSON.)

GOVERNMENT IMMIGRATION OFFICE,
KINGSTON, 14th January, 1875.

SIR,—I have the honour to submit for your information the annexed statistics, shewing the working of this Agency for the year ending 31st December last, viz. :—

1st. Statement shewing the number of immigrants who arrived at this Agency during the year 1874; their nationality, and the number assisted with free passes.

2nd. Statement shewing the monthly arrivals within this Agency during the past year, the number fed, and distribution for each month; also the number of meals.

3rd. Statement shewing the number and destination of immigrants forwarded from this office during the year 1874.

4th. Statement shewing the monthly arrivals within this Agency, classified as to sexes, adults, children, nationality, occupations and destination.

5th. Statement shewing the expenditures on account of immigration for the year 1874, as paid by the Dominion and Ontario Governments respectively.

I may state that I found no difficulty in obtaining immediate employment at good wages for all farm laborers, either with families or single, who came under my care during the past season, and could have done so for three times the number. I have received the thanks of many for the success which has attended them in their new homes, and it is pleasing to find how grateful they feel for their improved circumstances.

The prospects for next season promise well, and I trust an increased number of farm laborers and female domestic servants will be located within this Agency where they are greatly needed.

A very large number of laborers and mechanics of different nationalities left the United States last season where they could not obtain employment and came to Canada. Amongst the immigrants who arrived in this Agency last season there was but little sickness and no epidemic, as you may easily understand from the fact that the full charge for medical attendance and medicines for the year was only twenty-six dollars.

I have no doubt you will feel quite satisfied that no money has been needlessly expended when you examine the enclosed statements.

There is one other subject to which I would wish particularly to call your attention, viz. : the difficulty in which I am placed in certain cases where it is necessary to forward immigrants to the Province of Quebec. The Department of Agriculture for Ontario objected [perhaps with reason] to defray the cost of sending immigrants out of this Province into that of Quebec.

I wrote to the Department of Agriculture for the Province of Quebec on 17th September last, asking if the cost of transport for such immigrants as desired to find employment in Montreal would be paid by that Government. The reply was to the effect that the Quebec Government was not then prepared to repay such cost, which leaves me in an awkward predicament.

All of which is most respectfully submitted.

I have the honour to be, Sir,

Your obedient servant,

R. MACPHERSON,
Dominion Immigration Agent.

The Honourable
The Minister of Agriculture,
Ottawa.

KINGSTON AGENCY.

STATEMENT showing the Number of Immigrants arrived at the Kingston Agency for the twelve months ending 31st December, 1874, and their nationality, the number assisted with provisions and with free passes by railways or other conveyances, from this agency to their respective places of destination.

Country from.	Arrivals via the St. Lawrence.	Arrivals via the United States.	Total.	Remained in the Province of Ontario.	Went on to the United States.	Number assisted with Provisions	Number assisted with Free Passes.
England	1,325	267	1,592	4,973	14	745	535
Ireland.....	396	104	500				
Scotland.....	390	57	447				
Germany	18	16	34				
United States.....		2,360	2,360				
Other countries.....	32	53	85				
Total	2,161	2,857	5,018	4,973	14	745	535

REMARKS.—Thirty-one passed to the Province of Quebec. Value of settlers' effects, from U. S. as reported at the custom houses within this agency, \$53,718.

STATEMENT showing the Total Number of Immigrants arrived and remained to be dealt with at the Kingston Agency, for the twelve months ending 31st December, 1874.

Months.	Via the St. Lawrence	Via the United States.	Total.	Number fed.	Number distributed by Free Passes.	Number of Meals furnished.
January	6	56	62	13	16	39
February	6	31	37	19	15	32
March	5	99	104	38	16	65
April.....	3	223	226	26	11	57
May	480	9	489	136	77	238
June	470	15	485	101	63	233
July	293	18	311	102	85	353
August.....	372	9	381	125	95	373
September.....	304	15	319	103	68	308
October.....	131	7	138	27	33	55
November	72	5	77	34	34	99
December	19	10	29	21	22	33
Settlers from United States, as reported by the collectors of customs within this agency		2,360	2,360			
Total	2,161	2,857	5,018	745	535	1,885

MONTHLY Return of Immigrant arrivals and departures at the Kingston Immigration Agency, for the year ending 31st December, 1874.

Months.	Number of Arrivals		Sexes.			Total number of souls.	Nationalities.					Trades or Occupations.					General Destinations.			
	via the St. Lawrence.	via the United States.	Males.	Females.	Children.		English.	Irish.	Scotch.	German.	French and Belgians.	/ Other Countries.	Farm and General Laborers.	Mechanics.	Clerks.	Female Servants.	Quebec.	Ontario.	Eastern States.	
January	6	56	34	19	9	62	46	6	7	2	.....	1	28	15	14	1	61	.....	14
February	6	31	27	4	6	37	20	7	10	.....	.....	.....	20	9	4	3	34	.....	.....
March	5	99	74	9	21	104	34	21	9	.....	2	38	59	17	6	2	102	.....	.....
April	3	223	153	32	41	226	153	50	21	.....	2	.....	116	33	3	2	224	.....	.....
May	480	9	248	95	146	489	291	80	114	.....	4	.....	184	50	50	4	471	.....	.....
June	470	15	279	88	118	485	264	82	104	23	3	9	209	53	12	7	478	.....	.....
July	293	18	169	58	84	311	163	66	75	.....	1	7	127	39	10	6	305	.....	.....
August	372	9	186	90	105	381	245	38	27	7	.....	1	137	43	19	3	378	.....	.....
September	304	15	150	66	103	319	245	38	27	.....	.....	2	123	32	17	.....	138	.....	.....
October	131	7	71	27	40	188	69	40	29	.....	.....	.....	56	10	5	.....	77	.....	.....
November	72	5	45	11	21	77	34	15	2	2	3	2	30	8	4	.....	29	.....	.....
December	19	10	23	3	3	29	14	4	1	.....	.....	8	8	2	1	.....	.....	.....	.....
Settled from the United States	2161	487	1,459	502	697	2,658	1,592	500	447	34	17	68	1,097	311	100	276	31	2,613	14	
Total																				4,418

R. MACPHERSON,
Dominion Immigration Agent.

STATEMENT showing the Number and Destination of Immigrants forwarded from this agency by free passes, for the twelve months ending 31st December, 1874.

Stations.	Adult Passes.	Stations.	Adult Passes.
Cornwall.....	20	Whitby.....	7
Brockville.....	32½	Lancaster.....	12½
Toronto.....	59½	Morrisburg.....	5
Napanee.....	16	Hinchinbrook.....	3
Montreal.....	35½	Brewer's Mills.....	6½
Prescott.....	23	Shannonville.....	2½
Belleville.....	45½	Duffin's Creek.....	1
Port Hope.....	31½	Mill Point.....	2
Renfrew.....	13	Adolphustown.....	5
Ottawa.....	25	Howe Island.....	3½
Spencerville.....	1	Kemptville.....	1
Fredericksburgh.....	2	Clark's Mills.....	2
Sand Point.....	4½	Loughborough.....	4
Peterboro.....	2	Centreville.....	1
Parham.....	2	Omenee.....	2
Tamworth.....	2	Ernestown.....	2
Pictou.....	15	Trenton.....	3½
Hamilton.....	5	Cobourg.....	2
Amherst Island.....	3	Bath.....	7
Tyendinaga.....	1		
Oshawa.....	11½		
		Total.....	423

STATEMENT showing the Expenditure at the Kingston Agency on account of Immigration for the twelve months ending 31st December, 1874, as paid by the Dominion and Ontario Governments.

Service.	Amount Paid by Dominion.	Amount Paid by Ontario.	Total.
	\$ cts.	\$ cts.	\$ cts.
Transport of immigrants.....		468 93	468 93
Meals and bread furnished immigrants.....		382 88	382 88
Medical aid and medicine.....		26 00	26 00
Incidental—fuel, water, telegrams.....			
Postage, stationery, light, cartage.....			
Furnishings, travelling expenses.....			
Improvements to building, &c.....	530 78	33 85	564 63
	530 78	911 66	1,442 44

R. MACPHERSON,
Dominion Immigrant Agent.

No. 8.

ANNUAL REPORT OF THE LONDON IMMIGRATION AGENT.

(MR. A. G. SMYTH.)

GOVERNMENT IMMIGRATION OFFICE,
LONDON, ONT., 21st January, 1875.

SIR,—I have the honor to transmit my Annual Report of transactions at this agency, for the year ending 31st December, 1874.

Schedule No. 1 contains full yearly return of arrivals via the St. Lawrence and the United States; total number 12,105, with full particulars set forth as to sex, nationalities, trades or occupation, and general destination.

I beg to submit Schedules A., B. and C. to your notice. A. contains statement of total number of arrivals at this agency and their disposal. Of those arriving at this agency 3,358 remained and settled in Ontario, 8,337 went through to the Western States, and 419 to Manitoba and British Columbia; 1,071 received assistance in the way of meals and lodgings, and 221 were forwarded to their destination by free passes.

Schedule B. contains the monthly arrivals, numbers assisted with meals and the number of those assisted with free passes to their destination.

Schedule C. contains a list of stations and the number of free passes granted during the year.

A very large number of those who settled in Ontario consisted of English farm labourers, who were generally much sought after by our farmers, and were hired at good wages with very little delay after their arrival. The demand for that class, and also for domestic servants, is still great in this locality during the season for agricultural work. Intending immigrants should be advised not to put off coming out till late in the fall, as they will not get places so readily as during the spring and summer.

The depot at this agency is still unfinished and not ready for occupation, causing the work at this agency to be more difficult to carry out than at various other stations.

The class of immigrants the last season was on the whole of a good description and suitable to the wants of our country; and steady, industrious men, able and willing to work, found no difficulty in procuring employment at good wages with comfortable homes.

The health of those who came to this agency was very good, and I had no occasion to send any to the hospital during the whole season.

In conclusion, I would beg to observe that every necessary attention has been shown and assistance and information given to all requiring the same, and strict economy observed in conducting the business of this agency.

All of which is respectfully submitted.

I have the honour to be,

Sir,

Your most obedient servant,

A. G. SMYTH,

Dominion Immigration Agent.

To the Honourable
The Minister of Agriculture,
Ottawa.

STATEMENT showing the number of Immigrants arrived at the London, Ont., Agency, for the twelve months ending 31st December, 1874, and their Nationality, the number assisted with Provisions and with Free Passes, by railways or other conveyances, from this Agency to their respective places of destination.

Country from.	Arrivals <i>via</i> the St. Lawrence	Arrivals <i>via</i> the United States	Total.	Remained in the Province of Ontario.	Went on to the United States	Number assisted with Provisions.	Number as sisted with Free Passes.
England	1,702	824	2,526	2,080	746	.....	.....
Ireland.....	118	343	459	306	121	.....	.....
Scotland.....	97	264	361	270	54	.....	.....
Germany	43	8,716	8,759	*702	†7,826	.....	.....
Norway							
Other Countries }							
	1,958	10,147	12,105	3,358	8,747	1,071	221

REMARKS.—*410 went to Manitoba and British Columbia, as per returns, June quarter. †9 went to settle in Manitoba, November, 1874.

STATEMENT showing the total number of Immigrants arrived, and remained to be dealt with at the London Agency, for the twelve months ending December 31st, 1874.

Months.	<i>Via</i> the St. Lawrence.	<i>Via</i> the United States.	Total.	Number Fed.	No. distributed by Free Passes.
1874.					
January	142	302	444	75	6
February					
March					
April	428	376	804	255	95
May					
June	619	6,077	6,696	267	9½
July.....	62	914	976	34	
August.....	139	678	817	100	17
September	176	1,137	1,315	149	18
October.....	234	323	557	151	47
November	107	313	420	24	14½
December.....	49	27	76	16	14
	1,958	10,147	12,105	1,071	221

STATEMENT shewing the Number and Destination of Immigrants forwarded from this Agency by Free Passes, for the twelve months ending 31st December, 1874.

Stations.	Adult Passes.	Stations.	Adult Passes.
Centralia	1	Tilsonberg	8
Lucan	4	Widden	1
Chatham	21	Komoka	7
Strathroy	3	Watford	4
St. Thomas	15	Harriston	1
Newbury	8½	Middleton	4½
St. Mary's	17	Mitchell	6½
Dorchester	2	Mount Brydges	4½
Clifford	2	Ingersoll	18
Simcoe	2	Belmont	2
Bothwell	2	Dutton	4
Port Stanley	11	Aylmer	16½
Stratford	1	Glencoe	6
Thamesville	13½	Guelph	1
Westminster	1	Paris	2
Sarnia	6½	Laurence	1
Hamilton	3	Aylmer and return	2
Goderich	½	Strathroy do	2
Ailsa Craig	2	Sarnia	2
Granton	3	Sarnia to Jarvis	2
Thorndale	4	Malton	1
Whites	1		
Oakville	2	Total	221

A. G. SMYTH,
Dominion Immigration Agent.

London, Ontario,
21st January, 1875.

MONTHLY RETURN of Immigrant Arrivals and Departures, at London, Ontario, Immigration Agency, for the twelve months ending 31st December, 1874.

Number of arrivals via the St. Lawrence.		1,958			
Number of arrivals via the United States.		10,147			
Sexes.	Male.	6,238	3,521	3,346	
	Female.				
	Children.				
Total No. of Souls.		12,105			
Nationalities.	English.	2,526	459	361	
	Irish.				
	Scotch.				
	Germans.	3,080			
	Scandinavians.	3,564			
	French & Belgians.	217	1,898	Other countries.	
Trades or occupations.	Farmers.	256	3,301		
	Farm and General Labourers.				
	Mechanics.	1,363	324	497	
	Clerks, Traders, &c.				
	Female Servants.				
General destinations.	Lower Provinces.	N. S.			
		N. B.			
		P. E. I.			
	Quebec.		3,349	226	193
	Ontario.				
	Manitoba.				
	British Columbia.				
	Eastern States.				
	Western States.				8,337
	Amount of free transport to indigent immigrants.		\$	cts.	

A. G. SMYTH,
Agent.

No. 9.

ANNUAL REPORT OF THE HAMILTON AGENT.

(MR. JOHN SMITH.)

DOMINION OF CANADA,
IMMIGRATION OFFICE,
HAMILTON, Feb. 11th, 1875.

SIR,—I have the honor to submit my report for this Agency for the year ending December 31st, 1874.

Owing to my recent appointment I cannot refer to my own personal work, but judging from the records of the office and memoranda left by my predecessor, the result of the year's labor appears to be of a satisfactory character.

The immigrants arriving at this Agency have been of a very superior class, and well adapted for the different duties devolving upon the new settlers in their land of adoption.

As a general rule their physical condition has been very good, and out of the whole number of arrivals there have been only fifteen cases of sickness calling for special notice, which were promptly cared for by the patients being admitted to the city hospital, where every attention was paid to them by the house surgeon and the officials of the institution until their recovery, when they were forwarded to the place of their destination.

You will notice that the total number arriving at this Agency for the past year, amounted to 37,147 souls; out of this number 10,623 remained in the Dominion, the balance, 26,524, passed on to the United States, and of those remaining in Canada 3,798 were American citizens adopting the Dominion as their future place of residence.

The amount of capital imported into the Dominion at this Agency by the immigrants during the year, amounted to the sum of \$607,314, which has been invested principally in real estate, industrial and mercantile pursuits.

I would also draw your special attention to the large number of Norwegians and Swedes passing through to the United States, numbering about 5,000 people, which would be a very useful class of settlers if means could be adopted to induce them to settle in Canada. From my own personal experience and knowledge of them in the Western States, they are a hardy, frugal, honest and industrious class; but to deal with them, colonies would have to be established and localities specially set apart for them, as in a commencement any attempt to absorb them amongst the general population would prove to be a failure, but after once establishing them a natural flow would take place, the same as in Wisconsin and Minnesota, and our newly acquired Western territory would be found to be well adapted for the purpose.

I am not aware of any complaints having been made in reference to any improper treatment on board the Ocean steamers by immigrants, whilst they allude to the favorable attention paid to them on our railroads and inland steamers, and many of them refer with gratitude to the care and attention paid to them by the railroad conductors and station masters who have contributed to their comfort and necessities from their private resources.

There has been a good demand for all classes of labor during the past season, and there has been no difficulty of disposing of the immigrants upon their arrival, all of whom have found employment at remunerative wages, and as a general rule they are well satisfied with the important change that they have made, whilst they refer with pleasure to the benefits that their children are deriving from our educational institutions.

There is still a good demand for agricultural laborers and domestic servants, and applications are now being made by the community for hands in the spring, but

there is a class of clerks, book-keepers and people of genteel occupations that are not enquired after.

The agricultural interests are in a prosperous condition, as the late harvest was generally very good, and although the price of wheat is lower than it has been for some years past, the price of coarse grain such as peas, barley, oats, and the general products have been much above an average, and which met with a ready market, of which the farmers availed themselves. The wheat crop is principally in the hands of the producers, and will be brought to the market during the present sleighing.

In making arrangements for the coming season, I beg most respectfully to bring under your notice the very unsatisfactory state of accommodation existing at this Agency, and would urge for your consideration the desirability for taking such measures as you may deem advisable for the purpose of providing the necessary and suitable accommodation so much to be desired for the use of the Department.

The present premises in occupation belong to the Great Western Railway Co., and we are only allowed the use of them by courtesy, and may at any time be deprived of them should the Company require them for the use of their traffic. They are situated upon the railway wharf, and consist of a common frame freight-shed, where the immigrants are all thrown together, irrespective of age or sex, married or single or sickness. Married families with their children are mixed up altogether with the young men and women, which has been found to be a source of mutual inconvenience to each other, and I am afraid that evils of a more serious character have emanated from this undesirable state of affairs.

There is no approach to the premises unless by crossing the yard of the Great Western, which consists of some seven or eight railway tracks which are continually occupied by traffic, and the yard engines are kept steadily at work both night and day, shunting and making up trains, and it is with the greatest difficulty that the immigrants can be got to and from the sheds, and it is only by creeping under the cars in many instances that they are enabled to cross the yard at all, and should a train be put in motion at such a time the loss of life and injury might be very serious, as it is very difficult to deal with people under such circumstances, as they almost invariably become seized with fear, and more especially where there are children and people speaking a foreign language, and this risk is enhanced at a time when they are being got over for the night trains.

Since I entered upon my duties there has scarcely been a day that I have not been compelled to creep under the cars to get to and from the office, and I am informed that there have been several very narrow escapes arising from this cause.

There is no convenience for supplying refreshments to the destitute without sending them to the taverns, for which purpose tickets are distributed for meals, and in many instances bad results have arisen from the system by the improvident using their tickets in exchange for drink instead of applying them to the legitimate purpose of food. Another evil also arises from the tavern system by the ignorant immigrants being literally cheated out of their little means by a class that are proverbial at the business.

In conclusion, I would suggest for your consideration, the desirability of providing similar accommodation to that which has already been secured in Toronto, and which is found to be of the most important usefulness, thereby securing a complete control over the immigrants as they arrive, until they are disposed of, without subjecting them to the tender mercies of the peculiar class who are ever on the watch to take advantage of the ignorant and unsuspecting.

I am informed that this subject was under the consideration of the Department some time ago, and approved of, and that steps were taken to secure the necessary land for the purpose of erecting the necessary buildings.

I have the honour to be, Sir,

Your obedient servant,

JOHN SMITH,
Immigration Agent.

The Hon. the Minister of Agriculture,
Ottawa.

No 10.

ANNUAL REPORT OF THE HALIFAX AGENT.

(MR. EDWIN CLAY)

DOMINION OF CANADA,
IMMIGRATION OFFICE,
HALIFAX, N. S , January 15th, 1875.

SIR,—I have the honour to submit for your information my Annual Report upon the working of this Agency.

The number of immigrants who have settled in Nova Scotia the past year is 1,471, being seventy-three more than in 1873. They are about the same class of persons, with an increase of laborers; in 1873 the number being thirty-eight, while in the past year they number 187. The "miners" continue to present themselves as "mechanics," and thus reduce the number under that head.

Owing to the great depression in the business of the Province, there has not been the same demand for skilled mechanics that existed in 1872 and 1873, still all have found employment.

Only twenty-six have reported themselves at this Agency as coming from the United States, but no doubt exists that a much larger number have come into this Province if we could only obtain a correct statement, but that appears to be impossible at present, for on board both steamers and sailing vessels, there is no attempt made to classify the passengers in the ship's reports presented at the Custom House where they land. So that immigrants, business men, parties returning for the purpose of remaining in the Province, and those coming to visit their friends for a summer's pleasure all land on the same footing, while quite a large number come into the Province by railway.

The Company working the Londonderry Iron Mines have brought out a number of first-class Cornish miners, and most of their families will follow in the spring.

The stagnation in the coal trade has given the proprietors and managers of some of our mines great anxiety as to the best means to be adopted to retain their men and supply their present necessities. The British and French miners who have just settled in the Province, find it very difficult to get along without constant work.

By the request of His Honor Governor Archibald, I visited the Vale Colliery twice for the purpose of rendering aid and assistance to the French miners who were out of employment, and we hope by this time they will have at least sufficient work to protect them from want.

The class of immigrants who do us the most service and remain in the Province, are married farm laborers with their families; they settle down among us, and become permanent and useful additions to our population, while young men and women are restless, and cannot be depended upon to remain in our midst.

The arrivals the past year have been:—

Married men.....	483
Single men.....	298
Married women.....	192
Single women.....	129
Between one year and twelve, males.....	182
" " " females.....	199
Infants.....	42

Total.....1,525

Trades and Professions.

Bakers	2
Clerks	4
Cooks.....	1
Carpenters.....	3
Engineers.....	2
Farmers.....	18
Joiner	1
Laborers.....	187
Mechanics.....	178
Miners	89
Missionaries.....	2
Plasterers.....	1
Shoemakers	2
Singers	2
Ship-builder	1
Tailors	2

Countries.

English.....	889
French.....	345
Scotch.....	167
Irish.....	78
German.....	12
From United States.....	26
Icelanders	8
	<hr/>
	1,525

Immigration for 1874.

By St. Lawrence.....	none
Via United States.....	26
Direct via Halifax.....	1,499
Number forwarded to St. John, N. B.....	54
“ remaining in Nova Scotia.....	1,471

Being seventy-eight more than last year.

I have the honour to be, Sir,

Your obedient servant,

EDWIN CLAY,
Dominion Immigration Agent.

No. 11.

ANNUAL REPORT OF THE ST. JOHN, N. B., AGENT.

(MR. ROBERT SHIVES.)

GOVERNMENT IMMIGRATION OFFICE,
ST. JOHN, N. B., January 4th, 1875.

SIR,—I have the honour to submit for your information a statement of the operations at this Agency for the year 1874.

IMMIGRATION FOR 1874.

Total number of immigrants by way of St. Lawrence.....	none
“ “ “ “ direct to Dominion ports.....	669
Number remaining within the limits of this Agency.....	50
“ sent to other Agencies for settlement.....	652
Total number by way of the United States.....	33

Sexes.

Males.....	243
Females.....	172
Boys, 1 to 14.....	124
Girls, 1 to 14.....	126
Male infants.....	17
Female infants.....	20
	702

Nationalities.

Natives of Scotland.....	301
“ of England.....	362
“ of Ireland.....	31
“ Scandinavia.....	8
	702

Trades and Callings.

Farmers.....	114
Farm laborers.....	51
Gardeners.....	2
Gilders.....	2
Engineers.....	2
Traders.....	15
Mariners.....	7
Dyers.....	1
Miners.....	3
Drapers.....	9

Blacksmiths.....	1
Bakers.....	1
Book-keepers.....	1
Painters.....	1
Gas Fitters.....	2
Shipwrights.....	1
Paper-makers.....	2
Stone-cutters.....	4
Saddlers.....	2
Boiler-makers.....	2
Grooms.....	1
General laborers.....	19

243

A very gratifying feature in the past year's immigration is the fact that a large per centage of the arrivals was composed of persons who, in the Old Country, had followed the occupation of farmers, and who at once became settlers on the Government lands in the several locations set apart for their reception.

The colony of New Kincardine, lying in the County of Victoria, on the River St. John, received an accession of two hundred and nineteen souls, and bids fair to be one of the most successful in the Province. The immigrants for this district arrived early in the spring in the Anchor Line Steamer "Sidonian."

In the month of May a colony composed of people from England came out in the steamer "Caspian" of the Allan line. They landed at Dalhousie, County of Restigouche, twelve miles from the new settlement of Balmoral, where all the necessary arrangements had been made for their reception.

The general health of the immigrants was good, and I am not aware that any cases of sickness occurred amongst them.

During the season there was a large demand for labor but the supply was short, and on that account wages ruled high.

The liberal policy pursued by the Government in all matters connected with the settlement of the public lands, is producing good results; and the success attending the new settlement is a guarantee that the impetus given in this direction will continue, and be the means of bringing large accessions to our agricultural population.

Notwithstanding that the number of arrivals falls short of last year, still it is gratifying to know that so considerable a body of practical farmers has been added to the population. When it is taken into account that the greatest efforts continue to be made by the agents of the United States and Australia to induce emigration to those countries, there is cause for satisfaction, that the arrivals are as large as above stated, and those who now come amongst us do so with the intention of making the Province their home, whilst in former years three-fourths of those who landed passed into the United States.

The depression which has existed for some time past in the various branches of industry in the United States, has caused large numbers of Canadians and others to return, and it is to be regretted that there are no means by which an estimate as to numbers can be reached. The chief routes of travel are by the International line of steamers, plying between St. John and Boston, and the Consolidated European and North American Railway, nevertheless, many cross from the State of Maine and become settlers in the counties on the Upper St. John.

I have the honour to be Sir,

Your very obedient servant,

ROBERT SHIVES,
Dominion Immigration Agent.

The Hon. the Minister of Agriculture,
Ottawa.

No. 12.

ANNUAL REPORT OF THE WINNIPEG AGENT.

(MR. WM. HESPELER.)

GOVERNMENT OFFICE,
WINNIPEG, MANITOBA,
January 6th, 1875.

SIR,—I have the honour to submit for your information my report for 1874.

The immigration season opened on the 12th of May, with the arrival of the first Red River boat, which brought an unusually large number of laborers and mechanics, the latter being principally carpenters, joiners and bricklayers, from the Eastern Provinces, also a limited number from the State of Minnesota, so that by the middle of June, 380 already had arrived.

Building enterprise commenced very late, in consequence of which a considerable number of hands (during the first few weeks after their arrival) were unable to find employment, creating a depressing influence upon the prospects of immigration for the time being, which, however, was soon removed through the prompt action of the Government, by starting the erection of the various public buildings, namely, the new Dominion Land Offices, the Custom House and the Penitentiary, which in all gave employment to nearly 200 hands, as well as encouraging private enterprise and giving confidence to the mercantile community, so that towards the end of August labor was in great demand.

On the 16th of June the first immigrants arrived at the sheds, by the Dawson Road, consisting principally of farmers from the Eastern Provinces, with the exception of 312 souls brought by Mr. John Ralston from the mining district, Marquette, in the State of Michigan.

Unfortunately that class of people proved unfit for agricultural purposes, this being the chief inducement that the Province offers, consequently they left the Province with a few exceptions.

The Canadian immigrants, as well as those from the United States, who came for the purpose of taking up Government lands, found homesteads readily in the western and south-western parts of the Province, the former lying in and near the Palestine District, and the latter in the vicinity of Pembina Mountains, both belonging to the most desirable locations in the Province.

From the 1st of July up to the close of navigation, the Immigrant sheds were overfilled, which was principally owing to the inferior management of the Dawson Route contractors, causing at the time severe losses to the new settlers, who were in many cases compelled to wait from three to five weeks for their baggage, after enduring a most trying journey which averaged twenty-two days.

About the middle of July the grasshoppers made their depredations, and for a time, fears were entertained that the entire crop would be destroyed; fortunately their devastations proved less alarming, as the wheat crop averaged twenty bushels to the acre.

If the flow of immigration continues, which I have every reason to believe, this Province will, in the short period of three years, be able to supply its own wants, three-fourths of which are now supplied by the United States. Cattle and horses have been plentifully supplied through the same source, which, however, will soon cease, as there is no country on this continent better adapted for stock raising.

The immigration of 258 families of Russian Menonites who arrived in this

Province during the latter part of the season, has added immensely to the prosperity of the country, and I do not hesitate in saying that their untiring energy and endurance has surpassed that of all former settlers. The homes they have erected within the short period of two months, together with the provision they have made for winter requirements gives the appearance of a settlement of twenty years' standing.

Through my communications with the Menonites in Russia, I have every reason to hope for another large immigration, and should the Government think fit to recognize their application for another Reserve, made through me, dated December 28th, I see nothing to prevent an immigration of from 400 to 500 families by the next season.

The States of Dakota, Minnesota, Nebraska, Iowa and Kansas, are making the utmost efforts to secure the immigration of the Menonites, and they have already to a great extent succeeded.

The Railway Companies of the above-mentioned States have shown great liberality towards those settlers, not alone carrying them free from the sea port to their different destinations, but as well conveying their provisions and implements from the Eastern States to their respective homes.

The immigrants that found accommodation in the sheds during the past summer, including 258 Menonite families, numbered 2,846, also a large number of immigrants arrived without reporting themselves at this office, and consequently no record of the number can be obtained.

The Pembina and Fort Garry Railway, under construction, will open a large field for laborers during the coming summer, and will be a great assistance to new settlers.

The completion of the railway will open one of the finest districts in the Province for settlement, and I here venture to suggest the erection of an Immigration shed at Dufferin, which would facilitate opening the south-west part of the Province for settlement.

Immigrants coming by Duluth have frequently undergone difficulties, and are from time to time induced by false representations to change their course, by being persuaded to settle in the neighboring States. I should therefore consider it advisable to station an Agent at that Port, who would guard against such interference.

I am happy to state, that a party in the Province is endeavoring to form a Company for the purpose of erecting a *beet root sugar factory* in this Province, having found that the soil of this Province contains properties favorable to the growth of *beet root*, and superior to that raised in any of the European countries.

I have the honour to be, Sir,

Your obedient servant,

WM. HESPELER,

Dominion Immigration Agent.

To the Honourable
The Minister of Agriculture,
Ottawa.

No 13.

ANNUAL REPORT OF THE SPECIAL AGENT, WEST LYNN, MANITOBA.

(MR. F. T. BRADLEY.)

OUT PORT, WEST LYNN,
January 11th, 1875.

SIR,—I beg to acknowledge the receipt of your "telegram" of the 8th inst., and herewith enclose a report shewing the number of Emigrants into Manitoba and departures therefrom, during the season ending the 31st October, 1874.

You will observe a vast increase over former years and now that many causes of grievance have been removed by the Land Department we hear but few complaints.

I have also to inform you that the action of United States Treasury Department relating to transit of emigrants' effects, &c., through United States Territory has materially decreased the difficulties under which our people formerly laboured, and the general disposition of United States officials is of a more friendly character.

In respect to the American colony I have to report favorably and the prospect of a very large emigration to Manitoba from the Western States during the coming season is now beyond doubt.

I am in constant communication with people from these States in reply to enquiries regarding Manitoba.

I would again urge the establishment of a shed for the accommodation of emigrants at this point. Boats arrive at all hours during the night, and often in the most inclement weather, and the want of hotel accommodation, and the high charge for such accommodation when procurable, give emigrants an unfavourable impression, and to mitigate such results as far as possible within my power, I placed at their disposal several tents and a building of my own, all of which were occupied and used to advantage.

From the agent of the Menonite Colony, established on the west bank of Red River, 26 miles north of the International Boundary, we have the most favorable report and the people appear to be quite satisfied with the soil and climate of their new home.

By the enclosed returns the total number of emigrants into Manitoba by this route during the season of 1874, is 3,016, and going outwards, 871, leaving an increase of population of 2,045 souls.

I have the honour to be, Sir,

Your obedient servant,

F. T. BRADLEY.

John Lowe, Esq.,
Secretary Department of Agriculture
Ottawa, Ont.

STATEMENT of Emigrants leaving the Province of Manitoba *via* the Out Port of North Pembina, during the season ending October 31st., 1874.

Date of Departure.	Men.	Women.	Children.
May.....	69	12	7
June.....	139	30	15
July.....	86	30	26
August.....	101	24	06
September.....	136	26	17
October.....	107	23	17
Total.....	638	145	88

F. T. BRADLEY,
Superintending Agent.

No. 14.

QUARANTINE STATION, GROSSE ISLE, ANNUAL REPORT, 1874.

(FREDERICK MONTIZAMBERT, Esq., M. D.)

SIR,—I have the honour to submit herewith, in tabular form, the annual returns of the proceedings and expenditure of the Quarantine Station of Grosse Isle for the year 1874.

The barque "Pontocorvo," Pedersen, from Christiania, April 24th, in ballast, with 270 steerage passengers and fifteen crew, came into quarantine on the 10th of June. Five deaths had occurred at sea from measles. There were still many cases of that disease on board on arrival. There was also one young man suffering from fever. The passengers were landed and performed quarantine. The vessel was purified and disinfected. No subsequent cases of illness occurred amongst the passengers from this vessel. All those who were admitted to the hospital recovered.

The barque "Brodrene," Martinsen, from Stavanger, May 5th, in ballast with six cabin and 239 steerage passengers and fourteen crew, came into quarantine on the 12th of July. Measles prevailed on board this vessel. Forty-two of her passengers were received into the hospitals. All the passengers were landed. They and their effects as well as the vessel itself were thoroughly cleansed and disinfected. Two of those admitted to hospital from this vessel died, the remainder, after various intervals, were discharged cured.

The barque "Olivia," Evans, from Cardiff, June 4th, loaded with coals, with a crew of nineteen came into quarantine on the 19th of July, and reported the death of the master, Captain Davis, during the voyage. A careful investigation of the circumstances attending this death satisfied me that it had not occurred from any contagious disease, the vessel was, therefore, immediately permitted to proceed.

The brigantine "George Wheelwright," Howard, from Cardenas, July 4th, laden with molasses, with a crew of twelve came into quarantine on the 22nd of August. The master reported the death of a stowaway from Cardenas, name unknown, on the passage. The disease of which he had died has proved to have been a non-contagious one. The vessel was immediately permitted to proceed.

Eusebe Bouchard, age 24, a young man employed on the public works at the station, was admitted into hospital on the 20th of August suffering from enteric fever (typhoid). The disease progressed favorably until the third week, it then became complicated with inflammation of the right lung. This extended until both lungs were involved. He died on the 8th of September. A careful investigation failed to discover any cause at the station for the occurrence of typhoid fever. There were many others living in the same house, and under the same circumstances as to drainage, drinking water, &c., as this young man, but no other case occurred. It was about a week after Bouchard's return to the station that his illness commenced; from these facts I am led to conclude that he contracted the disease by drinking impure water, or some similar cause during his temporary absence.

The admissions to the hospitals this year have been only sixty-two. Three deaths occurred in hospital, two from measles and one from fever. Seven deaths only have been reported as occurring at sea.

These numbers are all far below the average of preceding years; similarly exceptional seasons, however, have before occurred. Thus, in 1859, there were but ninety-two admissions and no deaths. In 1860 again the admissions were but ninety-two. In

1863, 1864 and 1865 the admissions were only forty-four, sixty and thirty-three, respectively. These healthy epochs alternate with others less healthy; thus the low numbers in 1859 and 1860 were followed by 341 admissions, including 103 cases of small-pox, in 1861; and by 367 admissions, including 151 cases of typhus fever, in 1862. So again, the low numbers in 1863, 1864 and 1865, were succeeded by cases of contagious diseases numbering 271, 375, 424 and 494 respectively in the four following years, and so on.

It is worthy of remark that although small-pox has prevailed extensively this year in several of the shipping ports of Europe, not a single vessel has come into the quarantine limits to report its occurrence on board.

And it is certainly extraordinary that during the whole season only four vessels should have reported the occurrence of infectious disease, or deaths at sea, out of the large fleet of 1,200 vessels that have entered the harbor, carrying an aggregate at least from 50,000 to 60,000 passengers and seamen.

Experience proves, however, that no continuance of such an exceptional state of things can be looked for.

For further particulars as to the proceedings and expenditure of the station, I have the honour respectfully to refer you to the returns submitted herewith.

I have the honour to be, Sir,

Your obedient servant,

FREDERICK MONTIZAMBERT, M.D., Edin.,

L. R. C. S. E., &c., &c.,

Medical Superintendent.

The Hon. the Minister of Agriculture,
Ottawa.

QUARANTINE Station, Grosse Isle, Expenditure 1874.

		\$	cts.	\$	cts.
1874.					
May 3.....	Balance pay list for winter Guardians.....				320 40
	Pay list, April 21st to 30th.....				342 20
" 31.....	do for May.....	1,003	92		
	Medical comforts, Leduc & Letellier.....		59 61		
	Stationery, M. Miller.....		38 60		
	Steamboat service, P. Turgeon.....		399 00		
	Supplies, Hardware, H. S. Scott.....	\$244	77		
	Groceries, H. A. Paré.....	117	23		
			362 55		
	Contingencies, as per voucher.....		304 20		
June 30.....	Pay list for June.....	1,003	02		2,167 88
	Medicines, O. Potvin & Co.....		82 44		
	Printing, C. Darveau.....		17 50		
	Steamboat service, P. Turgeon.....		203 00		
	Supplies, Dry goods, F. M. Dechine.....	\$631	83		
	Anchors, &c. H. T. Scott.....	144	80		
	Boarding boat, F. Blouin & Co.....	135	00		
	Flour, Connolly & Co.....	84	05		
	Sails and gear, Wm. Watson.....	80	67		
	Groceries, H. A. Paré.....	49	10		
	Meat and vegetables, Leon Aril.....	17	60		
	Coal oil, F. O. Vallerand.....	23	90		
	Paint and oils, Jos. Fiset.....	18	52		
			1,205 47		
	Contingencies, as per voucher.....		164 43		
July 31.....	Pay list for July.....	1,003	92		2,676 78
	Steamboat service, P. Turgeon.....		204 50		
	Contingencies, as per voucher.....		72 39		
Aug. 8.....	Indemnity, D. Bacon, salary for August.....				1,280 81
31.....	Pay list for August.....	889	59		116 67
	Steamboat service, P. Turgeon.....		254 00		
	Contingencies, as per voucher.....		21 91		
Sept. 30.....	Pay list for September.....	889	59		1,165 50
	Stationery, M. Miller.....		11 00		
	Steamboat service, P. Turgeon.....		202 50		
	Supplies, Flour, Connolly & Co.....	\$118	95		
	Repairing boat, Blouin & Co.....	93	50		
	Meat, Leon Aril.....	38	30		
	Paints, oils, &c., Jos. Fiset.....	20	16		
	Coal oil, &c., F. O. Vallerand.....	16	00		
			286 91		
	Contingencies, as per voucher.....		420 94		
Oct. 31.....	Pay list for October.....	\$889	59		1,810 94
	Advance do for winter Guardians.....	598	00		
			1,487 59		
	Medicines, C. Potvin & Co.....		12 77		
	Steamboat service, P. Turgeon.....		256 10		
	Supplies, Flour, Connolly & Co.....	\$19	40		
	Coal oil, F. O. Vallerand.....	15	75		
	Dry goods, F. M. Dickens.....	10	75		
			45 90		
	Contingencies, as per voucher.....		39 72		
Nov. 30.....	Pay list for November.....	901	66		1,842 08
	Steamboat service, P. Turgeon.....		200 00		
	Supplies, Hardware, P. Turgeon.....		76 74		
					1,178 40
	Total				12,901 64

FRED. MONTIZAMBERT, M.D., Edin.,
Medical Superintendent.

SYNOPSIS of Expenditure, Quarantine Station, Grosse Isle.

	\$ cts.	\$ cts.
<i>Fiscal Year, 1873-74.</i>		
Pay of officers.....	7,284 12	
General supplies.....	1,957 78	
Medicines and medical comforts.....	211 23	
Printing and stationery.....	74 40	
Steamboat service.....	1,564 80	
Contingencies.....	1,134 68	
		12,227 01
<i>Half Year to Dec. 31st, 1874.</i>		
Pay of officers.....	5,289 02	
General supplies.....	409 55	
Medicines and medical comforts.....	12 77	
Printing and stationery.....	11 00	
Steamboat service.....	1,117 10	
Contingencies.....	554 96	
		7,394 40
<i>Calendar Year, 1874.</i>		
Pay of officers.....	7,959 46	
General supplies.....	1,977 57	
Medicines and medical comforts.....	154 82	
Printing and stationery.....	67 10	
Steamboat service.....	1,719 10	
Contingencies.....	1,023 00	
		12,901 64

FRED. MONTIZAMBERT, M.D., Edin.,
Medical Superintendent.

No. 15.

ANNUAL REPORT QUARANTINE STATION, HALIFAX, N. S.

(W. N. WICKWIRE, M. D.)

QUARANTINE STATION,
HALIFAX, 4th January, 1875.

SIR,—I have the honour to submit herewith the Quarantine report for this station, for the year 1874.

I am happy to be able to state that we have been troubled with comparatively little disease requiring quarantine attention during the year.

On the 14th January the Steamship "Hibernian," of the Allan Line, arrived from Liverpool, having had on board a case of small-pox during nearly the whole passage. The case was that of a child, a saloon passenger. The patient together with his father, mother, and nurse had been carefully isolated in one of the hospitals of the ship from the time the disease first made its appearance. I had the family removed to the Quarantine Hospital, and used the ordinary precautions for avoiding any further spread of the disease on board of the ship, or the introduction of it into the city. The child died on the fourth day after his removal, about which time the nurse was attacked with the same malady, from which she recovered, and the family were discharged from the Island, after having been in quarantine nearly four weeks.

On the 17th of October, the brigantine "Edith" arrived from the West Indies with one of the seamen ill with small-pox. I had the case removed to the Quarantine Hospital, and the vessel, with the remainder of the crew, quarantined for several days, adopting proper measures for preventing the further spread of the disease. This patient recovered, but the recovery being slow and protracted, I was not able to discharge him till nearly six weeks after his removal from the vessel.

The above three cases comprise all suffering from disease of an infectious or contagious character brought into port during the year.

I have visited steamers and other ships carrying passengers, besides other vessels coming from infected ports.

I am glad to state that pilots and others in charge of vessels entering the port, have become pretty well acquainted with quarantine regulations, and seem disposed to act up to them.

Some slight alterations have been made to the hospitals during the year, which will render the buildings more comfortable for winter quarters.

The want of a wharf to the Island is much felt, and I trust that during another season this want will be supplied.

I have the honour to be, Sir,
Your obedient servant,
W. N. WICKWIRE, M. D.
Inspecting Physician.

The Honourable
The Minister of Agriculture,
Ottawa.

No. 16.**ANNUAL REPORT QUARANTINE STATION, PICTOU, N. S.****(W. E. COOKE, M. D.)**

**QUARANTINE STATION,
PICTOU, January 5th, 1875.**

SIR,—I have the honour to submit the following report of proceedings at this station during the past year.

There have been no cases of infectious or contagious diseases at this station during the year ending 1874. The buildings of the Department have been repaired, and are now in good order, and under the immediate charge of the steward.

As from various causes I apprehend that during the coming summer we shall in all probability have to contend with disease (especially small pox), I beg to urge upon the Department the necessity of having the yellow buoy which I before recommended, placed in position as early as possible in the spring, and that the limits of this station be officially defined, and pilots notified of these limits.

I have the honour to be, Sir,

Your obedient servant,
W. E. COOKE, M.D.,
Inspecting Physician.

The Honourable
The Minister of Agriculture,
Ottawa.

No. 17.

ANNUAL REPORT QUARANTINE STATION, PARTRIDGE ISLAND, N. B.

(G. M. HARDING, M. D.)

QUARANTINE STATION,
ST. JOHN, N. B.

January 2nd, 1874.

SIR,—I have the honour to report respecting this station for the calendar year, ending 31st December, 1874.

By the death of my brother, late Inspecting Physician, which occurred on the 6th of May last, quarantine, as exercised at this place, has been deprived of the services of a very experienced officer. His term of service as Quarantine Medical Officer extended over a period of nearly forty years.

In the discharge of such duties for so long a time, at a seaport having such active traffic with the world as St. John, if exercised with due vigilance, as was done by him, much benefit to a community would arise. And I may safely say, speaking of the whole period, that in a great number of instances infectious disease has been intercepted on the threshold at this port. And that doubtless in many of such instances, had it not been done, epidemics would have ensued, or else where not so, other units of disease have arisen from the imported cases, and thus much unnecessary loss caused. With the object of such results has quarantine been instituted.

The death of John O'Doherty, the steward, can no longer be matter of doubt. It was reported to your Department before, that he was seen on the 14th November, ult., in his boat with sail up, going towards Partridge Island, and that he did not reach there. No information has since been received of him or the boat, and there can remain now no reasonable doubt, that the boat capsized, and he was drowned, the boat going out to sea. His wife and five children are left without means of support. Such cases are sad to consider. He was always faithful to his duties.

The burning of one of the hospital buildings on Partridge Island on the 26th Dec., as reported to your Department at the time, although a matter to be regretted, will not impair the efficiency of the establishment. There remain three good buildings besides the Marine Pest House, all in pretty good repair.

Of the portion of the year preceding the 6th of May, I am unable to furnish any exact account, but know respecting it, that very little, if any, contagious disease presented itself. Since the 6th of May to the present time I have now to speak.

In fewer instances than in any preceding year of my knowledge of this station, has the necessity arisen of inspecting vessels from having the conditions requiring it. And even in these instances, when sickness existed, or had been in the vessel, could danger on shore be apprehended from it. This immunity is in part due to the fact that over the world generally, with slight exceptions, diseases of the spreading class, viz., infectious diseases, have been for a time in abeyance. We may therefore feel thankful for present exemption, be the cause what it may.

From the date of entering on my duties, I have visited a considerable number of vessels; part of these in response to the signal, and others where the signal was not displayed. Doing so in the latter case in order that the fact of surveillance might be known. The chief number of these inspections presenting no points of public interest, I need not occupy your attention by a detailed statement of them, such as required it having already been reported to you.

It is a noticeable circumstance that a very much larger number of trans-atlantic foreign vessels come to this port than formerly. The proportion of such to those bearing the English or American flag being about one-third, and largely from ports of the Baltic. The fact is one that we should heed, as such ports have always been the disseminators of cholera.

The case of the bark "Emma G. Scammell," which arrived on the 13th Nov. ult., reported to your Department at the time, in which the pilot, from not having a knowledge as in duty bound of the quarantine regulations, failed to bring the vessel to as regulations required. This case, and some few others *known of*, wherein there was failure of compliance from different causes, might raise the question as to whether or not the special regulations for Halifax and St. John are sufficient in their present form to secure full observance of the Quarantine Laws.

Supposing that any impressions the medical officers of either of these stations may from observation have received on such point, would be acceptable, I, as one of them, will make a few remarks. It is very desirable to have the regulations, if efficient for the end in view, remain unaltered, because, as they are, no inconvenience to trade arises.

Wherein the regulations are special for Halifax and St. John is, that upon the Pilot and Ship Master is put the burden and responsibility of complying with them of their own accord, and without express directions being given to the medical officers to make inspections, excepting when the conditions requiring it are acknowledged to exist—acknowledged by those on board laying the vessel to and displaying the signal for inspection. But no after-examination is ordered to see whether there has been neglect or evasion. A permissive clause, however, *allows* the medical officer to inspect other vessels than such as may offer themselves for it. It reads: "The Medical Superintendent shall also board all vessels he may consider it necessary to inspect."

This is a very important provision, and shews great wisdom in the construction of the regulations. First, because the knowledge of its existence will influence compliance with the law, and also allows of a test being used as to whether or not it is being given. Therefore in consequence of this clause existing, the regulations may require no amendment in order to the attainment of their object. It is my impression, however, that it would be well for the medical officers under authority of the clause to make further test of the matter in question. With your permission, I, as one, will attend to it, and report about the matter at the end of next year.

They might board other vessels than there is express directions given for, even without inconvenience to shipping. It might also be done in such irregular manner as to make calculations about it difficult for pilots, and shew greater risks of detection should evasion be attempted.

The portion of the regulations referred to, being as it were experimental, the trial of it might be of importance elsewhere as well as to Canada. The discussions of the International Sanitary Conference, specially convened for this purpose last summer at Vienna, will shew that quarantine is now undergoing what may be called crucial examination by the world. The desire is to arrive at sound principles and secure uniformity in the practice everywhere. Some countries, England for example, have had no experience. The Canadian system, taken as a whole, may fairly be considered the one that affords "a maximum of good at a minimum of inconvenience."

All the dead bodies brought here during the year were accompanied with proper certificate to shew the cause of death as not from contagious disease.

I have the honour to be, Sir,

Your most obedient servant,

W. S. HARDING, M. R. C. S., Eng.,

Inspecting Physician.

The Hon. Letellier de St. Just,
Minister of Agriculture, &c., &c.

The Position of Quarantine and Present Opinions Respecting It.

ST. JOHN, N. B., January 2nd, 1875.

SIR,—It is truly gratifying, and not less remarkable, to observe the change of opinion in England within a few years on the subject of quarantine. A change, the reality of which is so amply confirmed, not only through the declaration of English writers, both medical and lay, but also by the appointment at her sea ports of officers to execute regulations that have been provided.

England has in the past stood almost alone by refusing to set up this barrier to disease, which now they consider so necessary to have.

In the establishment, however, of such measures by England, there is to be noticed an aversion to the name "quarantine," so that the system they have provided they prefer to call by another name, "Medical Inspection of Ships." This is what we in Canada call "Quarantine," a difference of nomenclature only.

There is no doubt that very great abuses have in many countries been perpetrated against the interests of commerce under quarantine arrangements, without there being a compensating side in favour of the countries that practised them. Through this means the name had become in some measure suggestive of the abuses of the practice, rather than of the better features, and in part explains the employment of a phrase instead of the word; but only in part accounts for it—there were other reasons.

That extremes of this kind are even yet practised, the following will shew :—One of H. M. transports in June last arrived at Demerara from Jamaica, with four companies of a regiment on board, and was detained thirty days in quarantine because a mild case of small pox had occurred on the passage. A loss was entailed of some £4,000, besides all the other evils of such a detention.

It is very probable that through the efforts now being made by the nations uniformly in main features will at no distant day exist over the world. Hitherto, in one country, there has been stringency of quarantine that was irrational, in another, laxity that was equally so, or else, as in England, none at all existed. A change of opinion, great as it is important, has come about respecting these things, not mainly regarding abuses, but on the whole subject. And it is a matter of agreement now among all the nations that quarantine restrictions, in some form or other, are the *only* reliable means of excluding cholera from countries to which it may come, in moving about the world in ships.

The year 1866 has been referred to as marking an era in the annals of preventive medicine. The system of prevention first formulated by the International Cholera Conference of 1866, at Constantinople, and re-affirmed by the next, that of 1874, at Vienna, when taken in connection with the general conclusions of which the system is the outcome, and the probable effects to arise of restraining the spread of that devastating disease, Cholera, may, taken together, be regarded as the most important event of medical history. The *Lancet* of 29th August last, says :—"Important changes have come over medical opinion on the question of quarantine since the Constantinople conference."

The plans of quarantine suggested by the conference of 1874, present the same features intrinsically as that of Canada, and which we have had in use for many years. That we should thus, in point of time, have been in advance of other countries in establishing a system so sound in principal is a fact creditable to Canadian prescience and legislation.

By quoting from English authority the object denoted in the heading of this paper, viz : Of shewing the present position and estimation of quarantine can best be attained, because thus the things referred to have the stamp of authority. The quotations are most from lengthy articles, but the extracts are as brief as is consistent with perspicuity and exact delineation of the phrases of the subject. I trust, you may deem the informations of the quotations, and the subject generally as of such importance as to interest you in their perusal and consideration.

The italics are mine.

The *Lancet* of October 17th, 1874, referring to the past, says :—

“The state has a right to restrict the liberty of individuals labouring under disease that may be communicated to other persons. * * Yet until very lately no restriction has been placed on persons capable of transmitting the most deadly diseases. Our country is so free that before 1866, a man with small pox might go selfishly or thoughtlessly into a railroad carriage and give the disease to as many passengers as were capable of receiving it. In 1866 the State discovered that this liberty was an evil licence—“and legislated for its restriction”—“the question is, has the State gone far enough”—“and whether new restrictions should not be legalized.”

The same journal of September 27th, 1873, says :—“Port sanitary authorities are likely to occupy a more prominent position in the future sanitary work of the kingdom, inasmuch as *we are arriving at a knowledge of the fact* that a large majority of epidemic diseases are directly propagated from port to port. * * Nearly all our chief ports are *now* provided with medical officers of health, but from all accounts that have reached us, *they appear to have no rules of guidance.*

Indeed the work of a port, as distinguished from an urban or rural medical officer of health, is, to the majority of those who have undertaken the work, *entirely novel* in all its bearings and relations. And so we propose in one or two brief articles to publish some hints that may as we believe assist to guide such officers.”

The first medical officer appointed to the Port of London, equivalent to our Inspecting Physician, was made only so lately as June, 1873, of whom the *Lancet* at that time said a good deal that was commendatory both of the individual and of the institution.

“It is re-assuring to know that we have now got not only a medical officer of health for the Port of London, but a good one, with special qualifications for the post.”*

The same journal of September 5th, 1874, says: “The problem of an organization which will meet the sanitary needs of the vast port is very complex, and will no doubt have to be worked out largely *step by step from experience.* The medical officer of the port, Mr. Harry Leach has, however, both in his recent report and in his first report (*half yearly*) indicated the questions which must first occupy the attention of the authorities.”

“Port sanitary authorities to whom we look so trustfully now-a-days to intercept and isolate imported disease.”—*Lancet, July 4th, 1874.*

*Consisting of a familiar knowledge of the river, and of the habits of sailors and their diseases. With reference to our present anxiety about the entrance of cholera, the appointment of Mr. Harry Leach is peculiarly satisfactory, for he has made valuable contributions to our information as to the mode in which cholera spreads, having had sanitary charge on railways in Turkey during the epidemic of 1875, and medical charge of the Hospital ship, Bell-Isle, during the the cholera epidemic of 1866, &c.

NOTE.—The Sanitary Conference of 1874 had the following programme :—

First. Origin and mode of propagation of cholera.

Second. Measures of quarantine as to cholera.

Third. Formation of an International Sanitary Commission.

These three subjects comprise all the matters for discussion by this conference. The decision on the first point was: “Asiatic cholera susceptible of epidemic extension, is not developed spontaneously except in India, and when it appears in other countries it is invariably from introduction from without.”

In the discussion under the second section, viz., as to measures of quarantine, there seemed a wish on the part of a majority (12 against 8) to make a distinction between the old practice and that which might accord with modern views, by employing a new name. The result, however, was the recommendation of two systems, or if we choose so to speak, one thing under two denominations, viz.: “A system of Medical Inspection of ships,” and “a system of quarantine.” The details for the practice under each plan shewed the difference between them, but neither phrase explains itself to shew it. The thing, however, to note in this connection was the *conclusion unanimously affirmed of the propriety of having at seaports some provision for intercepting disease, be the name of such provision what it might.* Therefore “quarantine” using the word in the comprehensive sense, and as directed towards maritime traffic was by unanimous vote advised to the world.

“The conclusions which have been unanimously affirmed on the subjects contained in the first section of programme may be taken as representing the medical opinion of Europe on them.”—*Lancet.*

Referring to the same subject this journal says: "These provisions of the Act as we recently shewed are superlatively important, inasmuch as their neglect or proper working may influence the health of the entire kingdom."

In 1866 then the principle was established in England of the propriety of restraining the movements of persons laboring under contagious disease, and the State legislated for the restriction of those admitted to be contagious, but as this fact about the nature of cholera was not then established, no such action was at that time taken about it. In 1872, however, an order of the Privy Council directed measures of this kind to be employed at seaports. This order was so defective as to be of no practical value. In 1873 the order was amended and the provision in England may by stretch of interpretation answer as to cholera, but not to embrace other disease, the law should go farther on the same track.

The informations presented shew the great change of opinion and practice in England in respect to disease prevention measures. Something more may with propriety be said about the stages of the transition process, and as to what may be the probable success of efforts against the spread of cholera under the *new plan*, based on the now admitted fact of its contagion. For on this point it is that the revulsion of thought has taken place.

The great International Cholera Conference of 1866 at Constantinople was the chief final agency in bringing about the changes referred to. Not that this body made the discovery of the contagion of the disease; but as the minds of the profession and of the public had become by this date pretty generally convinced of the fact the deliberations of this imposing assembly served effectually to *authenticate* the matter to the world.

All the work of the two conferences, 1866 and 1874, had relation to cholera only, and in England all the provision at sea ports to call adequate, are arranged for stopping that disease.

All the means employed in England against cholera, during a period of some forty years, had utterly and signally failed to stay the course of the disease. We may not wonder, therefore, that her people were disposed, *quam sera*, to try other means. This the informations shew they have provided, and what opinion is held about them.

Within a month after the machinery had been set up in London it singularly so happened that an opportunity occurred of putting to test the new plan of prevention. This was about June, 1873. The *Times* considered that an epidemic of cholera was prevented. The *Times* says: "There can be little doubt that apart from the prompt action of the newly appointed medical officer of the port, Mr. Harry Leach, in concert with the inspectors of the Medical Department of the Privy Council, we should have had an outbreak of cholera in London. Happily this calamity has been so far averted, and we cannot be too grateful to the authorities who have acted so efficiently."

The cholera reached England at several other points during the summer of 1873, and in all the instances was successfully combated by *isolation*, so that an epidemic did not occur.

The cholera was brought to England in 1831, 1848, 1853, 1866, 1873. In all these instances, except the last just spoken of by the *Times*, the disease spread and caused the death of from 50,000 to 70,000 persons in each instance, except in 1866 when it was 10,000. In 1873 it did not spread at all, but then the means employed were different, as we may state thus:—

Formerly, as shewn by the *Lancet*, the sick of cholera could enter the country unopposed, and move freely about among the healthy. Now efforts will be made to stop the disease on the threshold; it must, as shewn by the conferences, come in a ship, or if discovered first on shore there to *isolate* the sick.

We hardly realize how serious an evil an epidemic of cholera is unless we turn our attention specially to consider the matter. Here is some of its recent work:—The disease had been moving about through continental Europe during 1873 and

eight preceding years, but did not visit any of the countries with great severity except Hungary, where in 1873 it attacked 433,000 and killed 183,000 persons, the same year in Galicia 19,000. The aggregate of deaths was large although not as a rule severe in any one country.

Respectfully submitted.

W. S. HARDING, M. D.

The Hon. the Minister of Agriculture.

No. 18.

REPORT OF THE AGENT GENERAL, LONDON, ENGLAND.

(E. JENKINS, ESQ., M. P.)

CANADIAN GOVERNMENT BUILDING,
KING STREET, WESTMINSTER, S. W.,
January 1, 1875.

SIR,—I have the honour to present a Report for the year 1874 of that part of the business of this Agency which consists in the superintendence of emigration under your authority.

In presenting this Report it is necessary very briefly to allude to the fact that the emigration business of this year has been complicated and obstructed by some unfortunate incidents.

The untimely death of Mr. Dixon, whose vigorous and earnest services in behalf of Canadian emigration are deserving of the gratitude of the Government and people of Canada, naturally threw out of gear the arrangements of the office over which he so long, ably and faithfully presided. The changes which upon his decease, the Government recently succeeding to office decided to create in the London Agency, involved matters of such importance in constitution, arrangement and organization, as to forbid the hope that these changes would be fully matured and put into operation during the brief and hurried season of emigration. To increase the difficulties, complications arose in the affairs of the steamship companies, and their keen competition led to a fall of rates, which rendered almost nugatory the arrangements which had been carefully made by the Department, in anticipation of a standard rate of six guineas during the year. And finally, the financial collapse in the United States with its widespread consequences of disaster and dismay, was in the public mind so intimately associated with the affairs of the rest of North America, that it operated to produce a severe check to the exodus not alone to the United States, but also to the Canadian provinces. In spite, however, of all these causes of obstruction, I am happy to be able to report satisfactorily concerning the emigration business which has been done by the agency of the Government in Great Britain and in Europe during the year 1874, and also to speak with some hope and confidence of the promises of the year 1875.

In addressing myself to a brief relation of the history of the emigration work done during the year in Europe, I may first describe shortly what was the condition of things when I arrived in London and took charge of the Government Agency.

Mr. Dixon had occupied as chief emigration agent for Canada, two small rooms on the first floor in Adam Street, where he conducted a very large and varied correspondence with what is now clear was an inadequate assistance of only two permanent clerks and a messenger. And in fact so great was the consequent strain upon him personally, that I am told he frequently had to work until midnight. Agents were scattered all over the country with whom it was his duty to correspond, the accounts of some of whom he audited and paid. But they were imperfectly subject to his control, and in only a qualified manner brought under any system of discipline to his agency. Arrangements had been made with the steamship companies upon the footing of the £6 6s. fares, for the issue to the ordinary emigrants upon application to the Agency, of passage warrants at the reduced rate of £4.15s. while to a limited number of married agricultural laborers with families and female domestic servants,

in the proportion of about ten per cent to the whole number of warrant passages in each ship, tickets were issued at £2 5s. per statute adult. To the same persons who came within the terms of this last assistance, the Ontario Government offered a bonus warrant of \$6 payable after the recipient had resided three months in the province. In the Scandinavian kingdoms the Hon. William Macdougall had under the directions of the late Minister of Agriculture, instituted a scheme of assisted passages by the issue of a bonus warrant amounting to £1 sterling, to selected passengers, and Colonel Mattson, who for some years had been employed in Sweden and Norway in promoting emigration to the Western States, had been directed to proceed to Scandinavia, to supervise the emigration from those kingdoms. At the time of my arrival, Mr. Macdougall had returned to this country, and was still in the employ of the Government.

With the view of facilitating the arrangement which the Government had made to assist a Menonite emigration from Southern Russia to Manitoba, Mr. John Dyke, an agent of the Ontario Government, had been sent on a special mission by the Dominion Government to Constantinople to open communications with the intending settlers.

After the death of Mr. Dixon, his brother-in-law, Mr. Rowsell, a distinguished civil servant of the British Government, had taken temporary charge of the affairs of the Agency, but on the 1st of February, Mr. Jourdain, who had been the head clerk under Mr. Dixon, on your instructions became the acting agent, and on the 5th March, when I arrived, and took charge of the office, he handed over to me the books and papers, and has since acted as chief clerk of the emigration branch.

There were serious difficulties contingent upon the insufficiency of accommodation, and the impossibility of keeping into systematic order, with the service which he had at hand, the large amount of correspondence carried on by the late agent. Arrangements were however, made as soon as possible, both in Great Britain and on the Continent, to place the business of the Agency upon a proper footing. My attention was immediately directed to two points. *The first* was the location and systematization of the office itself: *the second* the organization of the sub-agents.

1. In considering this question the most obvious point was, that it was absolutely necessary in order to transact the large business involved in the superintendence of the work of more than twenty agents, the daily communication with steamship companies and the correspondence off and on, with their nearly three thousand agents, that the staff of the office must be increased, and it was clear that in proportion to the improvement of organization at head quarters would be the efficiency of the management of the sub-agency system.

The liberal views of the Government as to the footing upon which its general agency in London should be placed, enabled me as the first step to secure such accommodation for the offices as would not only afford room for the increased staff, but in course of time, should the way be open for it, provide space for the representatives of the various Provinces, and also afford for Canadians visiting London a hospitable rendezvous and a place for information in the shape of a library and reading-room. With these objects in view I was fortunate in being able to secure the building now occupied by the Agency. It had only just been completed, was of ample size, in a convenient locality, and, for the situation, of a moderate rent, and the owner not having given it a name was prepared on condition of a lease for a certain period of time, to call it "Canada Government Building." Here the offices were established in the middle of May.

I need only state in relation to the Department of Agriculture that part of the ground floor of this building has been fitted up for emigration purposes, and is devoted entirely to that branch of the agency. On the basement beneath, a room has been prepared for the reception of the large amount of emigration literature forwarded for gratuitous distribution. Here the cases received from the Department are unpacked and the various pamphlets are arranged in compartments, so that at any time selected parcels can be made up for transmission to all parts of the country or to the continent. The first floor is devoted to the rooms of the Agent General

and his Secretary, and a large double room has been handsomely furnished and fitted with book-cases. Here I hope before long to receive from the Dominion and Provincial Governments a full complement of all legislative, political, statistical, and historical literature of Canada and its Provinces. In this room also are placed on file a number of English and Colonial newspapers, of which I have the honor herewith to transmit two lists (see exhibit A). Ample accommodation is provided for Canadians who wish to use the room for purposes of correspondence. It is also arranged that letters directed to the care of the Agency shall be retained and delivered by the librarian. A register will be kept in this room of the names and addresses of all Canadians visiting London, who may either subscribe their names or send them to be entered.

In accordance with the arrangements adopted by the recent conference at Ottawa under your presidency, it will be necessary to find room in the building for the Agencies of the various Provinces; and I propose to assign for this purpose three large rooms upon the second floor of the building.

2. As regards the organization of the outside agencies; it was known to the Department, and as I had reason to know, was fully appreciated by yourself, that the relations of the sub-agents of the Government to the London office was of a somewhat loose character. The form of instructions given to these gentlemen, many of whom were men of great ability, activity, and success, left them in some instances free to adopt their own fields and methods of labor. Some had a large discretion in the matter of extraordinary expenditure, others assumed it. Handbills, pamphlets, letters to newspapers had been published without consultation with the head agent who was left to satisfy himself that the money called for from time to time had been fairly expended. Communications were made directly with the Department of Agriculture in violation of that rule which is essential to the discipline of official life, viz., that the proper medium of communication of subordinates with the Minister is through the chief of the Department. This glaring defect in a vast and costly official machinery it was your design to remedy, and I had consequently the duty, not always an easy or a pleasant one, of, as it were, rearranging the official relationship of these gentlemen, and training them to work in an official and effective manner. Thanks to the good sense of the majority of these gentlemen and their earnest devotion to the cause of emigration, I found most of them not only ready to acknowledge the new *regime*, but anxious to avail themselves of the enhanced assistance and diminished responsibility of a supervised system. Two or three who had accepted employment from the late Government on an assumed understanding that they were to be independent of any control but that of the Minister, at first found some difficulty in assenting to my jurisdiction. But in every case the result of a personal interview was a cordial understanding, followed by complete acquiescence in your policy.

It had originally been my design as a primary step to go over the whole ground committed to my care, and personally investigate the business of the sub-agents, but the amount of work which awaited attention at the offices absolutely forbade the attempt, and I found it necessary to cause a confidential inspection of the agents to be made. One of the first steps taken by me to remedy defects disclosed by this inquiry, was to bring the agents more directly into communication with me by instructing them to send me in a weekly report of their proceedings, for which I caused printed forms to be prepared. This brief diary enabled me at a glance to see how many addresses had been given, towns visited, and persons canvassed, or to learn the causes of inactivity, and whilst in many cases this proved to be merely a formal assurance of work done, I had reason to know that in others it produced a beneficial effect. The value of these reports in enabling me to judge of the character and extent of the work going on all over the country, it is hardly necessary to indicate.

I had frequent occasion during the season to notice the injurious effects upon the interests of Canadian immigration of the collateral employment of agents by the Dominion and Provincial Governments. In some localities where agents were thus duplicated, their rivalry interfered with the smooth transaction of business, in

other cases it produced an unfortunate impression on the minds of the public. At an early period I ventured to draw your attention to the discrepancies of statement and collisions of interest incident to this infelicitous arrangement, and also to the unnecessary expenses which it entailed, and took the liberty of suggesting the outlines of a plan of united action which has happily, under your auspices, been brought by the late conference of Provincial delegates into a practical shape. I do not doubt that the effect of the systematization of the Dominion agencies to which I have alluded on the one hand, and the improved arrangements thus made on the other, will have a material result both as regards economy and success upon future operations.

I had early interviews with the officials of the Agricultural Labourers' Union, especially with Mr. Arch, who took a keen interest in Canadian emigration. Other officials of the Union, among them the Secretary, Mr. Taylor, appeared to consider Canada an undesirable field for emigrating agricultural labourers, and the latter filled his letters to the organ of the movement (*The Labourers Union Chronicle*) with encomiums of Queensland and New Zealand, while many of the District Secretaries acted as agents for the collection of emigrants to those colonies. I am glad to see that Mr. Taylor in his recent letters, takes a different view, and from the personal knowledge gained in Canada, recognizes it as a most favorable field. The prospect of securing any large number of these valuable settlers was not assured, the less so that the competing colonies of Queensland and New Zealand were offering free passages, and in some cases additional hand money, besides paying very large bounties to the persons who engaged in securing emigrants. I, therefore visited Leamington, both for the purpose of urging the claims of Canada on the attention of the officials and of making arrangements for the issue of warrants and other business. By this time the serious lock-out, which afterwards pervaded the Eastern Counties had begun, and the Union Committee had resolved on the efficient and enlightened tactics of removing to colonies where it was required, the labor rejected on remunerative terms by the farmers at home. The advantage of Canada as a place of immediate and speedy resort was pointed out, and the leaders consented to give Canada every facility in competing with the rival colonies. The Union contributed £1 sterling towards the passage of every adult male, ten shillings to his wife and five shillings to his children, and there is no doubt that had it not voluntarily assumed this burthen, there would have been no alternative left to the labourers but to accept the free passages of the other colonies.

The increased amount of work immediately entailed upon the Union officials by the emigration that then commenced, obliged me to send some person to undertake it, and I directed Mr. Daveney to proceed to Leamington and co-operate with the Union officials in the correspondence and labours arising out of the Canadian business. Mr. Daveney's report proves how successfully this work was accomplished. The names of 2,065 persons are on his books, proceeding from 29 different counties in England. I have great pleasure in expressing my approbation of Mr. Daveney's assiduity and of the business like manner in which his work was performed. At the same time I directed Mr. Dyke, the efficient Ontario agent, temporarily employed by the Dominion Government, who had returned from Constantinople, and Mr. Potts who had with Mr. G. R. Kingsmill had been doing good service at Bristol, to go down to the Eastern Counties, and vigorously prosecute a canvass of the locked out men. The effect of their efforts, combined with the assistance now heartily given by the officials and the District Secretaries of the Union, and the rival energies of the Allan and Dominion line agents, was such an emigration of first-class farm laborers as has never before taken place to Canada.

The natural effect of the novel and lively movement which we have been prompting among their laborers has been to excite the hostility of the farmers towards the emigration agents and their propaganda, though directions were issued to the sub-agents carefully to avoid any personal or official collusion with the unionists in their quarrel with their employers. They were instructed simply to set forth the advantages of Canada at any and every opportunity, avoiding an expression of opinion upon the merits of the controversy which was so hotly maintained. In the

circumstances it was perhaps scarcely possible wholly to manifest a neutral spirit, but I am satisfied that the attitude of the Government agents was consistent with the desire of the Canadian Government to avoid improper intervention in the disputes between classes in England, while at the same time vindicating its right to take advantage in the interests of its own development of conditions arising out of those disputes. The distinction to be observed is a very fine and delicate one, but it is one in endeavoring to preserve which I have sought to induce the agents to err on the safe side.

Nothing, however, is likely to satisfy the farmers that emigration agents are their friends. They look upon them with a hostility second only to that which they feel for unionist "agitators." In all the agricultural districts the agents report instances of petty persecution, or obstruction. Landlords decline to lodge them in their inns. Public rooms and halls, and even non-conformist schools, have been denied to them, and meetings are interrupted. Indeed, were the agents religious missionaries, they could no doubt tell tales of discomfort which would entitle them in the view of their distant subscribers to the honors of martyrdom. It has been but recently reported to me by Dr. Lachlan Taylor and Mr. Thomas Potts, that in Wiltshire, in this extraordinarily inclement season, they have been obliged to hold their meetings in the open air.

No effort will be spared to approach the farmers themselves on this question, and it is probable that this field of emigration will materially improve. The effect of the rise of wages, and the increase in the value of land, is gradually, but surely telling upon the smaller farmers. They are unable to support the demand upon their limited resources. The tendency in England, in Scotland, and even in Ireland, is towards larger holdings worked with increased capital. It is the policy of the landlords in view of the agricultural laborers agitation to encourage this collateral movement. They must already see that the recent lock-out has in some parts threatened to denude the country of the laborers necessary to its maintenance in good condition, under the system of ordinary holdings; and one Baronet, a large land-holder, told me that unless his tenants came to terms with the laborers (he was so alarmed at the stripping of the district of available labor by our operations) he should get rid of the tenants and substitute others with large or very small holdings.

On the 30th of June occurred the dissolution of the large trade union, constituting the conference of steamship owners at Liverpool. The attempt of the National Line to establish lower rates for its steamers, on the ground of their inferior speed, and its withdrawal from the conference, in consequence of its ill success in attaining that object, led to an immediate reduction of fares. For some days business was in confusion. The current rates were "whatever could be got." Eventually the companies settled down to a uniform rate of £3 per statute adult. This event immediately deranged the government scheme of assisted passages. The £4 15s. warrants were no longer required. The only assisted passage that was left was the £2 5s. warrant passage available to agricultural laborers with families and female domestic servants. The understanding of the Government with Mr. Arch, the President of the Agricultural Laborers Union, rendered this assistance available to all Unionists, and, therefore, as will appear by the statistics, increased very largely the proportion to the general emigration of those aided in this way. But for this assistance with the additional bonus granted by the Province of Ontario of \$6 per adult of which an unusual number of agricultural laborers availed themselves, the emigration of the year would have exhibited but sorry results.

It was represented to me by Mr. Taylor that the poor people, though of a good class for labor, were so ignorant of the conditions of the country to which they were invited to emigrate, that they would not move unless accompanied by some leader in whom they could confide. With your consent, I was enabled to offer to some leading delegates who were disposed to act as guides of emigrant parties, a free passage and remuneration for the time lost and work done. In all cases the remuneration was very moderate, and not, I think, in excess of what they might have

earned at home. Parties were thus led out by Messrs. Richardson, Ball, Taylor and Hillyer.

It is satisfactory to observe that Mr. Taylor, the Secretary of the Union, has since he visited Canada, spoken of it in favorable terms. I shall anticipate as the result of his visit to Canada, a more hearty co-operation on his part in promoting Canadian immigration.

In some few cases in the early part of the season the laborers and their families, though of a good sort for emigration, arrived at Liverpool in a state of destitution. Disclaiming any responsibility on the part of the Government, I nevertheless directed Mr. Haigh, the special immigration agent, at Liverpool, to exercise a cautious discretion in relieving such cases, and he reported that the Union, as its arrangements improved, was able to prevent their recurrence. The whole sum thus expended only amounted to £7 3s. 9d.

In considering the conditions upon which a favorable emigration of the agricultural classes can be secured, one condition looms up in importance before all others, and in respect of it I believe all the agents in England are agreed. It is alluded to with great force by Mr. Daveney, whose experience of the year gives weight to his opinion. These people are so ground down and reduced by a prolonged existence upon the bare necessities of life, that they have no reserve fund to fall back upon to enable them to emigrate; besides they have very large families, and cannot hope to move them without assistance. The Unions in fighting their battle with the employers are prepared to make some contribution towards the emigration of their members, but that cannot in any case exceed £1 for males and 10s. for females, and a smaller allowance for children. So reduced in circumstances are most of these people that they cannot even afford to pay their railway fares to the port of embarkation. The Australian agents advance them their fares upon notes signed by them, by which they agree to pay the money within a certain time of their arrival in the colony. But in Canada such notes would be more likely to result in the early removal of the immigrant to the United States. I may, therefore, repeat it as my considered opinion, that to obtain any large immigration into Canada of the agricultural laborers, it will be necessary, by the joint aid of Canadian and Provincial Governments, to offer practically passages to adults for at most £1 sterling. This has been done during this season.

Passenger warrants of the £2 5s. class of the Government of Canada in effect in the competition between the companies reduced the passage to £2 to the emigrant, and the Province of Ontario contributed £1 4s. 8d. The Union received this latter bonus and applied the 4s. 8d. and agents commissions towards assisting the women and children (who, as above reported, only received partial aid from its funds), and the cost of railway travelling. Being personally connected with the largest of these Unions as its trustee, I know that it is impossible for it to grant any larger assistance, and should the Government of Canada not maintain the standard I have suggested, or less, the Australian colonies must carry off nearly the whole of this valuable contingent. When it is considered how rapidly the greater proportion of these immigrants become productive citizens and contributors to the revenue of the country, and how much smaller a subsidy Canada is required to grant than any other colony, this loss would be doubly deplorable.

On the 10th of August a strike occurred of laborers in the slate quarries of Lord Penrhyn, at Bethesda, in North Wales. Observing this fact in the morning papers, I telegraphed to Mr. Capper, the sub-agent at Manchester, to visit the spot, and directed him, without interfering in the quarrel, to lay before the men the advantage of emigrating to a place where strikes were unnecessary. I was the more anxious to make such an opening in Wales that the quality of the people, their sobriety, thrift and physical capacity peculiarly fit them for Canadian life, and the field has hitherto been imperfectly worked. Mr. Capper discharged his mission with both diligence and tact. He addressed very large meetings in the open air, offering to those among the men willing to undertake agricultural labor, on arrival in Canada, for which they were all fitted—the facilities afforded to that class of emigrants.

Mr. Capper's proposals were favourably received, and he would in all probability have induced a number to leave for Canada in the autumn, had not a settlement been effected. He reported that one great obstacle to an immediate emigration was the fact that most of the men owned cottages, which they would be obliged to sell before they removed. It will, however, be seen by his report that he yet entertains expectations of securing some of these men for Canada.

In considering the probable demand for navvies, quarrymen, &c., for railways about to be constructed in Canada, it may be expedient to have regard to the movements in the coal and iron trades in Great Britain. The fall of wages has in some instances reached 30 per cent, and the men disgusted with their defeat, will be ready to listen to reasonable offers of colonial settlement. These men are far better adapted to railway works than the agricultural laborers, and would be quite as good settlers along the route of any railway on which they were employed. For the agricultural laborers there is sufficient demand among the farmers, and in my opinion, their life in Canada should begin in agricultural employment. When they are acclimatised and accustomed to colonial modes of farming, and have saved some little money, they may properly pass on to the free grant settlements opened up for them by the railways, built by the more expert operatives who have been accustomed to quarry and to handle coal and iron. I would submit it as a matter well worthy your attention whether to these most valuable operatives it would not be advisable to extend the same advantages as those offered to agricultural laborers.

During the season the activity and success of the Dominion Emigration agents appears to have excited the hostility of persons interested in emigration to the United States and to other colonies. This was exhibited in a lively manner in paragraphs, letters and articles in newspapers. Mr. Foy details in his report the particulars of a discussion which he carried on in the north of Ireland. In England, the press, from the dignified columns of the *Times*, to the lowest provincial newspaper, teemed with letters reflecting upon Canada as a field for emigration, upon its climate, rates of wages, and the prospects of emigrants. Contrasts were drawn between the genial character of the Western States in comparison with the frozen and inhospitable wilds of the Dominion. The advantages of Australian Edens at the Antipodes, reached by sailing vessels, were compared with those of a Siberia, within ten days sail in splendid steamers. In the agricultural districts placards said to have emanated from the farmers were posted up in some places, declaring that a large number of laborers were ready in Canada to come home and receive the wages which the agricultural laborers had rejected. In most cases the character of these statements was such as to be unworthy of notice, and in others our agents diligently met them by refutation. In one or two instances, however, the statements were of such importance that I deemed it my duty, personally, to engage in the discussion.

In one case, a Mr. Hollings, who had been in Canada, and acted, I believe, as the agent for some United States agricultural implement manufacturer, read a long paper at a meeting of the Chamber of Agriculture, at Swindon, full of mis-statements, and accusing the agents of the Canadian Government of fomenting the laborers' disputes in the interests of Canadian emigration. Mr. Kingsmill and Mr. Potts arranged a meeting at Swindon, at which I attended, and challenged Mr. Hollings' statements. The addresses given on that occasion were published in full in the *Swindon Advertiser*, and thirty-three thousand were afterwards printed and distributed in a broad sheet. Mr. Hollings was not afterwards heard from. In another case a series of letters appeared in the *Times*, signed "Bohemian," which gave rise to a very energetic controversy. The letters which I wrote at that period have already been forwarded to the Department. One of the most telling and fortunate aids to the Dominion in their controversies was the speech of His Excellency the Governor General, at the Toronto Club. Its value as a testimony of personal observation, and the novelty of such sentiments from a quarter so eminent, gave rise to universal comment in the English press, and exercised an influence which it is scarcely possible to exaggerate.

There is every reason for gratification at the results of these discussions. It is safe to say that Canada, its politics, and its resources, have never been so fully, and I

may add, so fairly canvassed in the British press, and it is satisfactory to note that, with one or two exceptions, there has been a marked and agreeable change in the tone and spirit of treatment.

The best refutation of the statements made in England about the deficiency of employment, and the low rates of wages, and other alleged disadvantages of Canada, as a home for the working man, is the simple fact that so large a number of persons, absolutely without resources, were thrown in one season upon the labor market of Canada, and all immediately taken up at rates of wages ranging from \$10 to \$20 per month, with board, and that the very large families which in some cases accompanied this class of emigrants, were found in no way to interfere with their speedy engagement.

As regards the criticisms on the climate, whatever may have been the occasional comments of the *Times*, its more mature judgment may be taken to be expressed in a leading article on the 10th of December, discussing the returns of the Registrar General for the previous week in which these words occur:—

“Those who have tried Canadian winters tell us no more than the truth when they say that the variations of the English climate are more to be dreaded than the equable lowness of the temperature of the Dominion. Our organs cannot accommodate themselves quickly enough to the changes of the atmosphere, our tissues have not the elasticity necessary for self-protection against a foe constantly changing the condition of the assault.”

The Canadian climate is contrasted with the experience of the week in Great Britain when it was said, “The temperature shifted from day to day, and from morning to evening, and no one could tell when he went forth to his work whether the protection he took with him would be excessive or insufficient as he returned at evening.”

The continental emigration for the year, though gratifying in one or two incidents, has been generally disappointing. In Scandinavia, as Colonel Mattson's report exhibits, while there has been a considerable expense the emigration has been almost of a nominal character. It would, however, be an injustice to Colonel Mattson to draw an immediate inference from this to his disadvantage. He has labored from the beginning under one disability of a serious nature. He had previously been engaged in promoting emigration to the Western States, and his efforts in that direction were notorious in the Scandinavian Kingdoms. When, therefore, he began to discourage that emigration in the interests of another country, he must have been naturally regarded with suspicion. He descants in his report on other causes of ill success, but at the same time holds out prospects of an improvement, which I hope the coming season may abundantly verify.

Grave difficulties arose at Hamburg in connection with the arrangements of the Menonite emigration. The agreement of the Dominion line of steamers to carry the Menonites from Hamburg to Quebec, for a sum of £5 sterling, was not regarded by other steamship companies, who had unsuccessfully tendered at higher rates to exclude them. The agent of the Allan line in Hamburg, also associated with a New York line, succeeded in placing himself in communication with the leaders of the emigration, and, no doubt, without the knowledge of his principals, concealing from them the arrangement of the Government with the Dominion line, induced them to take their passages by the Allan steamers. It is unfortunate that such complications should have arisen, but at the same time it is gratifying to note that in spite of them 1,529 Menonites have been returned to the Emigration office here as emigrants to Canada.

In June I paid a visit to Paris, and had interviews with M. Paul de Cazes, the special agent of the Department in France, and with M. Gustave Bossange. I found that the latter had a good office in a very eligible location, and with various conveniences for Canadian visitors. M. Paul de Cazes came up from the country to see me and reported that he had been reviewing M. Bossanges' agents, and that there was little in France an agent could do except special work, or canvas of steamship agents, since there were difficulties in holding public meetings or giving lectures.

The arrangements for the continent are not in as satisfactory a state as could be desired, and I propose this year to devote my attention to their improvement, to see whether I can suggest any improvement for your consideration.

The Returns of Emigration from Great Britain for the year 1874 are not yet complete, and cannot be obtained from the Board of Trade. The following, however, are the returns up to the 30th September (when the bulk of the emigration had taken place,) for the years 1870, 1871, 1872, 1873 and 1874.

From January 1st.	1870.	1871.	1872.	1873.	1874.
Quarter ending March 31st	31,627	27,741	35,655	36,565	29,305
" " June 30th	111,842	108,438	124,127	137,611	92,716
" " September 30th	68,379	71,400	75,835	78,348	70,262
Totals	211,848	207,579	235,617	252,524	192,383

In the year 1873 emigration was exceptionally active, exceeding indeed any year since the notable exodus in 1854. The decrease of 1874, was no doubt largely due to the bad accounts from the United States, but may also be partially attributed to the reaction consequent upon every excessive movement. That the check is merely temporary as indicated by the vast movement going on in the labour markets of Great Britain, which must give an impetus to emigration. In its relation to Canada this check has not been by any means so serious as might have been expected, while the general experience of the year has been for the Dominion far from discouraging or unsatisfactory.

The following is a statement of the number of emigrants for whom passenger warrants have been issued from the emigration branch of the agency during the year; the number for 1872, as given by the late Mr. Dixon in his report for that year, and the number for 1873, which, unfortunately, he was unable to complete:—

NUMBER of Emigrants who sailed from Ports of the United Kingdom under Government Warrant System.

1872.	1873.	1874.
2,850	9,612	11,042

These 11,042 proceeded by the following lines:—

WARRANT Passengers Booked for Canada, by London Agency, from January 1st to December 31st, 1874.

	Number of			Total Number of			Total Number of Souls.
	Adults.	Children	Infants.	Adults.	Children	Infants.	
Allan Line, ordinary rate to Portland and Quebec	3,310	666	160				
To Halifax	810	256	63				
Special rate	2,571	995	283				
				6,691	1,917	506	9,114
Dominion Line, chiefly special rate.....	949	403	106	949	403	106	1,458
Temperley Line.....	178	74	18	178	74	18	270
Anchor Line	128	57	15	128	57	15	200
				7,946	2,451	645	11,042

In addition to these there have been secured through this agency in concert with Mr. Byrne, the agent of the Ontario Government in Scotland, and Messrs. J. & A. Allan, 352 Icelandic emigrants. The 1,529 Menonite emigrants forwarded to this Agency are not included among the above.

Despite the material decline in general emigration, there have been issued 1,430 warrants in excess of 1873, and this, notwithstanding that the greater part of the ordinary emigration of this year, which would have gone through this office under the warrant system, passed through the ordinary steamship agency after fares fell to £3. When it is considered that the general emigration from Great Britain of 1873 exceeded in the proportion of 13 to 10 the emigration of 1874, this is a fact of great significance. It is well known that a considerable proportion of the general emigration through the St. Lawrence ports has hitherto been simply *en route* for the United States, but in the case of every emigrant in the above schedule, there must have been a previous declaration that he intended to settle in Canada, and although it may be true, as in former years, that cases have occurred in which this assurance has been falsified, the general testimony of the Government agents in the Dominion, whom I interrogated during my visit, was that a larger proportion of the emigration of the season had remained in Canada than in any previous year. These statistics indicate that there is a steady increase in the number of *bona fide* Canadian settlers, and that the general improvement of the immigration system, under your auspices, has already begun to produce its fruits.

Through the courtesy of the Agents General for New Zealand, Victoria and New South Wales, I am enabled to supply the following statistics of assisted emigration to those colonies during the year 1874.

Colony.	Adults.	Children.	Infants.	English.	Scotch.	Irish.	Foreign.
New Zealand	*29,477	2		20,055	5,702	6,497	2,293
Victoria	127	38	3	80	5	271 Welsh. 83	
New South Wales.....	746	189	32	479	87	397	4

* Statute adults: Total number of souls 36,019. The English emigration is startling.

The enormous number who have emigrated to New Zealand under the free-passage system of that Government, is to be attributed not alone to the activity of its wide-spread and costly agency, but to its lavish gratuity in the expenses of the passage. I am informed by the Agent General for the colony that the average cost of adult emigrant, railway passages, expenses of collection and distribution, is £20 per head. It is a remarkable fact that this great economic experiment, carried on at so vast an expense, is being made with borrowed money, and by a colony the debt of which per head of its population is between three and four times larger than that of the Dominion of Canada. On the other hand the prosperity of New Zealand is prodigious. I am informed that at this moment, with its population of between three and four hundred thousand, there is afloat consigned to one bank in London nearly three quarters of a million sterling in value of freights of wool. Another point to be borne in mind is, that emigrants once arrived in New Zealand have no facilities for getting away until they have earned enough in some respect to repay the Government for its sacrifice in transporting them. Nevertheless, the boldness of the policy of New Zealand and Queensland (from which colony unfortunately no returns have been forthcoming), will naturally excite in the minds of Canadians, the enquiry whether these colonies in spite of their many disadvantages are to continue to take off the cream and the bulk of the emigration to the Antipodes.

It is within your knowledge that during the summer and winter months Mr. Andrew Doyle, the special commissioner appointed by the President of the Local Government Board in London, to enquire into the emigration and condition of children placed in Canada by philanthropic agencies and by Boards of Guardians, visited Canada and made a careful enquiry. This report is not yet in print, but I have authentic information that while Mr. Doyle speaks in favorable terms of an emigration of pauper and other selected children under Boards of Guardians, and the supervision of Colonial Governments, his report contains moderate reflections upon deficiencies on the part of the Canadian and Provincial Governments, and of some of the philanthropic agencies, in the organization of a systematic plan of distribution, registration and oversight, and states the conditions on which alone he would recommend that this emigration should in future be carried out. I avoid any further reference to a report so important, and involving schemes which are so popular on both sides of the Atlantic, and which have been carried out with such energy, Christian devotion, and as we have hitherto believed, remarkable success.

The number of cases of immigration publications received from the Department during the year 1874 was 225, of which 180 were disposed of as follows:—

1st. A large proportion assigned to the Steamship Companies for distribution to their local agents.

2nd. Parcels forwarded from the London Agency to the several Dominion emigration agents in the United Kingdom.

3rd. By the London Agency forwarded by post and otherwise for the information of intending emigrants who had made enquiries at these offices.

The remainder are ready for immediate use during the spring canvas.

I am happy to report that a consignment of pamphlets has recently been received from the Government of Nova Scotia.

In the period that occurred before the expiration of the Hon. W. Macdougall's engagement, I induced him to give his attention to the preparation of a pamphlet to be translated into Danish and distributed in Scandinavia. The translation was made by Dr. Schleisner, of Copenhagen, and 10,000 copies printed in London, were distributed in Denmark and Sweden. Col. Mattson under my directions, printed a map of Canada which was appended to this pamphlet, and also distributed separately, 21,000 of these maps were disposed of. Col. Mattson also had this pamphlet translated into the Finnish language, and 14,000 copies were distributed in Finland.

Special arrangements were made for systematic advertising in German and Scandinavian newspapers, the steamship agents bearing a portion of the expense.—The sum spent in this way amounted to £243 16s. 9d.

Madame von Koerber also received assistance in advertising, and is now engaged

in distributing 80,000 copies of a Report by Professor Kaderly on a visit which he made to Canada.

With reference to the publications which have been forwarded, I would venture the following suggestions:—

It is found that the "Year Book," valuable as it is for distribution amongst the better-informed class, is not of much use in the ordinary emigration distribution. I would suggest that it would be advisable to print annually two thousand copies upon superior paper, and to bind them in cloth for distribution to the newspapers, Literary Societies, Mechanics' Institutes, Working Men's Societies, Clubs, &c, in the United Kingdom. In that form it would be sure to attract attention and comment, and to be preserved as a book of reference. It would further be advisable to have for ordinary canvassing a good cheap map of the Dominion of Canada, attractively colored, and containing upon the back a brief and graphic description of the country. There is also urgent need for a small book, of superior class and appearance, containing information adapted to small farmers and persons desirous of investing in land. This book should have accurate information of the price of farms in different localities, character of the soil, nature of the products, fruits and root-crops—in fact, all such particulars as would be interesting to an agriculturist who contemplated transferring his capital to Canada. The careful and able compilation of such a book by a good agricultural authority, and its presentment in an attractive form would, I believe, have a most advantageous effect upon the emigration of this superior class of persons.

On the 27th August I left England for Canada, and remained there engaged upon the business connected with the general agency, and with the Department of Agriculture, until the 7th of November. During that time I proceeded, at your request, upon a special mission to the Governments of the Provinces of Quebec, New Brunswick and Nova Scotia, to confer with them on the propriety of united action in the European agencies for immigration.

In the emigration work it is only just to recognize to the full the powerful effect produced by the immense organization of the Allan Line, and the increasing agency of the younger, though energetic Dominion Line, which now has 730 agents, an increase of 375 during the year 1874. Not only as to the ordinary emigration, but also in the special efforts made in the agricultural districts, these lines put forth their power to great advantage. Besides gratuitously distributing through their agents large quantities of Government emigration publications, they themselves issued innumerable handbills, many of them drawn up with considerable judgment, containing extracts from speeches or from emigrants' letters.

I have to allude with gratification and approval to the marked ability, zeal and attention which has generally characterized the special immigration agents.

The agents reports which I have the honor to forward are all of interest, and upon the faces of them without comment from me mark the distinction between those who devote themselves to practical work and those who have a tendency to theorise on methods and principles.

It has been suggested to me by a practical friend of emigration that the agents who lecture should be provided with magic lanterns and good views of Canadian scenery and life. They would thus get opportunities of lecturing for small societies in almost every town and village through the country, and of reaching classes whom they find it otherwise difficult to approach.

The tone of all the agent's reports is eminently hopeful and courageous. They feel that they are producing a real impression upon the combined ignorance and passivity of the vast masses of people who have hitherto viewed life from their own hearth-stones, and no further than the circumference of their little villages or towns, or urban and agricultural districts. The very activity of our rival (friendly rather than hostile) is in our favor. It excites curiosity, prompts enquiry, and bye-and-bye educates the enquirer up to the point of a judicious discrimination of the comparative advantages of the various scattered fields thrown open to his choice. All that is needed is a steady unceasing flow of information; a fair and candid statement of

Canadian resources, and a liberal sacrifice—a sacrifice which will repay itself ten times over, to ensure to Canada rapid, and I trust permanent supremacy over her rivals in this noble competition.

There is yet much to be accomplished; the Dominion of Canada can scarcely be said to be holding her own when, with, her infinitude and variety of resource, she is being surpassed in the competition for emigrants in these over-crowded kingdoms by colonies in point of time, seven, eight or nine times as distant. The systematic arrangements of the Immigration machinery will do much, but the effectiveness of the organization must after all be, to a great extent, dependent upon the policy adopted by the Government. Should that policy be one of increased aid, of improved arrangements for reception, and of liberal terms of settlement, it will be difficult to limit the flow of the tide which must set in for the Dominion. We are now contending for the lion's share of the wealth, incalculable in its value, magnificent in its development, fruition and results.

Not until every village and hamlet in the United Kingdom has its representative in some part of the vast Dominion, should the Government stay its hand. Then the increase may be left to promote itself by laws of progression, as certain, as secure and as blessed in their operation as those of nature.

I have the honor to be, Sir,

Your obedient servant,

EDWARD JENKINS,
Agent General for Canada.

EXHIBIT A.

ENGLISH.

*Daily.**Weekly.*

Times,
Telegraph,
Daily News,
Standard,
Morning Post,
The Hour,

American Herald,
Bee Hive,
Laborers Union Chronicle,
Labor News,
Canadian News,

Fortnightly.

The Colonies.

CANADIAN.

*Daily.**Weekly.*

Globe,
Gazette,
Morning Chronicle,
Daily Witness,
Daily Telegraph,
Mail,
London Free Press,
Ottawa Free Press,
Hamilton Spectator,
London Evening Advertiser,
Brockville Evening Recorder.
Kingston British Whig,
Kington Daily News,
Ottawa Citizen,
Montreal Herald,
Le National,
Le Bien Public,
L'Evenement,
St. John Morning Freeman,
London Daily Advertiser,
St. John Daily Tribune.

Nation,
National,
American Canadian,
Mail,
News,
Globe,
Peterborough Review,
Sarnia Observer,
Sherbrooke News,
Home Journal,
Whitby Chronicle,
Canada Farmer,
Monetary Times,
St. Catherine's Weekly Times,
Canadian Illustrated News,
Stratford Beacon,
Halifax Citizen,
Sherbrooke Gazette,
Le Journal de Quebec.

Monthly.

Record of Patent Office.

EXHIBIT B.

NUMBER and Nationality of Emigrants despatched by the Agent General for New Zealand from 1st January, 1874, to 31st December, 1874.

	Souls.									Total No. of Adults.	Total No. of Souls.
	English.	Scotch.	Irish.	Welsh.	Germans.	Danes.	Swedes.	Norwegians.	Other Countries.		
Quarter Ending 31st March.....	6,512	1,128	1,527	34	166	3	.....	.....	312	7,872	9,682
“ 30th June.....	6,463	1,512	2,440	145	299	226	157	4	269	9,415	11,515
“ 30th September.	4,000	1,983	1,406	58	52	45	26	23	220	6,417½	7,813
“ 31st December*.	3,078	1,079	1,124	34	25	2	298	.....	166	5,773	7,009
	20,053	5,702	6,497	271	542	276	481	27	967	29,477½	36,019

* The nationalities do not include those of the last seven ships which form part of the number of adults and souls.

EXHIBIT C.

RETURN of Emigrants sent to Melbourne by the Agent General for Victoria, during the year 1874.

Date of Departure.	Adults.				Children from one to twelve years of age.		Infants.		Souls.	Statute Adults	English.	Scotch.	Irish.
	Married.		Single.		M.	F.	M.	F.					
	M.	F.	M.	F.									
1874.													
January 28...	1	1	4	11	2	.....	1	.....	20	18	8	.....	12
March 14.....	.....	.....	8	9	1	1	.....	.....	19	18	7	.....	12
April 28.....	1	1	7	12	5	3	.....	.....	29	25	10	2	17
June 4.....	4	7	5	11	6	6	1	.....	40	33	26	1	13
July 26.....	.....	1	2	11	2	3	.....	.....	19	16½	12	.....	7
September 23	1	3	2	7	4	2	.....	.....	19	16	9	1	9
November 26	2	2	4	10	3	.....	1	.....	22	19½	8	1	13
Totals...	9	15	32	71	23	15	3	.....	168	146	80	5	83

EXHIBIT D.

RETURN of Emigration to New South Wales during 1874.

	Adults.				Children.				Total.		English.	Scotch.	Irish.	Foreign.
	Married.		Single.		Boys.		Girls.		Souls.	Statute Adults.				
	M.	F.	M.	F.	1½	0	1½	0						
Jerusalem.....	25	25	100	100	20	4	36	1	311	278	138	11	161	1
Tyburnia.....	42	42	82	79	28	9	35	8	325	276½	176	37	109	3
Saml. Plimsoll..	37	37	97	78	36	6	29	4	324	281½	158	39	127	.....
Nineveh.....	1	1	.....	.....	3	.....	2	.....	7	4½	7	.....	.....	.....
Total.....	105	105	279	257	87	19	102	13	967	840½	479	87	397	4

(Signed,)

JAMES CHAM,
Emigration Agent.

Office of Agent General
For New South Wales,
18th December, 1874.

EMIGRATION for the undermentioned periods from those Ports in the United Kingdom
at which there are Emigration Officers.

FROM LIVERPOOL.

Quarter ending 31st March.	United States.	British North America.	Australian Colonies.	All other places.	Total.
1870	20,413	34	812	310	21,569
1871	17,525	52	153	539	18,269
1872	25,031	385	95	554	26,065
1873	22,544	234	554	1,067	24,399
1874	11,788	64	215	487	12,554

FROM LONDON, PLYMOUTH AND SOUTHAMPTON.

1870	659	235	2,084	199	3,177
1871	422	.....	1,826	607	2,855
1872	472	.....	976	756	2,204
1873	288	6	3,933	653	4,880
1874	271	11	11,053	747	12,082

FROM SCOTCH PORTS.

1870	1,738	39	81	37	1,895
1871	1,236	24	209	21	1,490
1872	1,782	7	73	29	1,891
1873	1,801	30	22	88	1,941
1874	886	13	637	26	1,562

EXHIBIT D.—Continued.

EMIGRATION for the undermentioned periods from those Ports in the United Kingdom at which there are Emigration Officers.

FROM IRISH PORTS.

Quarter ending 31st March.	United States.	British North America.	Australian Colonies.	All other places.	Total.
1870	5,983	3			5,986
1871	5,127				5,127
1872	5,375	20			5,395
1873	6,322	23			5,345
1874	2,826	18	263		3,107

FROM LIVERPOOL.

Quarter ended June 30th.	United States.	British North America.	Australian Colonies.	All other places.	Total.
1870	55,616	12,629	677	465	69,387
1871	57,358	11,747	520	429	70,054
1872	68,108	10,218	143	1,092	79,561
1873	72,670	13,067	287	789	86,813
1874	37,058	9,389	821	486	47,754

FROM LONDON, PLYMOUTH AND SOUTHAMPTON.

1870	1,500	4,195	3,646	462	9,803
1871	620	1,984	2,316	509	5,429
1872	2,206	1,842	4,727	488	9,263
1873	1,296	1,838	4,526	434	8,094
1874	817	496	14,214	622	16,151

FROM SCOTCH PORTS.

1870	7,090	3,659	454	16	11,219
1871	7,259	3,524	222	48	11,053
1872	7,870	3,153	196	45	11,264
1873	7,577	3,874	739	31	12,221
1874	5,190	1,710	2,386	23	9,309

FROM IRISH PORTS.

1870	20,445	988			21,433
1871	20,853	1,049			21,902
1872	22,435	1,604			24,039
1873	28,554	1,929			30,483
1874	17,907	955	640		19,502

EXHIBIT D.—*Concluded.*

EMIGRATION for the undermentioned periods from those Ports in the United Kingdom at which there are Emigration Officers.

FROM LIVERPOOL.

Quarter ended 30th Sept.	United States.	British North America.	Australian Colonies.	All other places.	Total.
1870	38,031	6,479	336	650	45,548
1871	41,521	7,449	270	630	49,870
1872	44,027	7,876	556	1,246	53,705
1873	41,892	8,519	199	839	51,449
1874	32,964	8,150	230	609	41,953

FROM LONDON, PLYMOUTH AND SOUTHAMPTON.

1870	1,073	881	4,377	475	6,806
1871	1,164	1,026	3,147	487	5,824
1872	1,577	1,147	2,964	682	6,370
1873	1,067	1,531	5,921	724	9,243
1874	1,234	236	11,652	797	13,919

FROM SCOTCH PORTS.

1870	5,216	1,545	413	73	7,247
1871	4,836	1,756	366	44	7,002
1872	4,494	1,674	173	33	6,374
1873	5,021	1,380	655	56	7,112
1874	3,916	918	955	12	5,801

FROM IRISH PORTS.

1870	8,027	751	.....	.....	8,778
1871	7,968	736	.....	.....	8,704
1872	8,435	951	.....	.....	9,386
1873	9,527	1,017	.....	.....	10,544
1874	7,628	761	.....	.....	8,389

QUARTERLY RETURN.

RETURN of Emigration from Ports in the United Kingdom at which there are Government Emigration Officers, for the quarter ended 31st March, 1874..

Port of Departure.	United States.	British North America.	Australian Colonies.	All other places.	Total.
Liverpool	11,788	64	215	487	12,554
London	271	11	9,557	747	10,586
Plymouth.....	.....	.....	1,496	.....	1,496
Total England.....	12,059	75	11,268	1,234	24,636
Glasgow and Greenock (being the total from Scotland).....	886	13	637	26	1,562
Cork	2,125	18	263	.....	2,406
Londonderry.....	701	.....	.....	.....	701
Total Ireland.....	2,826	18	263	.....	3,107
Grand total.....	15,771	106	12,168	1,260	29,305

TABLE showing the Origin of the Emigrants comprised in the above Emigration.

Destination.	English	Scotch.	Irish.	Foreigners.	Not distinguished.	Total.
United States	6,694	877	3,933	4,093	174	15,771
British North America..	69	14	18	5	.....	106
Australian Colonies	9,502	729	1,703	232	2	12,168
All other places	724	68	63	76	329	1,260
Total	16,989	1,688	5,717	4,406	505	29,305

TOTAL from Emigration Officers stations in the United Kingdom.

Quarter ended 31st March..	United States.	British North America.	Australian Colonies.	All other places.	Total.
1870	28,793	311	2,977	546	32,627
1871	24,310	76	2,188	1,167	27,741
1872	32,660	412	1,144	1,339	35,555
1873	30,955	293	4,509	1,808	37,565
1874	15,771	106	12,168	1,260	29,305

QUARTERLY RETURN.—*Continued.*

RETURN of Emigration from Ports in the United Kingdom at which there are Government Emigration Officers for the quarter ended 30th June, 1874.

Port of Departure.	United States.	British North America.	Australian Colonies.	All other places.	Total.
Liverpool.....	37,058	9,589	821	486	47,754
London.....	819	361	11,985	622	13,787
Plymouth.....		135	2,229		2,364
Total England.....	37,877	9,885	15,035	1,108	63,905
Glasgow and Greenock (being the total from Scotland).....	5,199	1,710	2,386	23	9,309
Cork.....	15,471	118	640		16,229
Londonderry.....	2,436	837			3,273
Total Ireland.....	17,907	955	640		19,502
Grand total.....	63,974	12,559	18,061	1,131	92,716

TABLE showing the origin of Emigrants comprised in the above Emigration.

Destination.	English.	Scotch.	Irish.	Foreigners.	Not distinguished.	Total.
United States.....	18,249	3,896	25,896	12,046	977	60,974
British North America.....	7,396	1,688	1,017	2,431	18	12,550
Australian Colonies.....	11,623	2,842	2,950	646		18,061
All other places.....	596	57	123	87	268	1,131
Total.....	37,864	8,393	29,986	15,210	1,263	92,716

TOTAL from Emigration Officers' Stations in the United Kingdom.

Quarter ended 30th June.	United States.	British North America.	Australian Colonies.	All other places.	Total.
1870.....	84,651	21,471	4,777	943	111,842
1871.....	86,090	18,294	3,058	986	108,438
1872.....	100,619	16,817	5,066	1,625	124,127
1873.....	110,097	20,708	5,552	1,254	137,611
1874.....	60,974	12,550	18,061	1,131	92,716

QUARTERLY RETURN.—*Continued.*

RETURN of Emigration from Ports of the United Kingdom at which there are Government Emigration Officers, for the quarter ended 30th September, 1874.

Port of Departure.	United States.	British North America.	Australian Colonies.	All other places.	Total.
Liverpool.....	32,964	8,150	230	609	41,953
London.....	1,234	200	9,667	797	11,898
Plymouth.....	.....	36	1,985	.....	2,021
Total England.....	34,198	8,386	11,882	1,406	55,872
Glasgow and Greenock (being the total from Scotland).....	3,916	918	955	12	5,801
Cork.....	6,497	168	.....	.....	6,665
Londonderry.....	1,131	593	.....	.....	1,724
Total, Ireland.....	7,628	761	.....	.....	8,389
Grand total.....	45,742	10,065	12,837	1,418	70,062

TABLE showing the origin of the Emigrants comprised in the above Emigration.

Destination.	English.	Scotch.	Irish.	Foreigners.	Not distinguished.	Total.
United States.....	20,313	3,277	11,843	8,426	1,883	45,742
British North America.....	6,390	922	785	1,968	.....	10,065
Australian Colonies.....	8,539	1,973	2,077	211	37	12,837
All other places.....	901	72	126	119	200	1,418
Total.....	36,143	6,244	14,831	10,724	2,120	70,062

TOTAL from Emigration Officers' Stations in the United Kingdom.

Quarter ended 30th September, 1874.	United States.	British North America.	Australian Colonies.	All other places.	Total.
1870.....	52,339	9,656	5,126	1,198	68,379
1871.....	55,489	10,967	3,783	1,161	74,000
1872.....	58,533	11,648	3,693	1,961	73,835
1873.....	57,507	12,447	6,775	1,619	78,348
1874.....	45,742	10,065	12,837	1,418	70,062

QUARTERLY RETURN.—*Concluded.*

RETURN of Emigration from Ports in the United Kingdom at which there are Government Emigration Officers, for the quarter ended 31st December, 1874.

Port of Departure.	United States.	British North America.	Australian Colonies.	All other places.	Total.
Liverpool	17,507	1,654	91	502	19,754
London.....	554	23	6,822	1,183	8,582
Plymouth.....			1,725	45	1,770
Total, England	18,061	1,677	8,638	1,730	30,106
Glasgow and Greenock (being the total from Scotland).....	1,503	128	1,382	21	3,094
Cork	2,690	21			2,711
Londonderry.....	570	151			721
Total Ireland.....	3,260	172			3,432
Grand total.....	22,884	1,977	10,020	1,751	36,632

TABLE showing the origin of the Emigrants comprised in the above Emigration.

Destination.	English.	Scotch.	Irish.	Foreigners.	Not distinguished.	Total.
United States.....	9,698	1,282	5,346	5,390	1,168	22,884
British North America..	1,363	128	181	300		1,977
Australian Colonies.....	6,732	1,451	1,590	231	16	10,020
All other places.....	1,273	121	67	125	165	1,751
	19,071	2,982	7,184	6,046	1,349	36,632

TOTAL from Emigration Officers' Stations in the United Kingdom.

Quarter ended 31st December.	United States.	British North America.	Australian Colonies.	All other places.	Total.
1870	30,232	1,803	4,185	2,240	38,460
1871	32,585	2,445	3,184	1,900	40,114
1872	40,381	2,853	5,908	3,836	53,038
1873	30,403	2,756	9,358	1,990	44,507
1874	22,884	1,977	10,020	1,751	36,632

ANNUAL RETURN.

RETURN of Emigration from the United Kingdom for the year 1874.

Port of Departure.	United States.	British North America.	Australian Colonies.	All other places.	Total.
Liverpool	99,317	19,257	1,357	2,084	122,015
London	2,878	595	38,031	3,349	44,853
Plymouth .....	.....	171	7,435	45	7,651
Total England, from Ports at which there are Emigration Officers	102,195	20,023	46,823	5,478	174,159
Total from all other Ports	1,675	.....	212	7,885	9,772
Total England.....	103,870	20,023	47,035	13,363	184,291
Glasgow and Greenock being the total Scotland from Ports at which there are Emigration Officers	11,555	2,769	5,360	82	19,706
Total from all other Ports .....	.....	.....	9	.....	9
Cork	26,783	325	903	.....	28,011
Londonderry	4,838	1,581	.....	.....	6,419
Total Ireland from Ports at which there are Emigration Officers	31,621	1,906	903	.....	34,430
Total from all other Ports	1,115	752	651	.....	2,518
Total Ireland.....	32,736	2,658	1,554	.....	36,948
Total from Ports at which there are Emigration Officers	145,371	24,698	53,086	5,560	228,715
Total from all other Ports	2,790	752	872	7,885	12,299
Grand total United Kingdom.....	148,161	25,450	53,958	13,445	241,014

TABLE showing the origin of the Emigrants comprised in the above Emigration.

Destination.	English.	Scotch.	Irish.	Foreigners.	Not distinguished.	Total.
United States.....	56,388	9,250	48,136	30,185	4,202	148,161
N. American Colonies...	15,224	2,766	2,738	4,704	18	25,450
Australian Colonies	36,555	7,050	8,976	1,322	55	53,958
All other places	8,323	1,220	646	2,254	1,002	13,445
Total	116,490	20,286	60,496	38,465	5,277	241,014

No. 19.

REPORT OF THE LIVERPOOL AGENT.

(G. T. HAIGH, Esq.)

OFFICES OF THE CANADIAN GOVERNMENT,
15 WATER STREET, LIVERPOOL,
14th January, 1875.

SIR,—I have the honour to forward you my report of the emigration from this port, and the working of this agency for the twelve months ending December 31st, 1874.

The total emigration for the year from the port of Liverpool, was 121,934. Of the total emigration 99,236 embarked for the United States, and 19,257 for Canada, of this last number, 2,534 were destined for the Maritime Provinces, and the remainder, who landed at Quebec, for the Provinces of Ontario, Quebec and Manitoba.

A detailed statement of the year's emigration, as compared with that of 1872 and 1873, is contained in Appendix A.

Of the emigrants destined for Canada 3,018 were cabin passengers, and 16,458 steerage. Of these 17,033 were carried by the Montreal Ocean Steamship Company; 2,241 by the Dominion Line, and 92 by the Anchor Line, the remainder by sailing vessels and odd steamships.

The nationalities of the emigrants, as compared with 1873, were as follows :—

1873.	—	1874.	Increase.	Decrease.
89,031	English	68,691	.....	20,340
3,203	Scotch.....	2,044	.....	1,159
26,681	Irish.....	15,606	.....	11,081
60,571	No Nationalities and Foreigners.....	35,599	.....	24,972

Early in the spring before the opening of navigation the decrease in the total emigration was certainly marked, but not sufficient, however, to indicate that the total decrease on the year would be so large as it has been. It was the opinion of persons conversant with emigration matters, as also my own, that in the months of April, May and June a re-action would set in, and the flow of emigration be as great if not greater, than before. This, however, was not the case, and I believe that the rupture amongst the Atlantic Steamship Companies and the collapse of the North Atlantic Conference greatly conduced to this result. The lowering of the passage rate caused by the competition between the companies consequent on the breaking up of the compact cut two ways; it not only enabled persons to emigrate to the United States at a low rate, but it also enabled them to return to the United Kingdom at a similar one.

In consequence of the bad times and scarcity of work then, as now, prevailing in the United States, the returned emigrants gave very bad accounts of their experience of the country, and this militated against emigration, both to the Dominion of Canada as well as to the neighbouring republic, such bad reports being considered as referable to the whole of North America and not to the United States alone. It is strange that notwithstanding the efforts of the Canadian Government and their agents to make Canada known in England as a country distinct and separate from the United States, that the generic name of America is usually applied to both countries, and as it were the individuality of Canada is merged in that of the United States, and when reports are received of a disparaging character concerning the condition and prospects of emigrants in the republic, they are generally considered applicable to Canada.

The accommodation provided by the various companies, notwithstanding the decrease of fares, has been of the best description, there has been no alteration therein. Messrs. Allan have more than carried out the requirements as to the separation of the sexes, contained in the 22nd section of the Passengers Act, 1855, as they not only separate single men from the women, but berth also the married men separately, thus causing a complete separation between the sexes.

The emigration to Canada in the winter months *via* Portland, about counterbalances the emigration, proceeding to the Western States *via* Quebec during the summer months, and the numbers given in the Board of Trade returns as destined for Quebec during the period of navigation, may be approximately taken as the emigration to Canada during the twelve months.

The Agricultural Laborers Union have sent out large quantities of agricultural laborers and their families during the year. At first many of these who arrived in Liverpool were entirely destitute, but afterwards, as experience was gained, the emigrants were supplied, by the authority of the Union, with every requisite, either by the Steamship Companies or from persons in the town. I have given relief, by the authority of the Agent General, by paying their board and lodging accounts to certain of these emigrants in cases where they have been entirely destitute of means.

Early in the season men and women with very large young families formed the great majority of the numbers sent; but later on in the season more discrimination was used in the selection, and young men, married couples with two or three children and servant girls (a class more suitable to the wants of Canada) were observed as comprising the greater part of the different batches of emigrants.

Miss Rye and Miss Macpherson have taken out through the year a large number of children, both boys and girls, to Quebec, and Mrs. Birt has done the same to Halifax, N. S.

Mr. Middlemore, of Birmingham, and Mr. Stevenson, a member of the London School Board, have also taken out parties of boys. These have been trained for twelve months in schools or homes at Edgbaston and London, and none of them were entirely in ignorance of the rudiments of some trade.

The fact of Miss Rye having obtained pauper children from various Poor Law Unions throughout the kingdom for exportation to Canada has attracted the attention of the Government. I presume this must have been brought to their notice through the auditors, now appointed by the Government, to audit the Poor Law Union accounts, instead of the auditors appointed by the guardians, finding entries of sums paid for allowances, outfits &c., for the children taken by Miss Rye.

In the month of June, therefore, the Local Government Board, Whitehall, instructed their Inspector for Wales, A. Doyle, Esq., to go to Liverpool and inspect the accommodation provided for 100 pauper children sailing with Miss Rye on the "Sarmatian" steamer, leaving Liverpool on the fourth day of that month, and he afterwards was instructed to proceed to Canada and examine into the condition of the pauper children in that country, and I understand from him that his report is now in the hands of the Local Government Board, and that it is in favour of such emigration, but considers that the control in Canada should be held by your Department.

In reference to the character and physique of the emigrants who have during the past twelve months embarked for Canada, I am of opinion that there is a decided improvement upon last year, and speaking from my experience at Quebec upon the last three or four years, I believe that it is better to have a smaller number of emigrants of a superior stamp both mental and physical than a larger number of an inferior class. There have been during the year some cases of emigrants whom, if I had had authority, I should have rejected before their embarkation on board steamer.

It is, however, almost impracticable to see the emigrants until then, as they arrive in Liverpool at all times during the day and night preceding the day of sailing, and lodge in different parts of the town. If an emigrant has not an infectious or contagious disease, he cannot be prevented from sailing by the Imperial Government Officers, nor unless he is lame, blind, or otherwise physically incapable of providing himself with a living, and without pecuniary means or relatives to take care of him on arrival, have the Steamship Companies power to reject him.

Early in the season many of the foreigners were not of the class that would be suitable to the Dominion, and I at the time reported this to the Agent General.

I have been comparatively successful during the year in sending English capital to Canada, or persuading parties to invest in Canadian securities. I have also sent out many small farmers with capital. Having a fixed office, as also the fact of being well known for years in this town and neighborhood, enable me to obtain a large number of emigrants by correspondence, and I believe that the fixity of certain places as working centres, conduces to more satisfactory results being obtained in emigration than if all the agents of the Government were travelling through the country, and having raised a desire to emigrate, leaving the emigrants to be actually booked by the various Steamship Companies Agents to any part of the world.

With regard to investments, I find, however, this difficulty (as you may be aware) most of the funds that are lent out on mortgages or other securities in this country are trust funds, and by the various trust acts it is expressly enacted that such funds shall (unless specially provided in the instrument creating the trust) only be invested in the funds of the United Kingdom, Colonial or Indian securities, guaranteed by the Imperial Government, or on Freehold securities in the United Kingdom, consequently thus leaving only the surplus money of private persons available for investment in Canada, and it is to this class I have been directing my attention,

I have been in constant correspondence with the different Immigration Agents throughout the Dominion, and they have, especially Mr. Wills and Mr. Donaldson, kept me informed of the requirements and labour prospects of their respective districts. This is of great value, as it enables me to direct emigrants to such parts as are suitable for their several wants.

The population of Liverpool is not, as a whole, a class from which good settlers for Canada may be obtained. In a large town like Liverpool, with a moveable population, there is too much rowdiness to allow the tone of the lower class to be of a high order; but in the neighborhood there are a class of laboring men that will, and I know do succeed in the Dominion.

I have asked that the supply of Canadian papers should be continued, as a number of emigrants have been secured by me through their perusal of Canadian papers obtained from this office. Many men desire to know something more of the actual life in Canada than what is given in the emigration pamphlets, before they make up their minds to emigrate; this of course they can obtain from a perusal of the public press of the country.

The Ottawa Valley Immigration Society have, during the last year, through their Secretary, Mr. W. J. Wills, forwarded me a large amount of money to assist persons in this country to join their friends and relatives in the Ottawa District, and with the exception of one or two cases, there is no doubt that the whole of these Immigrants will be beneficial to Canada, and become good settlers, as the persons who have sent for their friends or relations have been very careful in their selections, and have only brought out those whose labor would enable them to command success.

The Immigration Aid Society of Northumberland and Durham, Ontario, has

imported a large amount of labor into those counties, but the funds of the Society and the selection of the emigrants have been conducted by the Ontario Agent, and not by me. I understand, however, that the rate of wages offered was rather low.

The Eastern Townships of the Province of Quebec and the Province of Manitoba, have this year certainly taken a stride in attracting immigration to their shores. The selection of Manitoba by the Menonites as one of their future homes, and the establishment of an Elastic Web Manufactory at Coaticook, the increase of stock raising requiring more hands, the expansion of the Scandinavian settlements, and the establishment of other manufactories in the Townships have most certainly conduced to these results.

During the year of the 19,483 emigrants who embarked for Canada, 2,051 have passed through this office, of whom 994 were actually booked here, 678 by several ticket agents after correspondence with them, and the remainder applied for advice, recommendations for free railway transport, or other assistance.

The decrease in the rate of passage money to £3, of course took out of the hands of the Government Agents the actual booking of all emigrants, except those qualified to receive Government assistance at the £2 5s. rate.

When the rate was £6 6s. 0d. and the assisted Government rate £4 15s. 0d., then of course eligible emigrants obtained an advantage of £1 11s. 0d. per adult, by applying to a Government Agent instead of to the ordinary ticket agent, but under the present rate of £3 there is no such advantage, and I have therefore, when I have ascertained that the emigrant is not entitled to the assisted rate, referred him to the ticket agent nearest his residence for his passage, in order to conciliate that class who have, without doubt, a powerful influence in directing emigrants to whatever part of the world they may feel inclined, or from which they receive the largest subsidy.

I have also to call your attention to the fact that though every accommodation is provided for the newly arrived emigrants in the Dominion, and the regulations at present in operation for the distribution of emigrants on arrival are, as far as they go, almost perfect, still I am of opinion that they do not go far enough. There seems to be a want of supervision of the emigrant after he has been first placed in a situation. Some instructions, especially with artisans, should be given them as to their employment in the winter months, the same remark applies to farm labourers hired for the summer months, and to those who emigrate late in the season and only obtain temporary employment. An artisan whose trade is mostly in requirement in the summer, such as bricklayers, etc., is thrown on his resources during the winter, and the savings of the summer are swamped in the expenses of the winter. It should be shewn to this class that they could obtain work in the lumber districts during the winter, and they could leave that employment in time for their own trade in the spring, instead of as now flocking into the cities and being dependent upon odd jobs for eking out the winter. They could also be shewn that with the savings of the summer months they could live on their free grant lands throughout the winter, and employ themselves in clearing the land, and in a few years be able to give up their trades and settle down upon their farms. In regard to this latter suggestion I speak from experience, as in my frequent trips through the Free Grant Districts, I have found that many of the most well-to-do settlers were originally artisans, who worked at their trades during the summer and returned to their farms in the winter. At the same time, I must remark that a more cordial co-operation among the farmers of Canada and the newly arrived emigrants would be very beneficial to both parties. An effort should be made by the farmer to endeavour to hire the emigrant by the year instead of by the month or summer months, as by that means the newly arrived emigrant would not be thrown on his own resources in the winter when it is difficult to procure work, and before he has been able to save sufficient money to provide against such a contingency.

The Act passed in the session of 1872, for the formation of Immigrant Aid Societies, and also the Local Act passed in the session of 1872, by the Ontario Legislature for the same purpose, have not been, as far as I am aware, productive of that

benefit to Immigration which they were expected to be. I except, of course, from these remarks the Ottawa Valley Immigration Aid Society.

In the spring of 1873, accompanied by Mr Donaldson, your agent at Toronto, I held meetings in different counties in Ontario, and committees were formed for the purpose of organising Immigration Aid Societies for the different counties in which we lectured, but from having no person officially interested, either beneficially or otherwise, the formation of the societies, in the majority of cases, did not proceed further than a few meetings of the Committee. I think, however, that the provisions of this Act of Parliament could be utilized at the present time, and would materially help the emigration of agricultural laborers to Canada. When I was stationed in Quebec, by correspondence, I formed a society in Derbyshire, England, called the Derbyshire Ontario Emigration Society, the members of which mostly settled in or about the County of Wellington, in Ontario. A similar society was formed by emigrants in the County of Sussex, and who generally settled in the neighborhood of Port Hope. Again a large number of Devonshire men, especially from about Bideford, settled in the Township of Exeter and County of Huron, Ontario, therefore developing what is already begun.

I am of the opinion that if Immigrant Aid Societies were thoroughly organized throughout the Dominion of Canada, and the same were affiliated to Districts of the Agricultural Laborers' Union in England, that a nucleus would be obtained and afterwards a settlement formed of emigrants from one portion of England, and laborers there would have no hesitation in emigrating to places where they know that their friends, relatives and neighbors have preceded them. The Secretary of the Immigrant Aid Society in Canada, could in each spring, communicate to the District Society in England the number and occupation of the emigrants required in his county during the coming year. The Government Agents, however, exercising a supervision of the class of emigrants that would be sent out to supply the demand called for by the Immigration Aid Society, and granting the necessary Government assistance.

I believe that it would be advisable to discontinue the assisted emigration (except in special cases and in that of servant girls) after the month of August in each year. The majority of the persons who obtain assistance, arrive in Canada with barely sufficient to provide themselves with a meal, and if it were not for the Government arrangements, they would not be able to proceed to their destination, or where they could find employment. For some time after his arrival, an emigrant cannot as a general rule expect to obtain the highest current rate of remuneration for his labor, because he is not at first adapted to his particular work, and without furniture or other necessary conveniences for domestic purposes, and without the means of procuring the same, some time must elapse ere he can comfortably settle down or can possibly have any spare means to remit to his relations in this country, and so give a practical proof of the benefits of emigration to Canada, and the period between the month mentioned and the commencement of winter is not sufficient to enable him to provide himself with the above necessaries, besides which, the wages offered by farmers and other employers of labor in the autumn are considerably less than can be obtained in the spring. Thus an emigrant arriving late in the season has not an equal chance with those arriving earlier in the year.

The increasing knowledge of Canada, as a field for emigration that now exists in the mother country, and the measures taken by your Department, will, no doubt, ultimately result in ensuring a continuous stream of emigration laborers, and also, a goodly number of tenant farmers with more or less capital at their disposal, who will settle on partially cleared farms in the older counties while many of the older settlers with their sons and daughters requiring a greater breadth of land, will remove into Manitoba, into the Free Grant Districts, and into other new sections where good farms may be secured and made into flourishing homesteads for themselves and their families.

To this report I have appended tables shewing the total emigration from this Port during the past year as also for the year 1873, shewing the destination and nationalities of the emigrants, also, showing the distribution of the emigrants between the Maritime Provinces and the rest of the Dominion, also, a tabular statement

showing the various steamers, dates of their sailing, and number of emigrants carried by each to the Dominion within the period under review.

During the year large quantities of thoroughbred stock, sheep, horses and pigs, have been exported into Canada from this Port. The destination of most of the above were the Eastern Townships of the Province of Quebec and the Western portion of Ontario.

I may mention that the reason of the Dominion Line not running their steamers at regular intervals at the commencement of navigation, was occasioned by their having four of their steamers stranded at the Bar of New Orleans; after the end of May, they however continued, until the end of October, a regular weekly service to Quebec.

The European Line, belonging to Messrs. Hughes & Co., of this Port, and running to Quebec, did not carry passengers.

I have the honour to be, Sir,

Your obedient servant,

(GEO. THOS. HAIGH,

Canadian Government Emigration Agent, Liverpool.

The Honourable

The MINISTER OF AGRICULTURE,
Ottawa.

APPENDIX A.

RETURN of Emigration from Liverpool for the Year ending December 31st, 1873 and 1874.

1873.		1874.						
Under Act.	Not Under Act.	Total.	Destination.	Under Act.	Not Under Act.	Total.	Increase.	Decrease.
154,506	6,313	160,819	United States.....	91,909	7,327	99,236	.....	61,563
21,360	299	21,659	Quebec.....	16,311	412	16,723	.....	4,936
2,280	.....	2,280	Nova Scotia.....	2,311	213	2,524	.....	244
19	155	174	New Brunswick.....	.....	.....	.....	.....	174
.....	.....	.....	Prince Edward Island.....	.....	10	10	.....	.....
985	736	1,721	Victoria.....	.....	755	1,341	.....	380
.....	29	29	New South Wales.....	586	3	3	.....	26
.....	40	40	New Zealand.....	.....	13	13	.....	27
.....	388	388	Africa.....	.....	173	173	.....	215
.....	147	147	China.....	.....	116	116	.....	31
.....	151	151	East Indies.....	.....	119	119	.....	32
.....	382	382	West Indies.....	.....	62	62	.....	320
.....	1,847	2,183	South America.....	.....	1,614	1,614	.....	569
179,486	10,487	189,973		11,117	10,817	121,934	254	68,293

APPENDIX B.

RETURN of Emigrants and Steamers sailing from Liverpool for Canada for the year ending 31st December, 1874.

ALLAN LINE.

Date.	Steamer.	Quebec.		Halifax, N. S.		St. Johns, N. B.		Totals.		Total.
		Cabin.	Steerage.	Cabin.	Steerage.	Cabin.	Steerage.	Cabin.	Steerage.	
1874.										
January 13.....	S. S. Canadian.....			17	14					31
" 27.....	" Nestorian.....			7	6					15
February 11.....	" Caspian.....			16	6					22
" 24.....	" Canadian.....			18	17					35
March 10.....	" Nestorian.....			48	62					110
" 24.....	" Hibernian.....			31	23					54
April 7.....	" Nova Scotian.....			30	150					180
" 16.....	" Sarmatian.....	63	596							659
" 21.....	" Nestorian.....			78	244					322
" 23.....	" Manitoban.....									358
" 23.....	" Circassian.....	73	120							193
" 30.....	" Prussian.....	72	508							580
" 30.....	" Corinthian.....									228
" 5.....	" Caspian.....			47	230					494
May 7.....	" Hibernian.....	37	584							621
" 14.....	" Polynesian.....	103	561							664
" 19.....	" Austrian.....			49	66					701
" 21.....	" Scandinavian.....	81	630							731
" 28.....	" Nova Scotian.....	39	492							531
June 2.....	" Circassian.....	10	78	74	77					155
" 4.....	" Sarmatian.....	39	690							729
" 11.....	" Prussian.....	39.	483							522
" 16.....	" Hibernian.....	41	137							178
" 18.....	" Caspian.....	36	351							387
" 25.....	" Polynesian.....	50	277							327
" 30.....	" Austrian.....	5	260	41	137					497
July 2.....	" Scandinavian.....	32	251							283
" 9.....	" Circassian.....	52	259							310

RETURN of Emigrants and Steamers sailing from Liverpool for Canada for the year ending 31st December, 1874.

Date.	Steamer.	Quebec.		Halifax, N. S.		St. Johns, N. B.		Totals.		Total.
		Cabin.	Steerage.	Cabin.	Steerage.	Cabin.	Steerage.	Cabin.	Steerage.	
1874.										
July 14	S. S. Peruvian		560	28	40					628
" 16	" Nova Scotian	43	586					28	600	629
" 23	" Sarmatian	77	406					43	406	483
" 28	" Caspian		67	42	33			42	100	142
" 30	" Prussian	71	284					71	284	355
August 6	" Polynesian	105	218					105	218	323
" 11	" Hibernian		171	69	138			69	309	344
" 13	" Scandinavian	93	251					93	251	344
" 20	" Austrian	96	397					96	397	493
" 25	" Nova Scotian			91	14			91	14	105
" 27	" Peruvian	87	359					87	359	446
September 3	" Sarmatian	98	263					98	263	361
" 8	" Prussian	2	28	89	28			91	56	147
" 10	" Circassian	84	177					84	177	261
" 17	" Polynesian	45	496					45	496	541
" 22	" Caspian			43	30			43	30	78
" 24	" Scandinavian	44	166					44	166	210
October 1	" Hibernian	28	186					28	186	214
" 6	" Peruvian			62	18			62	18	80
" 8	" Nova Scotian	23	324					23	324	347
" 15	" Sarmatian	56	211					56	211	267
" 20	" Circassian			23	24			23	24	62
" 22	" Prussian	28	175					28	175	203
" 29	" Polynesian	57	218					57	218	276
November 3	" Scandinavian			31	11			31	11	42
" 17	" Peruvian			12	21			12	21	33
December 1	" Manitoban			15	6			15	6	21
" 15	" Caspian			16	13			16	13	29
" 29	" Nova Scotian			9	5			9	5	14
	Total by Allan Line	1,809	12,718	986	1,520			2,795	14,238	17,033

SUMMARY OF APPENDIX B.

	Quebec.		Halifax, N. S.		St. Johns, N. B.		Totals.	
	Cabin.	Steerage.	Cabin.	Steerage.	Cabin.	Steerage.	Cabin.	Steerage.
Allan Line	1,809	12,718	986	1,520	.....	.....	2,795	14,238
Dominion Line	190	2,151	.....	.....	.....	.....	190	2,151
Anchor Line .....	.....	11	31	46	.....	.....	33	59
The S. S. Prince Edward for Charlottetown, Prince Edward Island.....	.....	.....	.....	.....	.....	.....	.....	10
Totals	1,989	14,880	1,017	1,566	2	2	3,018	16,458
								17,033
								2,341
								92
								10
								19,476

No. 20.

REPORT OF THE BELFAST AGENT.

(CHARLES FOY, Esq.)

CANADIAN GOVERNMENT EMIGRATION DEPARTMENT,
OFFICES, 11 CLAREMONT STREET
BELFAST, December 15, 1874.

SIR,—I have the honour to submit report of operations at this agency for the year now nearly closed.

In the winter of last year we had most doleful accounts from the United States—thousands out of employment, starving, soup kitchens established in New York, &c. Early in the spring of this year we had numbers, large numbers of immigrants returning from New York who not only fully endorsed all the dismal stories we had heard through the Press, but who also condemned in strongest terms immigration to any part of the world, and strongly urged their countrymen to “bear the ills they know in preference to fly to those they know not of.”

Knowing that the people of this country make no distinction, as a rule, between Canada and the States, but consider them one, under the one name “America,” and that consequently the bad reports from the States would injure immigration to Canada, I had large placards posted at the several railway stations and all over the North of Ireland, in which I showed, that whereas in the States thousands were out of employment, in Canada there was employment for all at good wages; in the body of the placards, I had in large double leaded type, returns from the Custom House officers in Canada, showing that from the 1st January, 1873, to 1st October in the same year, 6,500 Americans reported themselves as coming into Canada as settlers. I know that these placards did good service.

By your authority, I published early in the spring, 10,000 copies of a pamphlet entitled “Canada the Land of Homes,” in which I gave the letters of immigrants to their relatives and friends in this country. I wrote a short introduction as an old neighbour and friend of the people of this part of Ireland. I also gave a description of the several Provinces of the Dominion, and of the advantages they offered to the immigrant. For these descriptions I was indebted to the publications of the Governments of the Provinces, to Marshall and other writers on Canada, coupled with my own experience in years continuous travelling through Canada. These pamphlets I had distributed in fairs and markets, at assizes or race courses, and wherever the people were gathered together. I attribute my success mainly to these pamphlets which I have had published for the past four years, strengthened no doubt by the fact that I am well known by the people, and that my relatives and friends are deeply interested in the welfare of this country. By a careful distribution of the pamphlets, 10,000 copies are read by at least 10,000 persons, and are frequently lent to many more. That many have been secured for Canada by these pamphlets I could prove by the letters and words of hundreds of settlers now in Canada, but *Ex uno disce omnes*. A man named Williamson, the head of a family of ten in all, only two able to work, himself and wife in the prime of life, called on me about the middle or end of last May. He told me that he had ten acres of land under the Earl of Caledon at a high rent, that he found the ten acres too small a farm to support his large family, and that his wife wanted him to buy more land. This he said he did not wish to do, as

he would be compelled to borrow money to pay for it, and he had a great horror of getting into debt; that a neighbour of his had been in Armagh fair, and had got a pamphlet of mine on Canada, and had sent it two miles to his house for him to read; that when his wife and he read it, they determined that his neighbour and himself should visit me before they would do anything definite; accordingly the two called at this office, and said they came prepared to be guided by my advice. I told Williamson that my advice would be for him to put any money he would be able to bring with him into a bank, and himself and children go to work for some farmer for a year, or even two, until he would gain as much knowledge of the country as would enable him to invest wisely. I calculated the wages himself and family could earn, and showed him that the amount was more than the entire produce of his ten acres, even supposing that he had no rent to pay the Earl of Caledon. The result of our interview was that on the following Friday he sold a cow in the fair of Glasslough (County Monaghan) and paid £10 deposit on the passages of himself and family, to sail the first week in July, and his neighbours said that if he reported favorably, a number of the small farmers on the same property would follow. Williamson, after paying every shilling he owed, after supporting so large a family on such a small farm, had £100 sterling with him, a pretty good proof of the industry and thrift of himself and family, but he told me that neither himself nor family knew the taste of strong drink, which I consider a great item in the secret of his success.

But the greatest tribute to the value of my pamphlets is the abuse they received and are receiving from the opponents of emigration in the press. I am compared to a quack doctor, scattering hand-bills to the people at fairs and markets, on race courses, in railway carriages, &c. I forwarded to your Department a copy of the *Examiner*, a national paper, in which you might have seen that the leader was devoted to the abuse of myself and my pamphlet, and warning the people against them. Though, they might abuse me and endeavor to cast doubt on my representation, on account of being the paid agent of the Dominion Government, they could not gainsay the letters of the emigrants which I had published, nor the hard fact that the emigrants remitted more money to their friends here than they could have earned altogether in the same time in Ireland, as I reminded them: "Facts are chiefs that winna ding and canna be disputed," and no fact is more tangible than when represented by L. S. D. Owing to my complete organization amongst my numerous acquaintances and relatives, and amongst the friends of the emigrants, I can obtain copies of almost every letter that comes from Canada, and they have more influence with the cautious Northerners than any amount of speaking, or writing; indeed, I know the idiosyncracies of my countrymen so thoroughly that though myself and family are popularly known in the North of Ireland for generations, I always support any assertions I make by reference to the success of some emigrant known to the inquirer. As an instance of my *modus operandi*, I was in the fair of Cavan not long since, and as usual where I am so intimately known, a number of farmers came to me and one of them said: "Mr. Foy we know that you will tell us the truth; would you advise us to go to Canada, you know how we can do here?" Well, I replied: "Did you know — who emigrated from — in the year 1852?" "Troth, we did, sir." "Well, I was in his house two years before I left Canada, and I can tell you how he has done; he has now 200 acres of land, not rented; but his own; he has so many cows and so many horses. I had drives with some good horses before I went to Canada, but with none better than the span he drove to church with; in fact, Lord Farnham does not drive a better pair in his carriage." "Lord bless us, do you tell us that!" "Yes, I do, and I tell you what he said when I asked him why he did not write to some of his old neighbors and tell them his success, he said: 'Mr. Foy, if I wrote home the half of the truth they would say that I was blowing, and that — owned 200 acres of land well stocked, they would at once put down as a lie.'" Of the number one farmer expressed his determination to go immediately, but I urged him to remain until next spring as the season was then too far advanced, and as likely a number of his neighbors would accompany him in the spring. As when I was in Canada I was continually travelling, my

knowledge was not confined to the cities of the Dominion, and I made it my business to become acquainted with as many settlers from my own country as I possibly could get an introduction to. I invariably asked them what county they emigrated from, the history of their coming to Canada, and how they succeeded from the day they landed to the time I got acquainted with them. I sought this knowledge as I was writing on Canada to the leading papers of this country, and never dreaming that I would utilize it as an emigrant agent, it has been of infinite service to me.

Independent of my visit to fairs and markets, my friends keep me advised of ejections served by landlords, and I visit the several towns during the holding of the Quarter Sessions, and am frequently told the tale of distress. My remedy of course is: Go to a country where you can own land; under the best landlord you cannot be independent, as bad harvests will come, and landlords cannot live without their rents—the same industry which is necessary to enable you to exist here without any prospect for your children, would make you independent in Canada. It is in fact a matter of duty to yourself and family to do the best you can for yourself and them, and you, if you go to Canada, will bless the day that you were ejected. I sent one large family from Crossgar (Co. Down) who were about to be ejected, and strange to say, the wife was the first to chime in with my views and said that for the sake of her children she would not now stay if her landlord were to give her their farm as a present. This week I have word that the Earl of Dartney has several ejections on his Co. Louth property because the tenants refuse to pay an increase of ten per cent. on their present rents. I have my assistant at present in a central point for the counties of Cavan, Louth and Monaghan, supervising the circulation of pamphlets, posting of placards, &c. I will cause him to have immediate attention paid to the part of the Co. Louth in which the Earl of Dartney's property is situated, by circulating pamphlets, &c., amongst the tenantry. I am going myself to the Co. Donegal, the largest and poorest county in the North of Ireland. There is a property for sale there, and as changes of landlords seldom give increased favors to the tenantry, I expect to get some emigrants there. But to return to what I *have* done.

On the 16th of May last the *Belfast News Letter* in a leading article denounced emigration, and said that if the people of Ireland worked at home as hard as they had to do in Canada and others of the colonies, they could succeed equally well. In reply to this I sent letters received that week from two emigrants whom I had sent the previous spring, and who wrote most favorably of Canada, and better—sent money to their friends. I contended that, no matter how industrious, they could not have *earned* that amount in the same time in Ireland, even though their support cost nothing. Next day a Dr. McCormac, a clever man, but afflicted with *cacoethes scribendi*, appeared in a long letter warning Irishmen of the bad climate of Canada. I replied by quoting the rates of mortality of the respective countries and by giving the opinions of Dr. Philpot, Marshall and others on the climate of Canada; also, my own experiences and quotations from the letters of emigrants to their friends. Immediately new opponents entered the lists, anonymously, some of them dating their letters from different parts of Canada; others, employers of labor in Belfast, so that every day from the 16th of May until the end of July, a letter appeared against emigration, and acting on the knowledge, that if a lie get one day's start it can never be overtaken, I did not allow a letter to remain one day unanswered, but whether travelling in railway, carriage, or wherever I got the morning papers, I immediately replied, knowing that my opponents would do all in their power to make the people doubt my representations on account of my position as paid agent. I invariably gave the reports of emigrants to their friends in preference to any statement of mine. As in all lengthened correspondence, I found it difficult to keep my opponent to the starting point. The *News Letter* which asserted that men could do as well in Ireland as in Canada if equally industrious, had to admit the necessity of draining the waste land of Ireland. The *Examiner* said that nothing but "home rule" would keep the people at home. Dr. McCormac confessed that the employers in Ireland did not do their duty to their employees. I told them that having admitted

the necessity of emigration, I must leave them to settle among themselves the cause as I had nothing whatever to do with cause, I had only to do with things as they exist. I know that the controversy served the cause of Canada as it gave me an opportunity of entering into the advantages of the Dominion, not obtrusively, but in self-defence. Towards the close I received valuable assistance from the Rev. Mr. McCleery, Presbyterian minister, who had just returned from Canada and from Mr. Rowan, an independent gentleman who had lived for years in Canada. The *News Letter* refused to publish their letters, but they were inserted in the *Whig*, and I had a large supply in pamphlet form of the Rev. Mr. McCleery's letters printed, and am having them circulated. Towards the close some of the correspondents became so personal, especially one who wrote over the *nom de plume*, "One who has traveled in Canada," that some of my friends pressed me to take an action for libel, but I did not think this prudent, especially as I knew my opponents had some reason to be angry when they saw the best of the working classes leaving and found themselves obliged to increase the wages of those who remained. When they had said all they could say themselves, they quoted the letters of an Aberdeenshire farmer which appeared in the Liverpool *Albion*, also the letters of "A Bohemian," which appeared in the London *Globe* and other papers. The only notice I took of these letters was to turn them into ridicule. I knew such Baron Munchausen stories would not deceive the canny Northerners. By your authority I had 10,000 copies of a pamphlet entitled, "Emigration or No Emigration" printed, in which I gave the correspondence for and against emigration as it appeared in the *News Letter*, up to the date of publication of the pamphlet. I know that owing to the correspondence several families who had no intention of emigrating previously, went to Canada.

But the finishing *coup* to my opponents was the speech of the Governor General in Toronto. Coming from a nobleman so universally loved in the North, I need scarcely say the effect it had. Immediately on receipt of it I had placards of it printed, and am having them posted all through the country.

The strongest opposition I have to contend against is *free* emigration to New Zealand. The agent lately appointed for the North of Ireland is a native of the County Derry, who resided for fifteen years in New Zealand. He, like myself, is not only known by the people of the North of Ireland, but like myself, in my knowledge of Canada, he has sufficient knowledge of New Zealand to be able to tell the emigrant what part of the colony would suit them best. Of course, he takes good care to draw comparisons between the climate of the two countries, not to the advantage of Canada, while I do not fail to warn the people of the risk of Maori invasion, &c., including the risk of such a long voyage.

Considering that there was an immense decrease in emigration from Ireland this year, Canada cannot complain of the share she got. From the North of Ireland there went about two thousand of as good a class of emigrants as any part of the world could supply; from this office direct there went about five hundred.

From now until about the 1st April I will spend in the rural districts; and I have hope that next season I will be able to send a large number of good emigrants.

I have the honour to be, Sir,

Your obedient servant,

CHARLES FOY.

To the Honourable
The Minister of Agriculture,
Ottawa.

No. 21.

ANNUAL REPORT OF THE GLASGOW AGENT.

(MR. R. MURDOCH.)

25 ROBERTSON ST., GLASGOW,
15th December, 1874.

SIR,—I have the honour to lay before you my annual report.

The means taken to secure emigrants has been partly by visiting towns and villages, holding meetings, distribution of pamphlets, and partly by advertising, and although the actual numbers (one hundred and sixty) who have gone through this office is small, I am of opinion that the work done will tend in a great measure to induce a considerable number to go this coming spring. I herewith beg to give you in detail the actual work done.

Held meetings, visited, and distributed pamphlets in Glasgow, Johnstone, Edinburgh, Springburn, Airdrie, Coatbridge, Rutherglen, Old Kilpatrick, Melagavie, Westmuir, Irvine, Paisley, Dalry, Troon, Chryston and several villages in Galloway and Wigtonshire; advertised in the *Glasgow Weekly Mail*, *Greenock Herald*, *Galloway Gazette*, *Christian News*, *Hamilton Advertiser*, *Falkirk Herald*, *Linlithgow Journal*, *Ayrshire Weekly News*, *Dunfermline Journal*, *Ardrossan and Saltcoats Herald*, *Bateman Sentinel* and *Penny Post*, *Renfrewshire Independent*, *Glasgow News*, and *Aberdeen Free Press*. Distributed at meetings, from office, and by post, over 1,500 pamphlets, bills and circulars.

A very considerable number of emigrants who would probably have gone to Canada this year, have been induced to go to New Zealand in consequence of that Government granting "free passages;" this accounts to a great extent for the small number shipped from Glasgow this season.

Subjoined, I beg to give you a comparative statement showing the numbers of emigrants who have sailed from Glasgow during the last five years for the United States and Canada:—

	1870.	1871.	1872.	1873.	1874.
United States.....	16,690	16,212	17,164	16,698	9,274
Canada	5,150	5,587	5,077	5,197	2,444

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

ROB. MURDOCH.

To the Honourable
The Minister of Agriculture,
Ottawa.

No. 22.

(Translation).

REPORT OF THE EMIGRATION AGENT OF THE DOMINION OF CANADA IN FRANCE.

(M. GUSTAVE BOSSANGE.)

PARIS, 31st December, 1874.

SIR,—I have the honour to submit the Report of my operations as Emigration Agent of the Dominion in France during the year 1874.

In the month of February, I sent one of my employees to visit my principal agents in France and Switzerland, and to secure their active co-operation so soon as the season would permit the starting of emigrants for Canada.

Shortly afterwards, Mr. Paul DeCazes, special agent of your Government to France, arrived to unite his efforts to mine and assist me with his experience.

I informed him of all I had accomplished up to that time, and we agreed as to what it was expedient to do with a view to the successful promotion of the interests entrusted to us. He decided to undertake a journey in the Departments of Meuse, Meurthe et Moselle, Vosges, Haute-Saône, Côte d'or, Doubs, and the Jura. Then in Sarthe, Maine-et-Loire, Vendée, Loire Inférieure, Ile-et-Vilaine, Morbihau, Côtes du Nord, Finistère and La Manche.

He went to see my agents, and furnished them all the information they needed, and established agencies in various localities.

These visits were destined to produce excellent results, and we were soon enabled to ascertain this by the affluence of emigrants.

This affluence was increasing every week, when the intelligence reached us that the rebound of the industrial crisis in the United States was being keenly felt in Canada, causing large numbers of Canadians to return to the country.

The first consequence of this return of Canadian emigrants would be superabundance of labor and, therefore, a fall in wages.

M. DeCazes agreed with me that it was necessary at once to check the movement, which was more important than was desirable in view of the economical position of Canada, and we had to adopt without delay the measures necessary to that end. At that time—it was in the month of June—the number of emigrants who had started for Canada, exceeded by 500 the figures of 1873 at the same period.

If we had been able to continue without stoppage, I feel certain we should easily have reached three thousand; we did not reach even two thousand, as you will see from the figures quoted below.

The number is relatively considerable and satisfactory, if it be taken into consideration that our operations, which were continued up to September in 1875, were relaxed from June in 1874 and suspended in August. Moreover, we did not, as in 1873, advance a large amount in the form of warrants. Lastly, it must be noted that emigration to Canada has undergone but a slight proportionate decrease, while that to the United States has decreased nearly one half.

We may, therefore, hope that so soon as the crisis still prevailing in the United States shall have subsided, emigration to Canada will be vigorously resumed and afford the results we anticipated.

The number of emigrants registered in 1874 at my offices (I underline these words because large numbers start without my intervention), reached	1,827
The number in 1873 was.....	2,083
“ 1872 “	782

The 1,827 emigrants comprised:—

	1874.	1873.	1872.
Adults	1,424	1,677	650
Children from 1 to 12 years.....	318	316	97
“ under 1 year.....	85	90	35
Total.....	1,827	2,083	782

It is interesting to notice that the proportionate number of children has increased from 20 per cent in 1872, to 24 per cent in 1873, and to 35 per cent in 1874. This progression is a consequence of the increase in the number of families of agriculturists.

These 1,827 emigrants belonged to the following nationalities:—

	1874.	1873.
French	1,385	1,579
Italians	234	132
Swiss.....	76	57
Natives of Alsace-Lorraine.....	59	211
Belgians and Dutch	37	85
Germans	22	19
Canadians.....	7	0
Russians	4	8
English	3	1
Total	1,827	2,083

Of the 1,385 French, there were registered in my offices but 58 emigrants from the Department of the Seine (Paris), but more may have gone through the intervention of the Havre Emigration houses.

The 1,424 adults comprised:—

	1874.	1873.	1872.
Men.....	1,056	1,253	504
Women	368	424	146
Total	1,424	1,677	650

They formed:—

	1874.	1873.
Families without children	101	172
“ with “	210	227
Total	311	399

The proportion of “ families with children ” relatively to the number of adults, has increased.

I am happy to state that nearly 300 adults, accompanied by 163 children, declared that they went out to join relatives and friends in Canada. Among the number were 23 adults who had already been in Canada and were returning.

These figures are an evidence of the vitality of the movement we have created. These 1,424 adults bought at my offices letters of credit on Canada, or purchased notes of Canadian Banks, for a sum of 197,000 f. or \$39,400 (thirty-nine thousand four hundred dollars.)

A certain number took out gold or French securities, as I have ascertained, from

the fact that these securities have in several cases been sent to me for realization at the Paris Bourse. The total amount thus imported into Canada in 1874 may be estimated at from fifty to sixty thousand dollars.

Taking the sum of \$39,400, we find for adults.....	1,424
318 children, equivalent to adults.....	159

In all.....	1,583
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An average of \$24.78 per adult.

The figures were \$23.76 in 1873, and \$13.21 in 1872.

I must also state that the amount remitted by emigrants, through my hands, to relatives and friends in France, in drafts or Canadian Bank Bills, was \$7,000.

The occupations of the 1,424 adults were as follows:—

MALE ADULTS—1,056.

Farmers and farm hands.....	310
Gardeners.....	22
Wood choppers.....	3
Navvies.....	31
Jewellers.....	2
Clockmakers.....	7
Spectacle-makers.....	1
Butchers.....	5
Bakers.....	15
Brewers, 6; Distillers, 3.....	9
Brick and Tile makers.....	10
Masons.....	39
Plasterer.....	1
Stone cutters.....	15
Waggon makers.....	6
Carriage makers.....	4
Blacksmiths.....	12
Farriers.....	4
Carpenters.....	32
Caulkers.....	1
Sawyers.....	2
Stokers.....	4
Braziers.....	11
Confectioners.....	1
Cooks.....	3
Pastry cooks.....	3
Compositors, printers, lithographers.....	9
Shoemakers.....	18
Zinc-roofers.....	5
Tinsmiths.....	6
Plumbers.....	2
Gas-man.....	1
Sheet-iron worker.....	1
Coachmen, 3; Domestics, 13.....	16
Leather dressers.....	4
Cabinet makers.....	9
Joiners.....	26
Spinners, 2; Ribbon weavers, 2.....	4
Moulders.....	4
Stove makers.....	10
Laborers.....	55
Hodmen.....	9

Machinists.....	24
Millers.....	5
Coal miners.....	196
Glass-stainers.....	11
Puddlers.....	3
Saddlers.....	2
Locksmiths.....	11
Tailors.....	19
Upholsterers.....	3
Coopers.....	3
Contractors, 2; Employers, 7; Traders, 7; Professors, 2.....	18
Brush makers.....	2
Candle maker.....	1
Linen makers.....	2
Cloth maker.....	1
Paper makers.....	2
Piano makers.....	2
Gunsmith.....	1
Carder.....	1
Hatter.....	1
Hair dressers.....	3
Cutler.....	1
Stencil Cutter.....	1
Gilders.....	3
Engravers.....	2
Chemist.....	1
Potter.....	1
Sculptors.....	2
Turner.....	1
Basket maker.....	1
Total.....	<u>1,056</u>

FEMALE ADULTS—368.

Females engaged in agriculture—gardeners, farmer's wives.....	81
Washerwomen.....	28
Laundresses.....	5
Embroiderers.....	2
Seamstresses.....	132
Flower makers.....	3
Milliners.....	12
Cooks.....	9
Shoemakers.....	4
Housekeepers.....	85
Tailoresses.....	5
Weaver.....	1
Varnisher.....	1
	<u>368</u>

The proportion of farmers and farm-laborers, &c., has sensibly increased.

Commercial employees traders, contractors, professors and generally all those who did not seem to me likely to find employment in Canada, whether owing to the nature of their calling or because the season was unfavorable, were not sent to Canada until they had signed and placed in my hands a declaration *exonerating me and also the Canadian Government from all responsibility.*

It is my intention, jointly with M. DeCazes, to extend this prudent measure to all emigrants, and thus avoid all complaints against the Government and against ourselves.

It will not, unfortunately, be possible for us to prevent the emigration houses at Havre, Bordeaux and other places, from despatching to Canada, without the least discernment or prudence, a host of persons, who, not realizing the prospects they hoped for there, will think themselves justified in complaining bitterly of the Canadian Government and its agents, and will thus depreciate them before the public.

The reports published by the Emigration Commissioner of the French Government at Havre, prove that several hundreds of emigrants have started for Canada without my intervention. I insist on this fact, because, in Canada, the whole of the shipments of emigrants are wrongly attributed to me.

Those whom I deem it right to refuse, start at their own risk and peril in other ways, and I decline all responsibility in the matter.

The Government of Nova Scotia applied to me in order to obtain coal-miners, and authorized me to advance £2 10s. stg., per adult on the passages, on the signing of a warrant repayable out of the proceeds of labor.

I shipped to that Province, on the said conditions, nearly two hundred miners, and was preparing to send a hundred more when I received notice to stop the shipments, labor having notably fallen.

The sums so advanced have been punctually refunded to me by that Government.

A certain number of emigrants from Lombardy, forming a "Co-operative Society," of which I had declined to encourage the emigration to Canada, in view of the impracticable character of the rules by which it was governed, started by way of Antwerp.

In order to facilitate the settlement of the emigrants, I forwarded regularly by each steamer a statement exhibiting the names, the age, the nationality and the occupation of my passengers to M. Siméon Lesage, Assistant Commissioner of the Department of Agriculture at Quebec, to Mr. James Thom and to M. J. A. Chicoine, Provincial Emigration Agents.

The fares by the Allan Line, from Havre to Canada via Liverpool, were:—

Passengers assisted.	Quebec.	Halifax.
Adults	110 to 120 francs.	135 francs.
Children from 1 to 12 years	55 to 60 „	67.50 „
„ under one year....	15 „	15 „

I forwarded with my previous reports a copy of the pamphlets and placards used in my efforts to promote emigration; I used the same pamphlets and placards this year.

I published at my own expense an extract from two pamphlets published by order of the Quebec Government: "*La Province de Québec et l'Émigration Européenne*" and "*Les Cantons d'Est.*"

This extract, published under the title "*Des concessions de terrain au Canada dans la Province de Québec,*" has been extensively distributed amongst the agricultural classes.

My efforts for the diffusion of information embraced two-thirds of France, particularly the frontier department of Alsace-Lorraine, of Switzerland and of Italy, as well as Switzerland and Piedmont.

The following figures will afford an idea of the importance of this work:—

Placards posted	12,000
Pamphlets distributed	15,000
Circulars—"Information for Emigrants"	20,000
Letters sent	2,300

I increased the number of my offices in the rural districts, and closed several in the labor centres where we could find only emigrants animated with a bad spirit.

Emigration from Alsace-Lorraine has not given the results we hoped for, in consequence of the severe measures adopted by the German Government to check all emigration.

Mr. I. Kormann, Special Emigration Agent for Europe, was enabled to ascertain this during his last journey, from the difficulties which impeded his energetic and persevering efforts.

One of my employees was imprisoned for two days and condemned to pay a fine of 50 thalers for having distributed at Ferrette (Alsace), his native town, a few pamphlets on Canada.

I mention this fact to shew the extent of the severity of the German Government, and to exhibit the causes of our want of success in Alsace.

The Allan Line were kind enough to grant at my request, free passages going and returning, to two Tyrolese deputed by an important group of their fellow country-men to proceed to Canada, in order to examine the country and form an estimate of the advantages it might afford them.

I have just heard that these delegates have returned satisfied with their sojourn in Canada, and that they have made a favorable report.

Your Department has addressed to me a certain number of publications which I have classed in an orderly manner, and which I hold at the disposition of the public.

It is to be desired that these consignments to me should be continued, and that the collections should be kept well up with the times.

As I have already had the honour of pointing out in my preceding reports, Mr. Farrenc, a public writer, has for several years past effectively advocated the interests of Canada. This year he has published articles respecting the country, in the *Constitutionnel*, *Journal des Debats*, *Messager de Paris*, *Liberté*, *Journal d'Agriculture pratique*, *Union Nationale*, and the *Revue des Economistes*. He has in addition given lectures before several learned, manufacturing and commercial societies, and distributed among their members a pamphlet, extracted from an article published in the *Revue des Economistes*, of which I had 400 copies struck off.

Lastly he defended the cause of French emigration to Canada against the attacks of a radical newspaper, the *Rappel*.

It is sufficient to point out the services which have in this way been rendered to Canada by Mr. Farrenc, to cause them to be appreciated, and to secure for him all the gratitude to which he has a right.

Pamphlets and newspaper articles have appeared in Canada, in which the Immigration Department has been made the party accused, and its agents treated with such exaggerated violence, that the effect has turned against the authors; Canadian good sense would not permit itself to be disturbed by these diatribes, and has executed speedy justice upon them.

I myself have been particularly badly handled in these writings, and I would have taken up the pen in my own defence, had not Mr. Paul De Cazes, and afterwards Mr. E. Rameau, a constant and devoted friend to Canada, generously stepped forward with an alacrity, for which I am very grateful to them, in order to protect by their fair criticism my honorable character which others wished to tarnish.

They offered my defence with conviction, and answered exaggeration by moderation. I have nothing to add in this matter except that I am conscious of having fulfilled to the best of my powers the duties which were entrusted to me, and that I know that in the matter of emigration, one cannot expect to satisfy every person, and one must resign himself to bear with the discontent and unjust reproaches of those who either through ill-will, incapacity, or carelessness, have not been able to provide for themselves.

I have learned from a source, the authenticity of which does not seem to me doubtful, that two emigrants out of every three succeed in providing for themselves. It is hard to expect more than this, but all our efforts should be directed to the accomplishment of that result.

I have received from Mr. Edward Jenkins, M. P., Agent-General for your Government in London, all the assistance that I required, and I have much reason to be satisfied with this assistance.

In conclusion, I wish to thank Mr. John Lowe, Secretary of your Department, for his constant support, as well as Mr. Simeon Lesage, Assistant Commissioner of

the Department of Agriculture at Quebec, who has corresponded regularly with me and helped me with his advice.

Mr. J. A. Chicoine, and Messrs. Ibbotson and James Thom, Immigration Agents for the Province of Quebec, have likewise assisted me with zeal and promptitude.

I ought not to forget to transmit my thanks to Mr. DesBrisay, Immigration Agent of the Province of Nova Scotia, with whom I kept up a persistent correspondence at the time of sending out miners to that country.

I respectfully submit this report to your friendly consideration, and,

I have the honour to be, Sir,

Your obedient servant,

GUSTAVE BOSSANGE.

The Honourable
The Minister of Agriculture,
Ottawa.

No. 23.

ANNUAL REPORT OF THE ANTWERP EMIGRATION AGENCY.

(MR. RICHARD BERNS.)

ANTWERP, 15th January, 1875.

SIR,—In answer to your request of 10th December, 1874, I have the honour to transmit to you my statement on emigration to Canada from this port during the year 1874.

Considering the question in a general point of view, I think it necessary to call to mind the considerations given in my returns on the proceedings during the years 1872 and 1873, the importance of which induces me to recur to them again this year, and to which it seems to me expedient to direct your attention once more. The chief requirements which I have pointed out in those returns were the following:—

“The want of direct service between Antwerp and Canada in a double point of view, namely: to stimulate emigration and contribute to the extension of trade, chiefly the exportation of Canadian products.

“The importance of advertising in order that the public may be informed of the advantages that emigrants will find in Canada and the happy results obtained by those who have settled in that country.

“Undisputable benefit for Canada from the reduction of fares in view of attracting European emigration.

“Utility of the construction of the Canadian railways to get European workmen belonging to all trades who will contribute later to the creation of new manufacturing establishments, and to the extension of those already existing.

“Urgency of opening commercial agencies with sample rooms, the said agents answering all questions concerning the products of Canada.”

I shall, I think, be justified without going through all these points again, for which I refer to previous reports, to recall the attention of the Canadian Government to such remarks as might throw some light on the subject for the accomplishment of its purpose, and perhaps lead to some useful decisions.

Firstly, I insist briefly on the advantages of advertising. The results which this means offers are confirmed by Messrs. Allan Brothers & Co., at Liverpool, who on every opportunity distribute hand bills to stimulate emigration to Canada. Their great expenses for that purpose prove that they consider this means as a very efficient one, and I may further state that numerous experiments made in advertising, prove every day the truth of my observation.

Secondly, I direct most fervently the attention of the Canadian Government to the main point: the protection and care that must be given to emigrants. I know its great solicitude and watchfulness on this head, but it will allow me, as I have the honour to be entrusted with some share in its responsibility, to show undisputably that its pre-occupation and that of its agents in this respect must be ceaseless. The reception and placing of emigrants is one of the weightiest and most delicate tasks involved in the enterprise of the Canadian Government.

It is necessary that emigrants should, as soon as possible after their arrival, be placed according to their ability and trade, when they almost immediately after having set foot on Canadian soil, have obtained employment, and evidently more lucrative than that they had in Europe; then it must naturally follow that their friends who have remained on our continent will find themselves induced to proceed

to a country where professional ability, mechanical skill and personal conduct finds equitable reward in remunerative wages.

It is also to be remembered as a consequence of this main consideration, that in Europe old age and infirmities grow on the working man very early, and that his wages do not allow him to economise; on the contrary, an honest good-looking and laborious working man has on Canadian soil the certainty of securing for himself not only the necessaries but a comfortable competency for his old age.

As I have already observed, save a small number of sailing vessels navigating between Antwerp, Quebec and Montreal during the summer, there is no connection between Canada and Continental Europe; on the contrary, all parts of the United States are connected by lines of steamers with our continent, while Canada depends solely on London and Liverpool.

Every commercial transaction between Canada and Continental Europe must therefore go through the hands of English merchants. Hence it follows that the extension of Canadian trade, which tends chiefly towards Belgium and France, is crippled in this way.

Similar considerations have led the Belgian Government to the allowance of subsidies to certain lines of direct navigation, and if the Canadian Government could follow the same plan, it would act not only very profitably in favor of the Canadian exportation trade, but also emigration would receive from the direct relation, an impulse so much stronger that the Government would find itself by this circumstance induced to stipulate especial conditions for the conveyance of emigrants to its territory.

Indeed the latter would then be satisfied with reduced fares, and having only one passage to make without transshipment they would have much less hesitation, which I mentioned in my previous reports, and it would be much easier to obtain the emigration of whole families.

An institution of no less utility than regular direct lines in view of receiving the extension of direct trade, would be the formation of Chambers of Commerce in all the great markets of Europe, and especially in the sea ports. It is undeniable that Chambers of Commerce give very favourable results. This is manifest every day.

Canada, whose interests are nearly the same as those of Great Britain, could intrust the organization of these Chambers to the British Consuls; they would be chiefly composed of Canadians residing abroad, and of persons whose interests are connected with the Canadian trade. Exclusively of representing trade concerns of and for Canada they might exert a valuable influence on emigration, based upon the well-founded trust which would be inspired by such an assembly formed by persons enjoying a well-known respectability.

Emigration during the last year was generally not extensive, which was mainly caused by the disadvantageous state of affairs in the United States, and by the financial crisis which declared itself in Europe. The number of emigrants, chiefly laborers, sent through my office to Canada in 1874, was 210; considering the little tendency to emigration since the spring of the year 1873, the causes whereof I analysed in my report for that period, this number must be considered as favorable.

The direct lines of steamers from Antwerp to New York, which carried in 1874 together 6,000 persons to the United States, and whose fares are very much below those from Antwerp to Canada *via* Liverpool, raise a formidable competition to emigration to Canada, chiefly as the journey to Montreal costs much more than the passage by direct steamers to New York. It comprises the remarks which I have constantly made and sums up as follows:—"It requires not only direct lines, but therewith fare-subsidies on behalf of the emigrants." Could the Government consent to extend to every class of emigrants the subsidy of £1, which it allows to female domestic servants, mainly for the conveyance of whole families, there is no doubt but that this would have a decisive influence on emigration.

I received in February, 1874, a visit from Mr. I. Kormann, Emigration Agent, who travelled in Belgium, Holland, the Rhine Provinces, Switzerland, Alsace-Lorraine and Italy, and displayed everywhere indefatigable activity, with a view of extending

emigration to Canada. His endeavors have already given partial results, which no doubt the future will extend. We have together published a hand-bill containing information for emigrants going to Canada in the French, German and Flemish languages. Five thousand of these hand-bills were printed and distributed at my own expense, containing the chief emigration matters, and exerted a valuable influence; the effect thereof will be proved by the fact that I received in 1874 more than 300 requests for information, and that a very brisk correspondence ensued with persons desirous to emigrate.

The question of emigration having a very close connection with the trade of the country, I think it right to mention that it is in the highest degree desirable that the exportation of Canadian products should be organized for the continent in the most direct manner. In reference to this point, I find it useful to give a statement of several Canadian products on our market during last year.

The importation lists give the following returns for wood:—

	1874.	1873.	1872.	1871.	1870.	
Cedar	6,983	2,974	3,886	1,148	3,132	blocks.
Ebony	79	514	177	51	204	"
Walnut	1,270	5,614	3,543	2,047	3,913	"
Maple	102	.....	33	12	.....	"

The detailed tables show that of the 6,983 blocks of cedar, 763 were imported from England, and 6,136 from New York and Philadelphia. Prices ranged from 10f. to 12f. the 50 kilos.

The 79 blocks of ebony were imported from England and changed hands from 38 to 40f. the 100 kilos; walnut, 129 blocks from New York and Philadelphia; 1,141 from South Europe. Prices paid 13f. to 11½f. per 50 kilos.

In maple, 102 blocks were imported from Boston, and the last quotation ranged 10f. the 50 kilos.

Very large quantities of grain were imported last year from America, chiefly from the United States, California and even from Chili; Canada might also contribute largely to the supply of Europe, and its agriculture and trade would find in this way important and indubitable benefits. Direct relation would stimulate trade, as I have mentioned, and emigration, by extending the agricultural wealth, would likewise contribute to the commercial prosperity of the country.

Canadian petroleum is, as such, totally unknown on the European Continent, and nevertheless, what extensive resources has not Canada to contribute in this respect? During the last year, the United States exported to us 662,145 barrels. Why is the name of Canada not once mentioned in this enormous branch of trade? When I consider rosins, of which Canada could export such important quantities, and which give a number of 44,835 barrels imported at Antwerp from the United States in 1874, there likewise the name of Canada does not once appear in the continental trade reports.

Lastly, I conclude by merely saying what might not be the production of the Canadian sugar trade for abroad, if the working of it was duly organized on an extensive scale, and when by the various means which I point out Canadian sugar could be shipped direct to markets prepared to receive it?

I submit all these considerations to the sound judgment of the Canadian Government. It will find in them the manifestation of my great desire to see its noble object obtained, and of my devotedness to its civilizing enterprises. I have likewise the honour to observe, that in my opinion it would be very practical to centralize the European management of emigration for Canada in the hands of the General Agency at London, and to give from there the sole direction. The more useful and extended an enterprise is, the more necessary it is that all its branches, all its particulars should converge to one common centre. The result is more strength and greater authority, the several offices constitute altogether an homogeneous unity, and consequently all the machinery is better disposed to produce fruit, each of them deriving benefit from every experiment made by the other.

I have the honour to recommend to the minute attention of the Canadian

Government, the improvements which I have taken the liberty to point out in this statement, and I have the thorough conviction that their application would amply and forever repay Canada for the temporary sacrifice to which it would have to submit.

I remain, Sir,

Your very obedient servant,

RICHARD BERNS.

P. S.—As I was closing the above, I received letters and newspapers from Canada dated the 4th inst. I observe in the *National*, published at Montreal, an article taken from the *Message de Paris*, which explains exactly the same ideas I have just expressed concerning the necessity of direct relation. I cannot sufficiently call the attention of the Canadian Government to the truth contained in this article.

It describes in a most masterly style how the French products (brandy, wines and sugars,) are directed to Canada through English hands, by which they are converted into English products.

The same is done with every European production which goes through English hands.

In referring to Canadian exportation for the Continent, the *Messenger de Paris* quotes as suitable for the French market, woods, gold, silver and copper goods, grain, meal, butter, cheese and petroleum.

To forward the French as well as the Canadian interests, the *Messenger de Paris* asks for direct relation with Canada; but it is not easy for private individuals to take such an initiative. It is therefore the duty of the Canadian Government to open the way. It should establish trade agencies like its emigration offices, and I am sure it would in a short time inaugurate without any excessive sacrifices its direct lines with continental Europe to the great advantage of its inhabitants and the rational trade of its country.

RICHARD BERNS.

To the Honourable
The Minister of Agriculture,
Ottawa.

No. 24.

ANNUAL REPORT OF MR. DAVENEY, SPECIAL IMMIGRATION AGENT
IN ENGLAND.

LEAMINGTON, 14th December, 1874.

SIR,—I have the honour to herewith submit to you the third annual report of my proceedings, &c., as Special Emigration Agent for the Dominion of Canada.

Having, as formerly, opened an office in Norwich, Norfolk, I remained in that and the neighboring counties of Suffolk, Buckingham, Hertford, Cambridge and Northampton, during the first four months of the present year, and in that time I gave a special lecture "On the advantages offered by Canada to English emigrants," at the Corn Exchange in the town of Hertford, and another at the Assembly Rooms at Hoddesdon. I also attended and gave addresses on the same subject at public meetings held as follows, viz. :—

In Norfolk, fifteen; in Suffolk, seven; Cambridge, five; Buckingham, four; Northampton, three; in all thirty-four different places. During the month of April as a result of the above, I granted assisted passages to Canada to 112 souls, several of whom I engaged for the Northumberland and Durham Immigration Aid Society of Ontario.

In compliance with instructions received from the Agent General in London, I closed the office in Norwich on the 27th day of April and proceeded to Leamington, Warwickshire, where I opened an office for the purpose, more especially of conducting all correspondence referring to Canada, in connection with the members of the National Agricultural Laborers Union. This correspondence was very extensive, and continued so with fluctuations at harvest during the months of May, June, July, August, September and October, the last family having sailed for Canada in the steamer "Polynesian" October 29th.

The number of persons receiving assisted passages with whom the correspondence in relation thereto was conducted through my office, and whose names are on my books, was 2,065. They came from twenty-nine different counties in England, Norfolk, Oxford, Cambridge, Essex and Hampshire furnishing equal numbers and standing first. Warwick, Bucks, Berks, Beds and Northampton coming next in order, while Hunts, Kent, Monmouth, Rutland, Notts, Sussex and Hereford only contributed from one to three families each.

When the season for emigration to Canada was drawing to a close, I placed myself in correspondence with several of the Secretaries of the Laborers Unions, and in reply to my offers to do so, I received many pressing invitations to visit their respective districts, and deliver addresses on "Emigration to Canada" at their public meetings. I have, as far as time has permitted it, complied with most of their requests, and in the space of two months I have attended public meetings and spoken on behalf of Canada, as follows, viz. :—

In the Isle of Wight, six; in Wiltshire, seven; Warwickshire, seven; in Leicestershire, three; in Berkshire, three. In all, twenty-six different places.

I generally took with me a supply of pamphlets and printed matter and distributed three or four dozen at each place, and at the close of my addresses, I requested those persons who received them, to read them carefully and then lend them to their neighbors and friends.

Should equally favorable terms be granted, the emigration to Canada in 1875 will, I am certain, be very numerous, as at many of the villages I have visited, I have heard of families going out in consequence of their friends having sent back favorable accounts of the country, &c., &c. There are already several hundred names given in for passages to Canada as early in the spring as they can be had. The number of emigrants next year will depend almost altogether on the costs of the passage. We may accept it as a fact that Canada is now generally and favorably known amongst the rural population of England, and that thousands are willing and anxious to make their homes in that country, but they have not the means of paying the cost of the passage across the Atlantic; it is in fact as much and in many cases, even more than they can do, to pay their railway fares to Liverpool, so that the question just resolves itself into this: That with free passages, there will be plenty of emigrants, and that if only a limited amount of assistance is granted, the number of emigrants will also be proportionately limited.

A few very unfavorable reports against Canada have come back but when I have been able to trace them, I generally found that they came from men, other than agricultural laborers. I am convinced that the English town laborer is not, generally speaking, the man to send to Canada. I look upon him, as one always on the watch for light jobs at high prices, and as a rule, will not work steadily day after day, the same as a man accustomed to work on the land. I have therefore ceased to hold lectures in the large towns, and confine my attention chiefly to the villages and small towns.

In conclusion, I must thankfully acknowledge the great and valuable assistance I have so continuously received from the District Secretaries and Delegates of the Laborers Union; they having frequently called special meetings for me, invited me to public teas, and given me every opportunity and facility of bringing before the public the great benefits and advantages the laboring classes of England will secure by founding fresh homes in the Dominion of Canada.

I have the honour to be, Sir,

Your obedient servant,

A. B. DAVENNE.

To the Honourable
The Minister of Agriculture,
Ottawa.

No. 25.

ANNUAL REPORT OF MR. GRAHAME, SPECIAL IMMIGRATION AGENT.

CARLISLE, 15th December, 1874.

SIR,—In accordance with instructions from Ottawa, I left Canada on 1st November, 1873, arriving in England on the 13th, whence after procuring pamphlets, maps, &c., in London, I proceeded to my district in the Border Counties. I first went through portions of Dumfriesshire and Cumberland, giving lectures in the most suitable places, and afterwards through a considerable proportion of Kircudbright, Roxburgh, Peebles, Berwick, also portions of Northumberland, Westmoreland, Durham and Northern Yorkshire. In all, I held about ninety meetings, the average attendance at which would be about 100, and distributed from twenty to twenty-five thousand pamphlets. During the holiday season at the New Year, and at the time of the general election in this country, peoples' minds were otherwise engaged, but at other seasons I have found a great interest taken in Canada, and a very considerable amount of emigration the result of my labors.

In many instances in country villages, my audiences were not large, but they consisted of the class of people which we most particularly require in Canada. These were the agricultural labourers and tenant farmer class. Of these classes very considerable numbers have gone to different parts of Canada from Dumfriesshire, Roxburghshire, Kircudbright, and Cumberland more particularly.

Some people with more or less capital have also gone out, people in the middle stations of life, some married and some single. Many have gone with the intention of conjoining some business with agricultural pursuits. There was a great desire on the part of many to obtain particular information regarding Manitoba, as its prairie lands are highly thought of. I have generally leading people in towns and villages willing to give me assistance in my work, though in some instances I have met with a good deal of hostility from those who are averse to emigration.

The inducements to people to go to various parts of the United States have not been brought forward so prominently, and have not been so great as last year, but there has been a very great demand for labor, and great inducements held out to people to go to New Zealand. They give free passages to that country, which I have found in many instances, has very greatly militated against my success in inducing people to go to Canada. After conversing with people for a time, for instance, as to the advantages of Canada, the remark is frequently made, "I quite agree with you, and would like to go to your country, but how much will it cost for my family and myself (say seven persons) to go out?" When I tell them the sum they say, "I am afraid I have not so much, and as I can go to New Zealand for nothing, I will have to go there." The various steamship companies having lowered their steerage rates has undoubtedly given a slight impetus during this season to emigration in inducing those who have been thinking about the matter to make up their minds quickly. In several of the manufacturing districts of the South of Scotland, I have found that many of the people employed, who were originally brought up to agricultural pursuits, are tiring of their new work, and are desirous of going to a new country, and therefore a great deal will be able to be done in these districts for some time. There is no doubt it requires time and consideration for many of these people to make up their minds, and consequently the advantages of our country require to be kept constantly

before their eyes if we wish to compete satisfactorily with the Australian Colonies and the United States. I have found that a great deal is to be done in many rural districts, by going through them some time previous to the periodical hirings, as if people get engaged for a length of time, they are very thoughtless of their future, in most instances, until near the expiration of their engagement. In some instances, I have met with people who have been in Canada before, and are going out again, and it is often the case that they have induced several to go with them. It has likewise been extremely satisfactory to me on many occasions to have had Canadians present at my lectures, without any previous knowledge on my part, who have corroborated my remarks. On the whole I have found that there has been a fair emigration of all classes from the districts through which I have been, and all that is required to have an increased number in future, is a greater amount of information to be imparted in the rural districts, as the ignorance of the people regarding Canada is astonishing in many parts, and it is chiefly on that account that so many are induced to go to other countries.

I may say, that I find the maps which have been sent me in reply to my request of essential service, and I think the distribution of them in large country schools of the greatest importance in disseminating a knowledge of our country which tends most of all to emigration to it. I think it would be of great service towards making lectures more interesting and attractive to audiences if views of different portions of the Provinces and scenes within them were exhibited by the lecturer, and likewise samples of grain and the various mineral, timber, and other productions of the country.

I remain

Your obedient servant,
THOMAS GRAHAME.

The Honourable
The Minister of Agriculture,
Ottawa.

No 26.

ANNUAL REPORT OF MR. SAMUEL CAPPER, SPECIAL IMMIGRATION AGENT IN ENGLAND.

MANCHESTER, December, 1874.

SIR,—During the year I have been actively at work as Special Emigration Agent, and have delivered upwards of 176 addresses in almost every section of England, and with much success, as I calculate that not less than three quarters of a million of people have thus listened to information about Canada and its advantages as a home for the working classes.

At the same time I have, at every opportunity, endeavoured to advance the commercial interests of the Dominion. My efforts in this direction have been followed by good results, as several importers who used to trade with the United States have, from information I gave, opened a direct trade with Montreal, Toronto and Guelph merchants and manufacturers.

In May last I started from England with a party of 133 emigrants, several families in the party seeking no assistance, but taking a good sum of money into the Dominion. All of those I took out immediately obtained good situations, and from many I have had very valuable letters since my return.

In August last, at the request of the Agent General, I went into North Wales and spent four weeks at Bethesda. My visit there did good to emigration work, for my speeches were reported in the Welsh newspapers, and more fully reported in those which are printed in the Welsh language.

I also, by consent of the Agent General, printed a large placard in Welsh, giving a short account of the advantages Canada offers to the labouring man; and from the work then done I am expecting a good number of Welsh people will emigrate in the spring.

Besides the above, I have carried on a large correspondence during the year, the average number of letters I have written amounting to over 100 per month. The newspapers I have continuously written letters to, and on several occasions had to defend Canada from unjust and slanderous attacks.

All the time I could spare from public meeting work has been occupied in attending to the office I opened in Manchester, from which have gone forth some thousands of Dominion Emigration pamphlets. Hundreds of working men have had interviews with me there, as well as commercial people in Manchester applying for special information relative to trade.

My efforts have been attended with direct results, as may be seen by the passenger returns; and as I travel about the country I find numbers have emigrated who have never applied to me for any aid, but who attended the public meetings, read the various tracts on emigration, and afterwards have gone to Canada.

This report would be incomplete did I not say that the promise for a large emigration in 1875 is very good, as I have plenty of enquiries by letter, and also personally, which will warrant me in saying a good class of emigrants may be looked for. Under the new and consolidated system greater success must follow.

In conclusion, I beg to acknowledge the kindness and courtesy, as well as promptitude, in all my correspondence and dealings with the London Office.

Yours faithfully,

SAMUEL CAPPER.

To the Hon.
The Minister of Agriculture.

No. 27.

REPORT OF THE SPECIAL EMIGRATION LECTURER FOR GREAT BRITAIN.

(DR. LACHLIN TAYLOR.)

KING STREET, WESTMINSTER, S.W.

November, 1874.

SIR,—I have the honour to present a brief report of the commencement of my labours in Great Britain, as lecturer on "The Dominion of Canada." By special invitation I visited Glasgow and delivered my first lecture in that busy mart of trade and commerce which now claims to be the second city in the United Kingdom in extent and population. The Lord Provost, Sir James Watson, occupied the chair, and he was supported on the platform and in the body of the hall by a number of the leading citizens of the city of Iron Steam Ships and important colonial connections. When the hall was filled to its utmost capacity, hundreds could not gain admission, and the assembly was one of the most enthusiastic I ever addressed on either side of the Atlantic. The lecture bore immediate fruit in the increased number of applications for information as to Canada and its advantages and resources. At the office of the esteemed agent for Glasgow, R. Murdoch, Esq., and also that of the talented and energetic agent for the Highlands, Mr. A. G. Nicholson, those calls extended over days with unabated interest. Under the direction of the Agent General, I hope to deliver a second lecture in the spring, on my way to the north, for I am anticipated and expected in my native land, from Campbeltown in Argyleshire to the far north, to deliver lectures in both Gaelic and English on "The Dominion of Canada." My second lecture was given in Edinburgh; the Right Honorable the Lord Provost in the chair, and the platform was occupied by representatives of the various societies and associations of that seat of learning and culture. Immediately in the rear was a leading and venerable clergyman, eighty-two years old, and the renowned Doctor Duff of world-wide reputation moved the vote of thanks in terms which I cannot attempt to describe. The fruit of this lecture was realized the succeeding days in numerous applications from morning till night, as to rates of passage, routes &c., and how certain classes could get on in Canada. All the applicants in Edinburgh were persons of the right stamp for settling in the Dominion, and it was very pleasant to be engaged till midnight in answering questions and giving information with regard to the advantages and resources of our noble country.

My next lecture was delivered in the Shoreditch Town Hall, London; John Holmes, Esq., M.P. for the Borough in the chair; the attendance was large and the meeting a great success. Up to the last morning that I left for Bristol, I was waited upon sometimes till late at night by parties asking numerous and varied questions with regard to the Dominion of Canada, and stating their determination (some of them with great enthusiasm) to make Canada their future home. We have powerful rivals and strong agents from other colonies and countries in the field, but I am fully convinced, that our worth is patiently, perseveringly, consistently, and at all times and on all occasions truthfully to present the claims of our Dominion to the laboring and middle classes of Great Britain and Ireland to secure ultimately a large and increased immigration.

There are tens of thousands who must leave this over-crowded country for some land in which they shall have freer and fuller scope for themselves and their families, and we can tell them that Canada presents such a field, and they will receive a cordial and royal welcome. In our love and admiration of the great land which God hath given us to possess, strangers might naturally suppose that our sketches were over-drawn, and the country over-rated; it was therefore intensely gratifying to me at the close of my lecture in Edinburgh that the Lord Provost in acknowledging the vote of thanks said:—"I have been over the greater part of the country which the lecturer has described, and can state from personal knowledge and observation that he has kept within the mark, and has not over-stated the character and resources of the Dominion of Canada. In the arrangements for those successful meetings, I had the faithful and devoted co-operation of our agents, Messrs. Nicholson and Murdoch, and also that of M. Byrne, the agent for Ontario, as well as from Colonel David Shaw, formerly an agent for the Government.

I cannot but feel delighted at the success of my first efforts as a lecturer on the Dominion in Scotland and England, and hope by faithful and constant devotion to the objects of my commission in all the places I may visit in the glorious fatherland, to promote the best interests of our noble and magnificent country.

I have the honour to be, Sir,

Your most obedient servant,

LACHLIN TAYLOR, L.L.D., and D.D.

The Honourable
The Minister of Agriculture,
Ottawa.

No. 28.

ANNUAL REPORT OF MR. ANGUS NICHOLSON, SPECIAL IMMIGRATION
AGENT IN THE HIGHLANDS OF SCOTLAND.

STORNOWAY, DECEMBER 31st, 1874.

SIR,—I have the honour to submit the annual report of my work during the past year.

As my operations have been chiefly confined to the West Highlands and Outer Hebrides, I am glad to be able to say that the various causes which have been operating to seriously against emigration, during the year now ended, have not been felt so much in my district as in others, and so the number of emigrants I have been the means of sending to Canada this year is fully equal to, if it does not exceed, that sent in 1873.

My plan has been to hold public meetings in the principal centres of population, explaining the object of my visit, and then staying a short time in each district in order that the people might have an opportunity of making up their minds, consulting me privately, and arranging details, &c. At stated intervals subsequent to my lectures, I again visit the same districts, announcing my advent by means of newspaper advertisements, placards and bills. In this way it will be seen that I have to travel very extensively, being continually on the move from place to place. I have held a great number of very successful meetings and been the means of despatching a considerable number of first-class emigrants to the different Provinces of the Dominion. As, however, you have had the details of my operations from time to time in my monthly reports, it seems unnecessary to repeat them. I have forwarded to you the letters of the Government Emigration Agents at Quebec testifying to the satisfactory nature of the emigration through my agency—both as to the number and quality of the emigrants. A large number of the emigrants sent out by me during the past year (as well as many sent out previously) are now settled on their own land in the townships of Hamden, Marsden, Whitton, Winslow, Lake Megantic and the surrounding districts in the Eastern Townships, Province of Quebec. The remainder have mostly settled in Ontario and Manitoba, and are doing well. I have over a hundred letters in my possession from emigrants expressing their entire satisfaction with the treatment they received from the Government Agents at Quebec and elsewhere in Canada. They speak in the most hopeful and satisfactory terms of their position and future prospects, particularly recommending their friends in the Highlands to place perfect confidence in myself and the statements I made, as they had found everything as represented, indeed some say that they had found matters a little brighter than I put them. These letters have been kindly given to me by friends of the emigrants, and I am endeavoring to obtain permission for the publication of a few of them. I have not yet heard of a single complaint from any of my emigrants.

I have been very careful at all times to keep within the letter of my instructions,—never recommending or encouraging an individual to emigrate except such as I was quite certain from their position and circumstances were suitable to and likely to succeed in the districts I recommended to them. Each case was taken on its merits, the person's age, family, language, means, previous occupation and many other conditions, being taken into account in pointing out a choice of location or destination. I consider that to my extreme carefulness in this respect, together with my knowledge of and sympathy with my countrymen on both sides of the

water, especially my personal acquaintance with all the principal Highland settlements in the Dominion, I owe the very agreeable and satisfactory results herein stated.

A great many people are looking towards Manitoba, and I believe that that Province is destined to become the chief field for Highland emigration at no distant day. At present the great distance it is away and the expense of getting there are the great drawbacks, owing to the poverty of the great majority of the emigrating classes of the Highlanders. In this connection I may remark that a scheme something similar to that lately promoted by Lieut.-Col. Shaw (formerly the Government Emigration Agent at Glasgow) in his starting of the British and Canadian Land and Settlement Company is much needed, and would I think be very successful, as by its agency many poor and deserving families would be enabled to go out and settle themselves comfortably, paying back the cost of passage and other items by easy instalments, from the proceeds of their own industry.

All the competing Emigration Agencies formerly reported on, are still at work as actively as ever. The New Zealand and Australian authorities are particularly alert, the streets of every town and village being always well ornamented with their bills and placards, offering *free passages* and other inducements to emigrants. Not only so, but nearly all the newspapers being subsidized by means of their advertisements, are doing their full share in the same direction. I also met with the usual opposition from extensive farmers, merchants, contractors, fish-curers and other interested parties. One contractor in Stornoway (one of my principal places of call) has made himself particularly conspicuous by the hostile manner in which he darkens his own office by plastering his window over with such newspaper cuttings as he can find speaking harshly of Canada. Despite all these obstacles, however, there is prospect of a very fair amount of emigration from the Highlands for 1875, particularly if the price of labor holds out well in the various provinces of the Dominion. I have several parties already preparing to leave early in the spring.

I have the honour to be, Sir,

Your obedient Servant,

ANGUS NICHOLSON,

Emigration Agent for the Highlands.

The Honourable
The Minister of Agriculture,
Ottawa.

No. 29.

ANNUAL REPORT OF MR. TALBOT, SPECIAL IMMIGRATION AGENT IN IRELAND.

29 SOUTH MALL, CORK, IRELAND,
26th December, 1874.

SIR,—I beg to forward my annual report for this year, and I trust that it will meet with your approval.

I entered upon my duties in the south of Ireland early in January last, and having opened an office at the above address, I at once, by advertising, circulating printed matter and advantageously posting placards, informed the public of the inducements offered by the Government of Canada to intending emigrants.

The result was that for some months I was daily engaged in replying, personally and by letter, to numerous enquiries from those contemplating emigration.

I was particularly struck with the lamentable ignorance prevailing regarding Canada, even amongst classes who ought to have been better informed.

It was easy to observe that those interested in obtaining emigrants for the United States and the Australian Colonies, besides *all* opposed to emigration generally, had not been idle in disseminating reports highly injurious to the Dominion. The misstatements relating to the climate, if believed, were sufficient to deter the boldest from making a home in Canada, and these reports up to the time of my arrival, were in a great measure totally uncontradicted. I lost no opportunity of disabusing the minds of the public of the erroneous ideas they had formed from the false reports, and I frequently contradicted unfounded statements that gained circulation in the Press, and which if allowed to pass unnoticed would no doubt have retarded emigration to Canada.

I paid many visits to rural districts in which I am well known. I went amongst the peasantry and farming classes. I fully explained to them the advantages Canada offers as a home for emigrants, and I have every reason to believe my representations will have much weight.

I have constantly advertised in the principal daily and weekly newspapers in the midland and southern counties. I have lectured in many of the country towns, and for a local opinion of the probable result of my labors, I may refer you to a leading article (enclosed) which lately appeared in the *Cork Constitution*, one of the principal Irish daily journals, and which, I may add, is opposed generally to emigration.

During the past autumn and winter, vast numbers of unsuccessful and discontented emigrants have been returning to Ireland from the United States, but I am glad to be able to report that not a single case has come to my notice of any one returning from the Dominion in consequence of inability to succeed.

I regret that it is impossible for me to furnish a report of the number of persons who emigrated to Canada during the year, from the districts in which I have been working. The total number that embarked at Queenstown, per the Allan steamers, the only line touching at Queenstown, *en route* to the Canadian ports, was 262, *i. e.*, 211 for Quebec and 51 for Halifax, but I have no means of ascertaining the numbers of those who went to Canada, *via* the United States, or from any of the ports in Great Britain.

The late decrease in the fares has been of no advantage to New Brunswick or Nova Scotia. The cost of a steerage passage to Halifax is £6 6s., while to Quebec—until the steamers ceased running in consequence of the ice—it was only £3.

In conclusion, I have only to state that there is every prospect of a great increase in the tide of emigration to Canada next year. I know that the people in the midland and southern counties of Ireland are becoming aware of the advantages the Dominion offers as a field for emigration, and I think you may rely that next spring and summer there will be a much larger number of emigrants to Canada from the midland and southern counties of Ireland, than for many previous years.

I beg to remain, Sir,

Your obedient servant,

G. S. TALBOT.

The Honourable
The Minister of Agriculture,
Ottawa.

EMIGRATION TO CANADA.

(From the Cork "Constitution.")

During the past season of trans-Atlantic emigration. Canada was more prominently before the public than for many previous years. A protracted correspondence on the subject of Canada as a field for emigration, was carried on in the columns of the *Times* until the discussion became tiresome to the general reader. Cases of failure, hardships, and despondency were quoted on one side, and were replied to by substantiated instances of success and rapidly gained prosperity. An impartial reader would be inclined to judge from the entire controversy, in most cases, the want of success was owing more to the unfitness of the emigrant than to any fault of the colony to which he emigrated. In the south of Ireland, too, emigration to Canada has recently received a good deal of notice. The subject has been freely advertised. Pamphlets, maps, and other printed matter, have been distributed; and lectures delivered in the rural districts by the Canadian Government Emigration Agent appear to have caused much interest amongst the agricultural laboring class, a class we believe the Canadian Government are most anxious to obtain as settlers. Very favorable accounts have been received from many of the working classes who went to Canada last spring or summer. These reports are sure to have great weight with those who contemplate making homes for themselves in the New World, and will doubtless increase the tide of emigration to Canada next season. The Dominion Government offer very favorable inducements to emigrants. A married man with a family can obtain a free grant of 200 acres of land, and each member of his family over eighteen years of age an additional grant of 100 acres. This, of course, is forest land, but the soil is rich and fertile, and in many places tracts of land are open for free selection within a few miles of good markets, and are accessible by roads, rail or water.

To the poorer classes of agricultural laborers and female domestic servants, assisted passages are granted on terms that will enable the most needy to emigrate. No repayment of the pecuniary assistance given is required, but, very properly, certificates as to the character, &c. of each applicant are required, and these certificates must be signed by a clergyman or magistrate. If this course is adhered to, the idle, dissipated, or physically unfit, receive no encouragement, and the Canadians cannot fail to obtain a very useful class of settlers. The prices of the necessaries of life in Canada are quoted at very low rates, and not alone the farmer, but his workman, can afford to enjoy plenty of wholesome meat diet. Judging from the following extract from a letter of a correspondent of the *Daily News* of October last, Canada offers the greatest attraction to young farmers possessing a little capital:—

"Few things have impressed us more forcibly while travelling through Canada, than the lamentable ignorance of Englishmen generally, respecting the true character and resources of this splendid colony. To think that within a fortnight's distance of England all the unknown and incalculable wealth of this magnificent

country should remain comparatively unsought after, is positively overwhelming. What are all those hundreds of young farmers thinking about, who with utterly inadequate capital, are fretting against the social bars of their English homes and English circumstances, that they do not come over here and pick up the one and two hundred acre well cleared farms which lie scattered over the various Provinces? In each of these farms is a mine of wealth, and it only needs strong arms and clear heads to develop it."

No. 30.

ANNUAL REPORT OF MR. RICHARDS, SPECIAL IMMIGRATION AGENT IN THE CHANNEL ISLANDS.

13 ESPLANADE, JERSEY,
14th December, 1874.

SIR,—In compliance with your request, I forward you my annual report—got up as correctly as memory and a few records enables me. I did not know I would be required to furnish an annual report, therefore made no preparation for it.

After my arrival here from Guernsey last December, and getting my home and office settled, during the months of January, February and March, I proceeded to make myself and my business known to the people in precisely the same way as I had done in Guernsey and Alderney last year, by the means of advertisements, circulars, posters, writing correspondence to papers which would insert them, and circulating other printed information supplied by the Department and the Messrs. Allan, by delivering lectures on Canada at public meetings which I convened for the purpose, and being always present on market days amongst the country people, delivering printed and verbal information. I soon succeeded in making Canada and its resources known to people who had little or no idea of it before. The fact of my having had nearly twenty years experience in the Dominion gave weight to my statement. As a result of my exertions during this year, in the face of free emigration to New Zealand, and the financial crisis and large business failures in the United States, which the uninitiated mix up with Canada, putting all down as bad news from America—thus Canada suffers, I have the names of 216 souls who have gone from the Channel Islands to Canada during this year; the total number who have gone I could not possibly give, seeing that the Allan Line, as well as the other steamship companies, have agents in Jersey, Guernsey and Alderney, who have not been willing to give me a list of the passengers forwarded by them, thinking, no doubt, that I wanted to pry into their business. I think, however, I may reasonably suppose that at least as many more have been despatched by these, which would make a total of 432—this is merely a supposition not to be relied upon. Since I received the book of Refunding Certificates for the Province of Ontario, I have issued forty-one bonus certificates representing 121 souls; previous to and during which time Mr. Jourdain also issued several of the certificates for the Islands, to myself as well as to my assistants, Mr. Bellingham in Jersey, and Mr. Willcocks in Guernsey, who act for me whilst I am travelling. I also know of two families who intended settling, one in Quebec, the other in Montreal, that have gone to Ontario, one to Belleville, the other to London, who had no refund certificates.

In the course of the year, I have been seven times to Guernsey, and on the 10th of August I went to Granville, and travelled nearly all the distance to St. Malo on foot, this took me six days to do, during which time I circulated 1,000 circulars in the French language, after having had permission to do so from the mayors of the different towns and *départements* I passed through; this I did with a hope of drawing an entirely new and desirable stream of emigration from those agricultural sections of France—results from this work have commenced to show, the full extent remains to be seen. I am still pushing on in every way I can think of, and at present I know of over twenty who have intimated their intention of going to Canada early in the spring. All of which is respectfully submitted.

The Honourable
The Minister of Agriculture,
Ottawa.

Your obedient servant,
H. J. RICHARDS.

No. 31.

ANNUAL REPORT OF MR. H. MATTSON, SPECIAL IMMIGRATION AGENT IN SCANDINAVIA.

GOTHENBURG, Dec. 18th, 1874.

SIR,—I have the honour to submit the following report of this agency, embracing a period of little over a year and a quarter, namely, from the 19th of September, 1873, to the 31st December, 1874.

The Emigration Agency of the Dominion of Canada for the Scandinavian kingdoms was established on the 19th September, 1873, by my appointment as agent.

From a conversation I had a few weeks before that time with the then Minister of Agriculture, the Honorable Mr. Pope, and with John Lowe, Esq., the Secretary of the Department, I received a general idea of the plan to be pursued, but had no specific instructions, and owing to the change of Ministry shortly following, I was left without definite orders and instructions until the month of March, when I was ordered to report to you for orders; this will account for the slight discord which you found before I had time to regulate matters according to your own plans.

In the fall of 1873 I did, however, commence work in pursuance of the verbal conversation above alluded to, so far as I felt authorized to do so.

Having been for many years connected with Scandinavian emigration, I was already in correspondence, and had personal relations with many people who had the subject at heart, and I was on personal good terms with the principal emigration agents in those countries, which facilitated my efforts to communicate directly with the people, and I have devoted the time to travelling a good deal among them.

I have advertised briefly some of the advantages of Canada in 46 newspapers, inviting at the same time particular correspondence on the subject. I have received and answered, either by letter or by printed documents, written enquiries about emigration to Canada from over eleven hundred individuals, and have distributed, through the mails and through the emigration agencies, seventeen thousand pamphlets, circulars and maps, descriptive of Canada in the different Scandinavian dialects and in the Finnish language.

Through the favor of Allan Brothers & Co., at Liverpool, I have been enabled to place an excellent map (5 by 9 feet, on rollers) in prominent places in about forty country villages.

I have come into correspondence with a society of Finlanders in St. Petersburg, who are striving to direct the Finnish emigration to North America, rather in opposition to the plans of the Russian Government, for colonizing the Amur Valley, in Asia, with the dissatisfied Finns; and I hope that with a little effort at the start, much good will be secured for our undertaking in behalf of Canadian emigration. For further particulars in regard to this, I would respectfully refer to my letter of August 22nd on the subject.

In the Danish island called Iceland, there is at present a great agitation among the people of all classes on the subject of emigration, and I think I am safe in estimating that ten thousand people will leave that island for America within the three next years, to be followed by half the population soon after. Their country is too barren and inhospitable for civilized men, which they are just beginning to find out. They are a hardy, frugal and industrious race—the oldest type of the Scandinavians—they are well inured to a northerly climate, are excellent herdsmen and fishermen, and I believe that the eastern coast of Canada would be well adapted for their future

home; and this seems also to be the prevailing opinion among their leading men. Learning last winter that there were two prominent Icelanders in Copenhagen, who took a lively interest in the emigration movement, I went to see them, and have since corresponded with them after their return to Iceland, and to a good purpose. I learn from them and others that the field is ripe for a large movement to Canada. Some have gone the past season from the south of the island; another party of seventy families in the northern part of the island were booked to go in August last, and had paid part of the passage money to an agent, but owing to some misunderstanding or difficulty, the Norwegian Steamship Company which had agreed to send a steamer for them failed to do so, and I am unable to state whether they have got away yet or not. If they have not gone, I would earnestly recommend that the offer of assistance which was made this year be still kept open, and I hope to make arrangements with the Allan line to send a steamer to the north coast of Iceland next summer to bring them and others away, they being so far from the seaport Reikiavik that they cannot leave the island in the regular mail steamers.

It appears now that the attention of the United States Government has been directed towards this people, and that a war steamer has been sent with a reconnoitring committee to the territory of Alaska with a view of directing that valuable emigration there; but I have no doubt that the great distance and the inhospitable nature of that territory will be so much against the undertaking that the people chiefly interested will greatly prefer Canada, and can easily be induced to go there if some efforts are made with the first parties leaving, and with some of the controlling men on the island.

Concerning the immediate results of this year's labor, they have not been at all satisfactory. The following table shows the number of emigrants for Canada reported to me during the year:—

Name of Steamship Line.	Port of Embarkation.	Number of Persons.	Number of Adults.
Allan Line	Gottenburg.....	65	59
do	Copenhagen	111	88½
do	Christiania.....	51	45½
Dominion Line	Copenhagen	23	19½
Anchor Line	do	27	22
Norwegian sailing ship Line.....	Christiania.....	16	11½
Total		293	246

Of this number, assistance has been given to eighty-two adults, namely:—

By Allan Line, Gothenburg	20
do Copenhagen	28
do Christiania.....	11½
Dominion Line, Copenhagen.....	6½
Anchor do do	4½
Norwegian sailing ship, Christiania.....	11½
Total.....	82

To this add seventy families, about 300 persons booked in Iceland, who were ready to leave in August when I last heard from them, making a total of nearly 600 persons, of whom I have official knowledge.

I know that several have left by the different Boston and New York lines for Canada who have not been reported to me, and yet the number is far short of what might have been expected under ordinary circumstances.

I beg, however, that you will bear in mind the fact that the season has been the worst for immigration we have had in these countries for over ten years. Scandinavian emigration is comparatively in its beginning. Prior to the year, 1853, only a few families emigrated each year, after that the number increased at a very regular ratio until it reached 40,000 persons in 1869. Since then a season of unparalleled prosperity commenced and still continues, in consequence whereof the number of emigrants has gradually decreased so that in 1873 it only reached 20,000. The present year has been still more prosperous, money very plenty, wages double, and in the mineral districts treble of former times, the produce of the farmers has sold at very high prices, speculation and new enterprises have multiplied in an unusual and unnatural manner, real estate almost doubled in value, and everybody seems to have made money and been contented for the time being. To all this comes the great financial crisis in the United States, which deprived thousands of employment who have returned here crying down America generally. This panic has even gone so far that the Danish Government has issued a proclamation warning the people from emigrating for fear of the misery and suffering in some of the Western States. By reason of these combined difficulties emigration this year has so greatly decreased that the whole number who had left the port of Gothenburg this year up to the 1st of July, was only 1,885, against 9,497 during the same period last year (and of this small number two-thirds had prepaid tickets sent them from friends on the other side), the same proportion holds good in the other Scandinavian seaports, and also for the time since the 1st of July, when the bulk of emigration was over.

In connection with this, I would briefly refer to a peculiarity with the Scandinavian emigrants, namely, a certain clannish feeling or disposition to settle near their own countrymen and former provincial neighbours, and where they have access to churches, schools and business places where their own language is used. This makes it always hard to start the first settlements in a new or unknown country, but after a nucleus is once formed for a little community and a church organized or a school started, then this same peculiarity becomes a good advantage, because then the work of emigration goes on without any effort or expense to the Government. In the Northwestern States are numerous settlements started some years ago, and well-known among the people here; in Canada there are none, and that country was entirely unknown here among the masses until this year; you will, therefore, readily perceive that the fruit of the work done here now will appear more satisfactory two or three years hence.

Concerning the expenses of this agency I can conscientiously say that I have endeavoured to be as economical and careful as any prudent man could be in his own affairs, so as to get the most work done for the least money, and yet the sum total may, at a first glance, seem quite large; but I beg to call your attention to the fact that my work extends over a very large country where communications are comparatively poor, postage very high, and where four different languages have to be used, or rather four branches of the same language and, yet so much unlike each other that separate editions and translations are necessary for each, and that while the agents' allowance is quite liberal, it also includes office, travelling and many other expenses usually in such cases charged separately.

The following table shows the expenses of the agency up to the end of the present year, being for a period of fifteen and a half months:—

Printing of 14,000 pamphlets and 3,000 circulars in four dialects.....	\$	cts.
21,000 maps with lithographing.....	326	41
	181	55

	\$	cts.
Advertisements in forty-six newspapers in four different countries	495	77
Postage, inclusive, for 7,000 Danish pamphlets sent from London.....	423	25
Telegrams.....	48	37
Duties on printers' matter.....	6	35
Blanks and stationery.....	93	76
Express, freight and cartage.....	71	68
Translating (Finnish).....	15	80
Sub-Agents expenses.....	34	80
Map binding.....	14	05
Consuls fees.....	3	68
Expenses, journey to London.....	95	00
Agents' salary and expenses, including office rent and furniture, clerk hire and ordinary travelling expenses.....	5,519	10
Total.....	\$7,329	57

Respecting the future success of this agency, I have the best hopes. The unfavorable prospects of the year just closed are not likely to recur very soon, a change is already perceptible; prudent men are taking steps to realize their goods and chattels with a view of moving; enquiries at this office are multiplying, and there is every indication that emigration will set in with renewed force, and by properly working and directing it, Canada will have a large share, and when once fairly started to Canada that country will be preferred to the Western States by the Scandinavians on account of its nearer approach, its excellent climate, fine timber lands and fisheries, all particularly suited to their tastes and habits.

The Scandinavian emigrants are regarded in the West as the best pioneers. They are all producers, are law-abiding, orderly, sober, industrious, hardy, frugal, and generally successful. They are not shiftless or roving, but remain where they go, under reasonable advantages, and improve the country; and the statistics of the Western States demonstrate that they furnish a less number of paupers and criminals than any other European nation in proportion to their number.

I trust the Department will therefore feel encouraged to continue its efforts here for some time, and feel confident that the Government will be amply rewarded in time, and that the people of Canada will never have cause to regret the time when attention was directed towards the Scandinavian emigration.

I have the honor to remain,

Yours very respectfully,

H. MATTSON,

The Honourable
The Minister of Agriculture,
Ottawa.

No. 32.

ANNUAL REPORT OF M. P. DECAZES, SPECIAL IMMIGRATION AGENT
IN FRANCE.

PARIS, 6th December, 1874.

SIR,—In the report which I have the honour now to submit to you, I deem it useless to enter into questions of statistics which will be furnished to you by your shipping agents, representing in France the Allan, Dominion, and Temperley lines.

I shall therefore confine myself to laying before you certain matters which have come under my notice while discharging the duties with which you entrusted me in December last, and shall also take the liberty of suggesting to you certain reforms which appear to me to be of indispensable necessity to the proper working of French emigration to Canada.

You are aware of the fact that in point of numbers, the results obtained in respect of our emigration, seem to be less satisfactory this year than last. It will be easy for you nevertheless, to convince yourself by the returns of the different agencies which will be furnished to you, that this falling off in the general total which I have just pointed out, cannot be considered as a proof that our Canadian emigration has fallen into discredit. This period of apparent suspension must, in my opinion, be attributed solely to two causes.

First—To the fact that the Government have found it necessary to withdraw the advances that they made in favor of a certain class of emigrants, too poor to bear the whole expense of the journey; though it is clearly shown that the number of emigrants able to pay their passage has been much larger this year than last; from which fact it may be presumed that the latter were relatively in easy circumstances.

Secondly,—Owing to the prudent measures which your agent, Mr. Bossange—who, as you are aware, furnishes very nearly the largest contingent to our emigration—deemed it advisable to adopt, on learning the complaints made at Montreal and Quebec by a certain number of French emigrants without work. I am persuaded that but for the formal orders given by Mr. Bossange to his sub-agents and employees, to check the movement as completely as possible, the number of shipments would have been one-third higher at the least.

Besides, you will find from the following table, extracted from statistics I consider unimpeachable, and in which I contrast the results obtained in the months of March, April, May, June and July, of the years 1873 and 1874, for French emigration to Canada and to the United States, that Canadian emigration has been far less sensibly affected by depreciation similar to that which seems to have fallen upon emigration to the United States of America.

1873.	Canada.	United States.	1874.	Canada.	United States.
March.....	137	3,060	March.....	219	2,039
April.....	311	2,547	April.....	347	1,493
May.....	249	2,614	May.....	419	1,729
June.....	307	1,924	June.....	237	831
July.....	246	954	July.....	145	764
Total.....	1,250	11,099	Total.....	1,367	6,856

You will see, moreover, from an examination of these figures, that but for the necessity under which Mr. Bossange found himself, of checking the movement, the total amount of our emigration would have been greater in 1874 than in 1873.

The echo of certain complaints accusing the agent, Mr. Bossange, of having entrapped emigrants, by representing Canada to them under false colors, having reached the Minister of the Interior, who on several occasions called for an explanation of the matter, I have deemed it my duty to advise Mr. Bossange, whose high character might well shelter him from like assaults, to fortify himself for the future by such precautions in dealing with emigrants starting for Canada through his intervention, that it shall no longer be possible to give to parties complaining the benefit of the doubt. In pursuance of an understanding arrived at between Mr. Bossange and myself, every emigrant applying to him, henceforward, must sign a declaration admitting that he has received no promise or information other than those embodied in a pamphlet on emigration, published under the control of the Government, of which pamphlet he is previously to be furnished with a copy.

Moreover, under the same arrangement, no intending emigrant is to receive his passage ticket until he has beforehand exhibited authentic proof as to his special avocation or calling.

I trust that by means of these precautions that gentleman will, as far as may be, shelter himself from responsibility as well towards the French authorities as towards your own Government.

It would be well that your other agents in France should adopt the same precautionary measures, and that your special delegate here should be empowered to enforce these regulations. For the adoption of these means will alone produce satisfactory results, when they are subjected to a uniform control and a thorough and entirely disinterested inspection.

Besides, I need not tell you that only a relative importance should be attached to expressions of discontent emanating from one hundred and fifty or two hundred workmen, out of employment, when it is remembered that there are at present not less than five thousand French emigrants disseminated throughout the different provinces of Canada, and that every day a certain number of them, after a residence of a few months only, remit sums sufficient to enable their families to join them.

In view of the fact that certain persons, as well in Paris as in the provinces, have found it advantageous to dabble in Canadian emigration on their own individual account, and that these dealers in emigration, claiming to be authorized by your Government, often succeed by means of lying promises, in gaining the confidence of a few individuals without any calling, in search of a social position, it is necessary, I think, that an understanding should be arrived at between your Department and the provincial agencies with a view of granting the benefit of the advantages held out to foreign emigrants, only to emigrants provided with a document shewing that they have been forwarded in a regular manner.

I consider, as I have already had occasion to state to your Department, that it would be advantageous to the working of the emigration system, to centralize the administrative action as far as possible. It is desirable that, on landing, the emigrant should never have to dread the influence which might be brought to bear upon him in favor of any one Province whatsoever, and that ignoring questions of nationality or religion, he should be immediately directed towards the place where his capabilities and his calling will afford him the best chance of success.

Owing to the articles published by Mr. Farence in most of the leading newspapers of Paris, and to his adroitness in setting forth the advantages offered by Canada, at meetings of several scientific and industrial associations of which he is a member, our country is beginning to be advantageously known in the French commercial world.

For my part, in a little work I wrote during the course of last summer, and which is now in press, I have given a summary, in as concise a manner as possible, of the advantages which each of the provinces of the Dominion presents for European emigration.

As I stated when I had the honour to submit it for your approval, it is less with a view to inducing indiscriminate emigration than for the purpose of furnishing information, that I have prepared this work, from which I have excluded as carefully as possible the inaccuracies of detail which had found their way into other works of the kind, being convinced that a strictly faithful setting-out of the resources which our country is in a position to offer to emigrants, would suffice for the information of the class we desire to attract.

Nevertheless, the commercial relations which exist between France and our country hardly amount as yet to anything. Under this head there is much to be done in order to make Canada known as advantageously as it deserves to be here. And yet I am persuaded that it would be easy, and a matter of little cost, to adopt measures which would ere long induce an exchange of reciprocal products, advantageous to both countries.

As I had the honour to state in a note addressed to you on the 30th July last, when transmitting you a circular of "*La Société de Géographie*," which had been handed to me for you by Mr. Farrenc, that Society and the "*Chambres Syndicales*" are organizing in concert, a grand international exhibition, to which are to be admitted specimens of the vegetable, mineral and other products of all countries. This exposition is to be organized and conducted by French commercial and industrial notables.

By thus exhibiting to the view of the different branches of French commerce and industry, samples of our grain, wood, iron, copper, tobacco, cheese, &c.,—in a word, of all our vegetable and mineral products and of our home industry,—your Government would, I am convinced, open a new and advantageous outlet for our own trade. It would, I think, also be opportune to forward some of these different specimens to your agent, whose duty it would be to furnish explanations as to our products, and to give to those desiring to establish relations with Canada, all the information they might require.

I have already had the honor to inform you of the result of the visits I made, shortly after my arrival here, to the various parts of France which had been mentioned to me as best calculated to furnish good elements for our emigration. From the general survey I was enabled to make of the inhabitants of the districts I visited, my impression is that those of the east, the west and the north would afford us the best materials in every respect.

In winter the climate of the east and of the north of France, though not precisely so rigorous, is in many respects similar to that of Canada, particularly in the Departments of the Vosges and the Jura. The inhabitants of these districts are in general sober, economical and laborious. Those of them who form part of the agricultural class are already, for the most part, accustomed to the arduous work of clearing land, for many of their mountains are covered with forests which are cut at regular intervals. The tenacious and laborious rural population of the Western Departments, and particularly the inhabitants of the lower parts of Brittany, seem to me to afford all the desirable elements of a good emigration.

With a few rare exceptions, the central and southern Departments, in view of the easy circumstances enjoyed by the inhabitants of certain districts, from the fertility of the soil, and for other reasons, which on account of their length would be inexpedient to enumerate here, appear to me to be a difficult field of operation and to offer but few advantages. I think, moreover, that from Paris and the other great centres, we shall never derive any emigrants of a kind to amalgamate easily with the rest of our population. I was led to hope last spring, that in consequence of the constitutional changes in Switzerland, sanctioned by the vote of the 19th April last, a certain number of the malcontents of that country would be disposed to emigrate, in order to escape what they considered an act of religious persecution. Furnished with high recommendations due for the most part to the kind intervention of His Eminence Cardinal Mathieu, Archbishop of Bisançon; of Monsigneur Pie, Bishop of Poitiers, and of Mr. Ramoau, who ever manifests a keen interest in the future of Canada, I communicated with several Swiss priests who had taken refuge on the frontier of France,

thinking that some of them would be disposed to lead an emigration movement, and offered them in the name of your Government, hospitality for themselves and for such of their parishioners as might desire to follow them. After some discussion these gentlemen decided to decline the offers I had made them. I regretted the decision on their part, the more that I was convinced, as I still am, that owing to the manners of the people and the nature of the country they inhabit, the population of Switzerland would adapt themselves better than any other to Canada.

Notwithstanding the comparatively small result of our past season's operations, I have no doubt but, owing to the very special interest you take in French Emigration, to the active and intelligent co-operation of Mr. J. Lowe, the Secretary of your Department, and of Mr. Edward Jenkins, your Agent General in England, both of whom have always kindly aided me with their advice, whenever I have had occasion to apply to them—your agents in France will easily overcome, in the future, the effects of the passing crisis with which we have had to contend this year.

I have the honor to be, Sir,

Your most obedient servant,
P. DE CAZES.

To the Honorable
The Minister of Agriculture.
Ottawa.

No. 33.

REPORT OF MADAM VON KOERBER, SPECIAL IMMIGRATION AGENT IN SWITZERLAND.

FREIBOURG, 31st Dec. 1874.

SIR,—It is with a feeling of hesitation that I venture to lay my report before you, not being able yet to show any *eclatant* results of my seemingly long labor.

When first I left for Europe, with instructions from the Hon. J. H. Pope, then Minister of Agriculture, which instructions you kindly renewed afterwards, I started with the sincere desire of becoming to emigrants in general, to my country people especially, a *real* help, both in Europe and in Canada. For this aim two great points had first to be gained, viz., the confidence in Canada on the part of people to whom that country was not even known by name yet; secondly, the confidence of the Canadian Government and public in my work and plans, so as to obtain from them the means necessary for the prosecution of them.

Several months passed in making myself familiar with the different questions relative to emigration in Europe; to know where my work was most needed; where I could work without opposition from the respective Governments; what plans to lay down as basis of my operations, in order to effect some real good; to lay a *solid* foundation to the work; to win the confidence of all parties concerned.

My pet plan, that of protecting and guiding *female emigration* was too delicate a matter to be handled by a person whose name was not yet known, and who enjoyed the protection of no country; and it required much experience, tact, and reflection, to find the best way of introducing it, and I resolved to *establish* my reputation in connection with *general emigration*. A notice which I published two years ago in Switzerland, the Tyrol, Baden, Wurtemberg, Bavaria, and Saxony, brought Canada *first* to the notice of those people, while it served to show me how and where my assistance was most wanted.

In June, 1873, I accompanied some families and a few girls to Canada. The object of this journey was to give the people courage; to see how they are forwarded, treated, and received in Canada; at the same time to create interest in Canada with the Ontario Government for the formation of a Swiss Colony; with the Quebec Government for the formation of a Tyrolese Colony. I succeeded in obtaining *some* attention, but unfortunately the means placed at my disposal were so small that my endeavors were somewhat curtailed.

The Hon. A. McKellar, then Minister of Agriculture in Toronto, designed three different districts in which such a colony as I proposed could be formed, of which three, by all appearances, the Nipissing district would answer best.

My next object was to get some decent Swiss and Tyrolese people to select such lands in the name of their countrymen, and report home about them, and I hurried back to Europe, travelled through Switzerland and the Tyrol for the second time, where people were most anxious to see me and consult with me; and in the latter country the inhabitants of two entire valleys were ready to go upon a report sent by some of their countrymen.

In October, 1873, I came to Canada for the second time, having returned only in August. With me came several sturdy Swiss, pretty good judges of land, &c. I met in Toronto a Swiss gentleman, professor of geology and mineralogy, an experienced traveller for the object of scientific explorations. I thought him the very fittest person to form an opinion of lands and their resources, as well as one who would give

his countrymen disinterested, honest and reliable advice, and during his first visit to me, I proposed to him to accompany the small party, to which he kindly consented. He underwent a good deal of hardship during his trip to the wild woods at the end of November, but yet they all returned satisfied with what they had seen and heard.

The Ontario Government kindly defrayed the expenses of that expedition, and requested the Professor to write a report upon it, which report was afterwards published in that of the Hon. the Commissioner.

Acting upon the conviction that many emigration and colonization schemes fail, because there is no preparatory interest created in the first place; and secondly, because the emigrants themselves leave with uncertain, unclear or exaggerated ideas of what they must expect to find, of whom they will meet, of how they have to go to work, &c., I hastened to Ottawa in order to obtain permission from you, Honorable Sir, to publish the same report of Professor Kaderly's in German, and very generally through all Switzerland, thereby aiming at the following results: that it should create a general interest in the plan, that it may serve as a guide to each Swiss emigrating, to go either at once or after a while, to Nipissing as a settler; that further reports, which may later on be published with regard to the establishment and growth of the colony, might command the interest of the Swiss as a nation, and attract not only settlers on land, but also Swiss capitalists, who will find the district judiciously selected and advantageously adapted as offering every facility to the introduction of industry, eminently Swiss.

While in Toronto, a letter came to me from the United States, from a Tyrolese, whose brother had seen me in Tyrol, and who was anxious to come to Canada. I told him that if he only wished to find work, he should wait until next spring; but should he wish to see the country, I thought the Tyrolese ought to settle upon, in order to give his opinion about it to those who were preparing to go in spring, he might yet see sufficient to form such an opinion, if he would come at once—beginning of November.

From Toronto I left for different places, seeing people who had emigrated, to hear from them how they were satisfied, and arrived at last in Ottawa again, about a week before Christmas; and some weeks after I had answered the above letter, a telegram came from Toronto to say that the writer had arrived in Canada, with several of his countrymen; I had them sent to Montreal, and with permission of your Department they were to be accompanied to see land in the Eastern Townships, in order to inspect it as well as the season, which was then not very far advanced yet, would permit; but when they should have started they would not go, and to this day I do not know what was the reason of this strange behavior, but the consequence I soon had reason to feel, for they had a letter published in a Tyrolese newspaper, abusing Canada, and advising people not to go there. This seemed a strange result of so much careful work.

In January, 1874, I returned to Europe again, to undertake my third voyage to Canada in the following April. A larger expedition having left Bale in March, the Swiss in order to go to Nipissing, a few Tyrolese to go to Montreal and the Eastern Townships, I felt anxious to see how they got on, and if they were satisfied. A telegram from Toronto, sent to Quebec on my arrival, informed me that the people had arrived when the roads were already broken up, and were dispersed in different towns, where they had found work.

Thereupon I proceeded to Toronto to try and speak to some of them, and see what they intended to do; the family of one Swiss, who had settled already in Nipissing, and who had come down to Toronto to fetch them up, were ready to go; also several others.

Being very anxious to see myself the land selected, and to make inquiries on the spot as to the necessary arrangements to be made for the reception and settlement of the colonists, as well as to what *might be done* to save them some of the hardships attendant on the first arrival, and to help them to get on faster, I accompanied the party myself in June. On arriving at Nipissing I found one settler who had gone up in December, who, besides working for a living for himself and his wife, had cleared during his leisure time five acres of land, which he was

ready to prepare for the sowing of oats and potatoes; he had also a nice little log house, furnished scantily, of course, but in a neat rustic style, all his own work. He seemed happy and contented; sanguine and sure of doing as well as his neighbour, and he vowed that on my next visit to Nipissing in the following summer he would show me a hundred acres of cleared land, which he intended to accomplish with the aid of his many brothers. I left then, satisfied that they would find their way.

But the Fates had decreed it differently: the same people who, upon the letters of their son had taken the long journey from Switzerland to Canada—who were ready to face the hardships of colonists, which I had fully represented to them before they left—the same people *took to their heels* before the FLIES—had not the courage to face their spiteful antagonists inhabiting the stately forests for only a couple or three weeks longer, and the first news I received from the Secretary at Toronto on my return to Germany was, that they had all returned to Toronto; yet, I am happy to say, soon after he wrote again to let me know that the son had got ashamed of the cowardice of his family, and had returned to take it upon himself to save the reputation of his country.

I did not see why for reason of this episode I should hesitate to publish the report, and go on with my work, carefully preparing each emigrant as he leaves for the battle he was to brave—not with slavery, not with wild and terrible Indians, not with hunger and thirst, but during a short period with flies.

Who would have dreamt that those very flies, whose bites I bore without a murmur, should be the cause of putting the execution of my assuredly good designs back for almost another year.

Returning from Toronto I went to Ottawa to get permission for some Tyrolese to see the land in the Eastern Townships and report upon it. The report when it was written was kindly sealed by the Austrian consul in Montreal. Though slowly, I hope yet to redeem the bad impression caused by the letter before mentioned, and to open a channel for emigration to the latter Province.

The fervency of my desire to help emigrants in every way possible by guiding them according to certain rules, giving them special advice, caring for them with constant watchfulness, and at the cost and sacrifice of all my time, and all my thoughts, is sadly checked by the general ignorance prevalent about Canada, and by the natural distrust in consequence fostered here and there by influences I can as yet but partially trace; and I humbly beg that you, Honourable Sir, will not refuse to afford me the fullest protection, both of myself and of my plans, which cannot but prove satisfactory in their later results.

Allow me to give you here a few reasons yet why I advise the Swiss to go to Ontario and the Tyrolese to Quebec. The Swiss, according to their natural dispositions, their manner of thinking, their enterprise, will suit Ontario best; the land is good, and will answer their expectations with regard to the annual produce of their fields and the variety of productions; but more than that, the position of the land will favor the introduction of their industries, and is within easy reach of Canadian markets in every direction. The steady winter with the clear atmosphere is acknowledged to be most favorable to watchmakers, who even in Switzerland prefer the colder regions. The vicinity of great forests will be an attraction to many to introduce branches of manufacture hitherto not known in Canada. Most of the land is well adapted to pastures, and extensive cheese-making will follow; there are rivers, &c., large enough to invite the establishment of mills of different kinds.

The Tyrolese, as principally a cattle-raising people, will feel perfectly satisfied with the land in the Eastern Townships, admirably suited for that purpose.

During my two last visits to Canada and my stays in Germany and Switzerland, I have been trying to create interest among the different unions of ladies and the authorities to favor the introduction of a system by which to control and protect *female* emigration from Europe, and through and under which control I may direct females to Canada. For this object I purpose going to Berlin very soon, with letters which raise hope that some steps will be taken in the latter city towards promoting

my plan. Until I have been there and have accomplished some result it is no use mentioning more about this here, but I will make it the subject of a special report.

I have the honour to be,

Honourable Sir,

Your respectful servant,

ELISE VON KOEBBER.

The Honourable
The Minister of Agriculture,
Ottawa.

No. 34.**REPORT OF OCEAN MAIL STEAMSHIP CLERK.****(MR. CHAS. H. E. TILSTONE.)**

PORTLAND, 4th January, 1875.

SIR,—I beg to report that during the past season I have distributed a large quantity of pamphlets amongst the emigrants on board the mail steamers.

From conversation and answers given to enquiries I find that the majority of immigrants purposed settling in Upper Canada and Manitoba.

I have the honour to be, Sir,

Your obedient servant,

CHAS. H. E. TILSTONE.

The Honourable
The Minister of Agriculture,
Ottawa.

No. 35.**REPORT OF OCEAN MAIL STEAMSHIP CLERK.****(MR. W. F. BOWES.)**

CANADIAN PACKET "PERUVIAN,"

AT PORTLAND, MAINE.

21st January, 1875.

SIR,—In my report of the 23rd May last I had the honour of informing you of my efforts in behalf of immigration, and the channels through which I distributed the information received from your Department. In addition to disseminating knowledge relative to the Dominion, I have placed myself in verbal communication with emigrants in order to ascertain their wishes on arrival, and have occasionally found that their expectations were not only unreasonable but unjust. As one of the many instances with which I came in contact I may mention the case of a man and wife and seven children who sailed in the "Sarmatian" for Quebec on the 23rd July last. After proceeding to Toronto and seeing Mr. Donaldson, he hesitated going to Muskoka, on the ground that there was neither home-brewed beer nor a theatre in the District, luxuries to which he and his wife had always been accustomed, and of which they could not deny themselves. The family returned in the "Sarmatian" on the 15th August, having been only one week in Canada; consequently their experience of the country must have been very limited.

The number of steerage passengers crossing from Canada to England is no index of the depressed state of labor; many of those are middle-class farmers and shopkeepers, who are induced by cheap fares and return tickets to take an Atlantic trip, and combine business with pleasure.

In submitting this report I feel persuaded that many of those who left the Dominion will ere long return, satisfied that as a home for honest industry and prosperity it has no rival.

I have the honour to be, Sir,

Your obedient servant,

W. F. BOWES.

The Honourable

The Minister of Agriculture,
Ottawa.

No. 36.

REPORT OF OCEAN MAIL STEAMSHIP CLERK.

(MR. SAMUEL T. GREEN.)

LÉVIS, QUEBEC,
10th December, 1874.

SIR,—Acting under instructions contained in letter from your Department of the eleventh ultimo, just as I was leaving for England, I beg leave to report.

That on every voyage westward I have distributed those books and pamphlets furnished me for distribution, amongst the steerage passengers, always selecting a time when the troubles of sea-sickness were over, and we had got into comparatively smooth water, and a time too when I found the immigrants greedy for information as to where they could best locate themselves.

I have read over attentively all those books, &c., myself, and from the valuable information derived therefrom, coupled with a general knowledge of our fine country, had from a long residence in both Upper and Lower Canada I have been able to impart information to the immigrants as to my honest convictions of the certain and ultimate success of all well intentioned and industrious settlers in the country.

I have also distributed a few of the books, &c., on the eastern voyages amongst the passengers, selecting those that I could discover had an interest in the country.

I believe it would be a great source of interest to the immigrants, and lead to good results if we were supplied with a couple of good maps, one of the Dominion, and the other the Government free grants, &c.; those could be put up by the mail officer during the voyage in conspicuous places, and if a case were also supplied they could be taken charge of by him until again required.

Neither on the homeward or the outward voyages of the ships of our line will the current money of the Dominion, silver or notes, be accepted as payment for current expenses of passengers during the voyage. This makes a bad impression on strangers or new comers, and has only to be mentioned to Sir Hugh Allan to be remedied.

I am satisfied if there was a bank in Liverpool, specially, and London, where Dominion money could be exchanged and obtained at par, it would speak for the credit of the country abroad, and silence the money changers who are constantly making capital out of their reflections on her currency so as to make a heavy shave on the same.

There is one more subject I would fain mention. I am daily in intercourse with persons fond of field sports, and I am thoroughly convinced that it is a bad policy to lease the picked portions of the country to small companies, for sporting purposes. For there is no greater pleasure and enjoyment can be held out to the pent-up British subject than to tell him he can use his rod and gun during the legitimate sporting season without interruption or restraint as well as the Lord of the Manor. Well, if it could be stated for the whole Dominion, as in page thirty-three of "Information for Intending Emigrants" "that Nova Scotia is the sportsman's Paradise," and no selfish rights or restrictions.

There may be doubts as to the policy of advising immigrants to come to Canada at certain seasons of the year, &c.; but I do think when they are embarked and fairly on their way to seek a new home, we are in the best position to render them information and advice, and should be supplied with the best material for doing so.

I have the honour to be,

Your most obedient servant,

SAMUEL T. GREEN.

The Honourable
The Minister of Agriculture,
Ottawa.

No. 37.

REPORT OF OCEAN MAIL STEAMSHIP CLERK.

(MR. J. FERGUSON.)

MONTREAL, 16th November, 1874.

SIR,—In compliance with your request, dated the 11th inst., I beg to submit the following report regarding the services I have performed on board ship in the cause of emigration since my appointment by the Emigration Department at Ottawa.

I have distributed on every trip westward, on every steamship I may have been on at the time among the emigrants, all books and pamphlets that were sent to me by the Department at Ottawa, for their information regarding Canada and their advice on landing at Quebec. I have also on all the above trips ascertained from the second steward of the ship, who has the management of the steerage passengers on board, whether he knew of any of them, men or women, who had no fixed determination as to what part of Canada they would go.

There were few such on any trip on board, but to any that I discovered I gave letters to influential persons at Kingston who would at once provide a situation for the emigrant on arriving there, as I had requests from respectable and wealthy people there—Kingston—for more than twenty times the number of servants of all kinds I ever sent there, as I found it so difficult to get them on board, they all apparently having situations in view on arriving in Canada, so that I think I may have done some good if even for a few emigrants on their landing in Canada.

By proving the advantages in every respect of living in Canada over that of the United States, I have tried to induce those who were going there to settle, to remain in this country.

Further, I wish to state that for eight years previous to my appointment into the Emigration Department, I have worked on board ship, when I could spare the time, in the cause of emigration to Canada, for I considered it my duty as a Canadian to do so. Trusting that this report will meet with your approval.

I have the honour to be, Sir,

Your obedient servant,

JAMES FERGUSON.

The Honourable
The Minister of Agriculture.
Ottawa.

No. 38.**REPORT OF OCEAN MAIL STEAMSHIP CLERK.**(Mr. F. BARLEE.)

"PERUVIAN," March 2nd.

SIR,—I beg to apologize for not having answered your communication of the 11th of November before, having been detained in England by illness. I beg to state that with respect to my proceedings with regard to emigrants on board the steamers, I have always waited three or four days, until they had got over their sea-sickness, and then have gone amongst them and distributed pamphlets, &c.; also answering any questions that might be put to me to the best of my abilities.

I am, Sir,

Your obedient servant,
F. BARLEE.

The Honourable
The Minister of Agriculture.
Ottawa.

No. 39.**REPORT OF OCEAN MAIL STEAMSHIP CLERK.**

(MR. J. O'HARA.)

TORONTO, 16th November, 1874.

SIR,—I beg to acknowledge the receipt of your letter of the 11th inst.

In reference to a general report of my duties as Special Immigrant Agent, I beg to say I have thoroughly acted up to the instructions conveyed to me from the Department of Agriculture at Ottawa. I have distributed on board ship immigration pamphlets, both to steerage and saloon passengers during each voyage. I have also employed my spare time in furnishing immigrants with information as to the best parts of the Dominion for obtaining employment according to their different avocations.

I am, Sir,

Your obedient servant,

J. O'HARA.

The Honourable
The Minister of Agriculture,
Ottawa.

No. 40.**REPORT OF BRITISH (RAILWAY) MAIL CLERK.****(MR. A. WALMSLEY.)**

PORTLAND, ME.

5th January, 1875.

SIR,—I have the honour to report for the information of the Honourable the Minister of Agriculture, that the three boxes containing pamphlets for the information of intending emigrants coming out to this country which were sent me for distribution among the Mail officers, to be distributed by them on board the steamers on their outward trips, were sent to the different mail officers. Not only have I made up packages for the Allan Line but have also made up packages of books for some of the Dominion Line of steamers, and have taken them on board myself. Hoping this report will meet with your approbation,

I have the honour to be, Sir,

Your obedient servant,

A. WALMSLEY.

B. M. Officer.

The Honourable
The Minister of Agriculture,
Ottawa.

No. 41.

REPORT OF THE DOMINION TRAVELLING AGENT.

(MR. JOHN SUMNER.)

CARLETON PLACE, ONT,
14th Dec., 1874.

SIR,—I have the honour to submit my report as Travelling Immigration Agent for the season of 1874.

Acting under your instructions, I have, during the season of navigation, taken the immigrants of thirty-four (34) different steamships, from Quebec as far westward as in each case was necessary; mostly to Belleville, occasionally going as far with them as Toronto.

The number of passengers by these ships were about fourteen thousand (14,000), equal to nine thousand five hundred and twelve (9,512) adults, of whom 938 adults went to the United States.

The class of immigrants during the season were equal to those of 1873. Those who came under the auspices of Mr. Arch, though poor, will give great strength to this country, being both able and willing to work. The Icelanders are also a hardy set of people. The Menonites will be a useful body of settlers in Manitoba, having money, and being an industrious class of people.

There were many other steamships with emigrants at the Port of Quebec who did not come under my immediate notice, but were, I believe, mostly of the agricultural class—few clerks finding their way to this country now.

As in the previous years, I gave every information necessary to the immigrants, distributing pamphlets, &c., &c., and acting up to my instructions in every respect; doing everything possible to make them as comfortable as circumstances would admit.

The accommodation given by the Grand Trunk Railway Company has been fair, and during the early part of the season the despatch on the trains was pretty regular, and few complaints were necessary.

The officers of the Grand Trunk Railway, and of the Department at Quebec and Montreal, are deserving of my best thanks for their continued kindness and attention.

I have the honour to be, Sir,

Your obedient servant,

JOHN SUMNER,

Travelling Agent

To the Honourable
The Minister of Agriculture,
Ottawa.

No. 42.

REPORT OF PROCEEDINGS CONNECTED WITH CANADIAN ARCHIVES
IN EUROPE.

(L'ABBÉ VERRAULT.)

PARIS, 31st December, 1874.

I.

SIR,—I have the honour to lay before you the result of the historical researches which the Dominion Government has charged me to make in Europe. For that purpose I sum up and complete the several reports which I have had the honour to transmit to your Department from time to time.

The principal object of my mission was to study the documents which might be useful in our history, and to point out to the Government those which, from their importance, deserve to be copied.

Having reached London on the 26th of August, I presented myself on the 28th at the Colonial Office, where I was received, in the absence of Lord Kimberly, by the Under Secretary of State for the Colonies, to whom I handed the letter of His Excellency the Governor General of Canada and my other papers. Some days afterwards an obliging letter from the Hon. Mr. Herbert, in the name of the Secretary of State, informed me that I would be admitted to the Public Records Office, and that I was recommended to the authorities of the British Museum.

As I had already begun my researches in the library, I continued them at the times when I could not work at the Archives.

I was ignorant, at that time, of the result of Mr. Brynmner's previous mission, and it was my fortune to study several of the manuscripts that he had already examined. This will excuse me from entering into long details as to their subject matter; but I will be in a position to confirm his views and his recommendations.

II.—BRITISH MUSEUM.

This institution possesses a great number of the original and official documents of several Secretaries of State of France, amongst others, several portfolios of the administrations of Segnier and De Brienne. These documents were sold in England with the library of Lominie, Bishop of Coutance, passed into that of Harley, and form part of what are called the Harleian Manuscripts:

SEGNIER COLLECTION, HARLEIAN MSS.

Sec. 1. Volume 4541 contains the correspondence of Brienne, Sr., with Gueffier, French resident at Rome, charged with securing the appointment of a Bishop for Canada. This correspondence begins on the 20th February, 1657, and terminates on the 10th December, 1658, by the recital of the claims of the Pope against the pretensions of the Archbishop of Rouen. It includes twenty-one letters and three *Memoranda*. If it had not been already copied for the Historical Society of Montreal, I would not have failed to have brought it to your notice, as one of the most important documents, the more so inasmuch as the copy which Colbert caused to be made of it (*Bibliothèque Nationale, five hundred, Colbert*), is not complete.

HALDIMAND COLLECTION.

Sec. 2. The Haldimand collection is no less precious, and I fully agree with the remarks of Mr. Brymner. Already the Historical Society of Montreal have caused a copy to be made of several volumes. But I do not hesitate to state that a copy of all this collection should be found in our public archives. I have gone through and analysed, with reasonable detail, its 264 volumes; this analysis I have indicated in my special Reports, and which I believe useless to repeat here after what Mr. Brymner has published.

MSS. OF GEORGE III.

Sec. 3. Manuscripts of George III., volume 4.—Report on the state of the Laws and Courts of Judicature in the Province of Quebec, 15th September, 1769, signed by the Governor and the Judge in Chief. Letter from Carleton to Hillsborough, 18th September, 1769. Opinion of Hey, who differs on some points. Opinion of Masères upon the Report, and the reasons why he differs. Laws and civil usages of Canada, under sixteen titles.

DIVERS MSS.

Sec. 4. Journal of the expedition of Braddock, with six coloured plans. This Journal, and especially the plans, ought to be copied.
Volume 20819 includes some letters of Masère's.
Volume 21374,—American affairs.
Volume 22109,—Memorandum concerning the commerce of the Colonies for 1697-99.

III.—STATE ARCHIVES.

I was received in the most obliging manner by Mr. Kingston, having charge of that part of the Archives, including those relating to the Colonies and the relations between England and France.

You must know, Sir, that the English Government had printed an analytical table (calendar) of the records, classed according to Reign, State matters, Colonies, &c.

COLONIAL CALENDAR.

Sec. 1. The first volume only of Colonies has made its appearance; it goes back to 1600. Though well executed, it nevertheless contains inaccuracies.

It is not necessary to particularise each document that it mentions, but I have looked over them all. They refer to a portion of our history which has never yet been completely elucidated. For example,—the rights of Alexander to Nova Scotia, his relations with La Tour, with the brothers Kirk; the complaints of France with regard to the taking of Port Royal by Argall; what gave rise to the expedition of Kirk, and especially the lengthy negotiations between France and England on the subject of the conquest of Quebec in 1629. It was believed that France hesitated to claim her ancient colony, and that Richelieu, in the midst of political complications, hardly wrote one letter in the matter. I found that the hindrances came from Charles the First, who wished to force France to pay what was owing on the Queen's portion. He yielded only on discovering the armament prepared by Richelieu.

All that has reference to Champlain is no less interesting. Mr. Laverdière has published a portion.

I believe that we will have to lament a blank in our written history so long as these documents are not placed at the disposal of our historians.

But they will require to be made complete by those which the correspondence

with France furnishes. In fact the rival claims of the two powers began with the establishment of their colonies, and these pretensions were debated simultaneously at London and at Paris.

Nevertheless, I did not start in my researches in this correspondence before 1630, because the *Calendar*, devoted to Colonial affairs, shows with great exactness, down to this date, all that may be found in the negotiations with France; and in the second place, because the negotiations in the matter of the restoration of Canada do not open till about 1630.

CORRESPONDENCE—FRANCE.

Sec. 2. These documents are not bound, but they are placed in files, which ordinarily embrace one year. I thought it right to go through these files and these documents, one by one, to make myself certain of their contents, and to take note of those which concern Canada. This work, sometimes painful, has been somewhat lengthy. Here, again, I am obliged to mention each paper separately, with its date, its object, &c. This will resemble an analytical table, which will have, at least, the merit of much assisting new researches.

1630—6th January.—Edmonds, Ambassador, to Lord Dorchester, Minister of Charles I.—Passages relating to the pretensions of Richelieu to Canada.

7th January.—The same to the same,—New details.

11th January.—Dorchester to Edmonds,—Propositions of Chateaufeuf, French Ambassador, on the subject of Canada.

13th January.—Edmonds to Dorchester,—Interview with Bouthilier on the subject of the difficulty between the two crowns; he complains of Captain Bontemps.

22nd January.—The same to the same,—He complains of the attacks of Daniel against the establishment of Stuart, Lord Ochiltrie.

23rd January.—Auzier, Secretary of Edmonds to Lord Dorchester, Repeats what Edmonds has done.

26th January.—Conference of Chateaufeuf with the English Council of State, on the subject of Canada.

Memorandum of Chateaufeuf.

Summary of the demands of the English Ambassador to the King of France. Reply of the latter.

1st February.—Replies of the Council of State to the propositions of the French Ambassador.

8th February.—Dorchester to Edmonds,—Instructions how to conduct himself during the negotiations.

19th March.—Auzier to Dorchester,—Preparations of France to retake Canada.

22nd March.—De Vic to the same,—Name (Colonial Calendar) of the vessels destined for Canada.

Leaf without date, which treats of De Caen.

15th April.—Wake to Dorchester,—Orders have been issued to disband the men destined for Canada.

1631—2nd January.—Auzier to Dorchester,—Negotiations on the subject of Port Royal.

11th January.—Auzier and De Vic,—Relation of a conference with the Keeper of the Seal and Schomberg, with reference to Canada.

18th January.—The same parties,—Result of the Conference; five pages; interesting.

February.—Articles agreed upon between the two Courts, as to what remains to be carried out of the last treaty of peace; three pages.

2nd March.—Dorchester,—Draft of a despatch on the subject of Acadia.

Dijon, 30th March.—Auzier and De Vic to Dorchester,—Details of the Conference where the articles for the restitution of Canada were agreed upon; articles proposed by France; articles proposed by England; remarks by Bouthilier.

30th March.—Letter to Dorchester,—Explanation of some importance upon the pretensions of Alexander.

2nd April.—Auzier and De Vic to Dorchester,—Narration of a conference at which Richelieu attended.

2nd April.—Auzier, alone, to the same,—Interesting details; four pages.

2nd April.—Montague to Dorchester.

3rd April.—Auzier and De Vic to Dorchester, two pages.

3rd April.—De Vic, alone, to the same,—On the subject of Canada.

3rd April.—Auzier and De Vic to Dorchester,—Difficulties of the negotiation; project planned at Dijon between the Commissioners, on the subject of the surrender of Canada.

13th April.—Auzier to the same,—Increasing difficulties.

Without date.—Draft of summons to be made by De Caen for the surrender of Quebec.

3rd May.—Dorchester to Wake,—Despatches on the subject of Canada.

11th May.—Demands presented by the French Ambassador to the Council of State at London for the same object.

Fontainebleau, 18th May.—Auzier to Dorchester,—The Court of France appears to prolong the difficulties. The affair of Captain Bontemps.

12th June.—Dorchester to Wake,—Instructions as to what he should require from France; passage which relates to Canada.

29th June.—The same to the same,—New instructions. List of papers delivered to Burlamaqui sent to France for this negotiation.

26th August.—Wake to Dorchester. He has pressed the Court of France to conclude negotiations.

26th August.—Burlamaqui to Dorchester,—The French Ministers have pressed him to conclude. Remarks.

Compeigne, 8th September.—The same to the same,—The French Commissioners are appointed. The Conference will be held in the place where the Court will sojourn; four pages.

24th September.—Dorchester to Wake,—Remarks. A passage.

25th September.—Order from Richelieu to suspend the sale of English vessels seized by Captain Bontemps.

Mont, 9th October.—Burlamaqui to Dorchester,—Difficulties with respect to the claims of De Caen.

Fontainebleau, 30th September.—Wake to Dorchester,—First meeting of the Commissioners; deliberations; seven pages.

2nd October.—Burlamaqui to Dorchester,—Meeting. Claims of De Caen.

4th October.—The same to the same,—He exacted a written statement of what De Caen requires.

8th October.—The same to the same,—Result of an interview with Bouthilier.

12th October.—Auzier to Dorchester,—Diplomatic means used for the negotiation.

12th October.—Wake to Dorchester,—Description of the Conference of Fontainebleau.

13th October.—Burlamaqui to Dorchester,—Account, at length, of the said Conference.

13th October.—De Vic to Dorchester,—Same subject.

31st October.—Burlamaqui to Dorchester. He replies to the remarks of the Secretary of State.

11th November.—Instructions of Dorchester to Wake, on the subject of the Conference. A passage.

12th November.—Letter of De Caen to Mr. Fabre, on the subject of Canadian affairs.

18th November.—Burlamaqui replies to the reproaches of Dorchester.

19th November.—Wake to Lord Dorchester,—Difficulties which the negotiations present, complicated by the question of the Queen's dower, and the claims of the English merchants.

29th November.—Dorchester to Wake,—Passage on the subject of Canada.

1st December.—Wake to Dorchester,—Passage relating to the Conference.

3rd December.—Two letters from Burlamaqui to Dorchester. He replies to the remarks of the Minister. One of those letters would appear to be very important.

Château Tierry, 12th December.—Account of an interview with the French Ministers, and the reasons which hinder the conclusion.

12th December.—De Vic to Dorchester.—He relates, from his point of view, what took place.

15th December.—Dorchester to Wake.

Without date.—The same to the same.—The subject is Kirk.

22nd December.—The same to the same.—The subject matter is Quebec and Port Royal.

1632—Metz, 1st January.—Wake to Dorchester.—He has made progress. Propositions offered by him.

1st January.—Burlamaqui to Dorchester.—Account of the Conference; claims and conduct of De Caen.

2nd January.—The same to the same.—Continuation of the same subject.

10th January.—Wake to Dorchester.—Passage which treats of the departure of De Caen and Rasilly.

FRANCE—VOL. 206, 1632.

14th January.—Letter from Burlamaqui to Lord Dorchester upon the negotiations; very interesting; five pages.

Metz, 20th January.—Letter from the Ambassador, Wake, on the subject of the claims of De Caen; interesting; one page.

27th January.—Letter from the same for the same object; five pages.

30th January.—Note from Burlamaqui, on the subject of the Canada Company.

January (end.)—Burlamaqui to Lord Dorchester.—Affair of De Caen. Four interesting pages.

Copy of the articles of the Treaty for the surrender of Canada. Three pages.

16th February.—Letter of Wake.—Passage relating to the Canadian matter. One page.

Copy of the Treaty for the surrender of Canada. Note from Burlamaqui.

Observations of Wake on the Treaty.

Letter from Wake to Kirk (I have forgotten the precise date), to notify him of the Treaty. De Caen will present himself at Quebec. Three pages.

Statement of what De Caen requires to be restored by the English.

Order from Wake to the English of Acadia to give back Port Royal to the French.

9th April.—Letter from Wake to Lord Dorchester.—Passage relating to the affairs of Canada. Two pages.

31st March.—Letter from Burlamaqui on the same subject.

No date.—Memorial of the French Ambassador to the Council of State of England on the subject of Canada.

Memorial of De Caen to the same on the same subject.

4th April.—Letter from Wake to Lord Dorchester.—A passage.

19th April.—Remarks of Dorchester upon the Treaty. He finds fault with certain of its terms.

3rd May.—Burlamaqui justifies himself upon the difficulties.

Without date.—Letter from Wake.—Passage on the subject of Daniel and Champlain.

10th and 13th September.—Letter from Auzier on the subject of Canada and the affairs of De Caen.

To complete what is connected with this question, one must add several documents indicated in the *Domestic Calendar*, examine the different *Entry Books*, and consult, at Paris, the correspondence of the French Ambassadors at London during this epoch.

Commencing at 1632, down to 1661, so far as I can see, there was hardly any further question between the two powers as to Canada or Acadia. But in 1661,

Louis XIV., who wished to extend the commerce and power of France in the two Indies, and who, to attain this, laboured to create powerful companies, took up the idea of obtaining from England the cession of her rights over Acadia. His propositions were rejected by the Cabinet of St. James.

Sec. 3. The following is what the papers which bear the title, *Colonial*, include on this subject, and of which the analytical table has not yet been published.

Colonial,—1661—26th January.—Order of the King to regulate the fisheries of Newfoundland.

Without date (17th June.)—Report of the Council of State on Nova Scotia, which was claimed on one side by Elliot, and on the other by Temple and Crown:

4th December.—Governor's Commission given to Breedon. Limits of his Government.

Without date.—Petition of Lord Baltimore on his primitive rights.

1662.—Opinion of an English juriconsult, whose name is only indicated by the initials W. W. (Sir Wadham Wyndham), upon the rights of England to Nova Scotia. It is to answer, I think, the claims of the French Ambassador.

2nd January.—Opinion of Louis and John Kirk, on the right of England to Nova Scotia.

Some memoranda on the same subject.

19th February.—Reply of the Attorney of Breedon to the claims of the French Ambassador, or, rather, De la Borgue.

5th April.—The King's order to prepare a commission as Governor for Temple.

Without date or signature.—Temple's commission. Petition of Temple to the King, complaining that Breedon is to return as Governor to Nova Scotia.

1663—24th August.—Petition of Edmund Wyndham and of Thomas Elyot, respecting the copper mines of Nova Scotia.

1665—8th May.—Letter from M. De Tracy, dated Port Francais, to the Governor of Jamaica,—Representations and assurances of friendship.

SEC. 4.—CORRESPONDENCE—FRANCE.

1661.—I have examined the papers from 1649 to 1656. As I have just said, there does not appear to have been any special negotiation with regard to Acadia, of which the English under Cromwell, made themselves master again. It was probably treated of at the time of the Treaty of Commerce between France and England in 1655; but as the negotiations took place principally in England, it is in the correspondence of the French Ambassador that one will probably find the details. We only know by the 25th Article of the Treaty, that, England not wishing to give up her rights, a Commission was named by the two powers to regulate the question. This was the beginning of those Commissions which made so much noise and the result of which was almost nothing.

1661—17th August.—Memorandum of the French Ambassador.

1662—17th August.—Memorandum of the same,—Demanding the surrender in Acadia of what was taken by Temple in 1654.

1663—24th August.—Bennet, Secretary of State to Holles, Ambassador in France. Passage which refers to the claims of France on the subject of Canada.

Mention of a memorial presented by D'Estrades on this subject.

It appears that the negotiations were conducted somewhat slowly. Holles complains of being without instructions on this matter.

10th October.—Holles to Bennet,—Whatever I propose they will say: "deliver Canada over to us." What answer can I give?

23rd October.—News from France,—Departure of M. De La Barre for the islands of America. Earthquake in Canada.

30th November.—News from France,—Appointment of M. de Tracy.

4th December.—Same,—Departure of M. de Tracy.

1664.—Some difficulties raised with respect to the reception that Holles should

receive from Louis XIV delayed the negotiations. In a letter from the Ambassador, there is a reference to Canada; but in rather a vague manner.

4th May.—Holloes to Bennet,—He will follow his instructions on the subject of Canada.

15th June.—The same to the same,—Interesting passage upon the question.

1664.—Memorandum from the Court of France.

10th September.—Holloes to the same,—Passage on the same question.

22nd November.—The same to the same,—Another interesting passage.

10th December.—The same to the same,—Passage.

24th December.—The same to the same,—Passages where there is reference to Kirk and to De Caen.

1665.—Towards the close.—News from France,—Sending of the regiment of Carignan to Canada.

1665.—Towards the close.—*Tractatus Fœderis*,—Draft of the Treaty of Commerce. Towards the end of the remarks will be found the article rejected by England, and which France wished to introduce on the subject of Acadia.

Here the negotiations break off, and war was soon declared between the two powers.

At this date I discontinued my researches, in order to continue them at the time of the conquest of Canada. Each document has an historical value, and it would be rather difficult to make a choice from among them.

The rules of the Record Office do not permit the carrying away either of notes or copies of documents, of later date than one hundred years, without their being examined by the Secretary charged with their revision. But, I have every reason to believe that the Canadian Government would find no difficulty in having copied what they thought fit to ask for.

The documents on Canada since 1760 form a considerable collection, ranged under different titles.

I stopped at that of *Quebec*, volume 4th.

SEC. 5.—COLONIAL CORRESPONDENCE, VOL. 338.

Quebec, Vol. IV.

1760—3rd December.—Letter from Murray to the Secretary,—Sad state of Canada. Efforts to relieve the people.

1761—28th January.—Letter from Murray to the Secretary,—Sad state of Canada. Efforts to relieve the people.

1761—13th May.—Letter from Murray to the Secretary,—Sad state of Canada. Efforts to relieve the people. Praise of Cramahe.

17th July.—Letter from Murray to the Duke of Newcastle,—Census of Canada.

This is a summary which gives the population of Canada by parishes, &c., under the categories of age and of sex. Murray, in a note, remarks that he has before him the number of the population of 1755, and finds a falling off of 10,000 souls.

1762—8th March.—Petition from the Ursulines for assistance, with a letter from Murray, and a statement of their affairs.

7th June.—Letter from Murray to Lord Egremont.

10th June.—Interesting details,—Plan for an issue of notes, Address of the Canadians of the Quebec Government to Murray. Gratitude.

7th June.—Address of the Catholic clergy.

10th August.—Petition of Baby—Reward of service.

1761—20th September.—Letter from Murray to Belcher, Governor of Nova Scotia.

1762—25th March.—Belcher's reply to Murray.

These two letters treat of the question of the Acadians and of the prudence of causing them to settle in the interior of Canada rather than on the shores of the Gulf.

1762—9th September.—Murray to Lord Egremont,—On the subject of the Canadian prisoners in England. List of the prisoners.

No less than 128 Canadians, made prisoners on different occasions, were still under detention at that date in England.

The list gives their names, residence, place of capture and of detention.

1762—17th September.—Murray to Lord Egremont,—Address of the inhabitants of Quebec to the King, on the occasion of the birth of the Prince of Wales.

1763—12th February.—Gage, Governor of Montreal, to Lord Egremont,—Address of the inhabitants of Montreal to the King. Address of the inhabitants of Montreal to Lord Egremont. All these addresses testify to the submission of the new subjects of England, and to their gratitude for the paternal manner in which they have been treated.

24th February.—Murray to Lord Egremont,—Thirteen pages; interesting: situation of the country.

21st May.—Lord Egremont to Murray,—Address of the citizens of Montreal to the King. Address of the citizens of Quebec to Murray. Pastoral letter of Abbé Briand, Vicar-General.

These documents relate to the treaty of peace. We find, in one of the foregoing addresses, that the three bodies,—the clergy, the nobility, and the commercial class, signed separately.

5th August.—Report of the Lords of Trade to the King.

This document appears to me very important. It relates to the government of the upper portion of Canada, which was considered as not forming part of Canada, and to the form it was advisable to give to it. Nine pages.

1762—13th August.—Instructions to Murray as Governor of Canada. Thirteen pages.

These instructions are important, not only because they appear to be the first addressed to our Governors, but chiefly because they will furnish the material for a more equitable judgment on Murray. They treat of the Treaty of Paris, of the liberty of the Catholic religion, of Abbé le Loutre, Vaudreuil, &c.

1760—18th January.—Confirmation of a grant made to the Marquis de Vaudreuil. Memorial of Vaudreuil on the subject.

These documents are interesting in that they afford a better knowledge of the state of minds at the moment of the conquest, and the spirit of justice of the English Government.

1763—13th August.—Private instructions of Lord Egremont in relation to Abbé Lacorne, Dean of the Chapter, Quebec. Religious question.

Memorial of Abbé Lacorne.

13th May.—Letter from Abbé Lacorne to Lord Egremont.

31st July.—Gage to Lord Egremont,—Abbé Lacorne.

Murray to Lord Egremont,—Admiralty question.

Murray to Lord Egremont,—Mutiny.

12th November.—Lord Halifax to Murray.

Lord Halifax to Gage.

23rd October.—Memorial of Lafontaine to the Secretary of State,—He complains of Murray.

Memorial as to the rights of the heirs Bissot and Joliette, to the Post of Mingan, on the mainland.

Memorial for the same, as to the Mingan Islands.

28th August.—Gage to Lord Egremont,—Indian war.

Several Petitions to the King—to Lord Egremont—on the subject of Religion.

Mission of Charest to England.

Quebec, 1763—23rd October.—Murray to Lord Egremont.—Thanks for his appointment. He will follow instructions. Fears of the Canadians. Praise of Charest. Seminary of Quebec. Jesuits. Seminary of Montreal. The Abbés De Loutre and Lacorne and Montgolfier. Six pages.

22nd July.—Extract from a letter of Murray to Lord Shelburne,—Lacorne family.

14th September.—Extract from a letter of Murray, to Lord Shelburne,—Abbé Montgolfier. Published I think; "On this errand," &c.

24th October.—Petition of the Jesuits to the King.

VOL. 339.

Quebec V., 1764-65.

St. James, 1764—5th January.—Lord Halifax to the Lords of Trade,—Lafontaine matter. The King desires the strictest justice rendered to his new subjects.

14th January.—Lord Halifax to Murray,—Complaint of the Court of France on the subject of emigration. Liberty to return must be left to the Canadians, &c. This despatch must be in the Haldimand papers.

12th May.—Lord Halifax to Murray,—Two despatches. The first on the subject of Vaudreuil; the second on the subject of Boishebert, Chabert, Joncaire, St. Ours, Charest. Extension of the term fixed by the Treaty for the sale of their goods.

Quebec, 1764—13th February.—Murray to Lord Halifax,—Crocket matter. Mackenzie.

14th February.—The same to the same,—Card money. Complaints of M. de Lery.

5th March.—The same to the same,—Measures on the subject of card money. Canadian volunteers, comprises:—

1st. Proclamation for the formation of a company of volunteers.

2nd. Form of oath.

3rd. Letter from Gage to Murray,—N.Y., 12th February, 1764.—Request for Canadian volunteers.

4th. Murray's reply to Gage; 5th March, 1764.

5th. Letter from Burton to Murray, Montreal, 2nd March, 1764.

6th. Murray's reply to Burton, Quebec, 6th March, 1764.

7th. Letter from Haldimand to Murray, Three Rivers, 5th March, 1764.

8th. Murray's reply to Haldimand, Quebec, 6th March, 1764.

Quebec, 1764—9th March.—Murray to Lord Halifax,—Plans in behalf of the Canadians of the upper countries.

19th February.—The same to the same,—Strongly recommends Cramahe as Deputy-Secretary, Mr. Ellis being Secretary. Praise of Cramahe. One and two—Petitions of the Canadians in favor of Cramahe. (The signatures may be useful for genealogies.)

Montreal, 1765—21st February.—Burton to Halifax,—Refuses the Government of Three Rivers, and asks for his recall to England.

Three Rivers, 1764—18th April.—Haldimand to Lord Halifax,—On the subject of Canadian volunteers.

Quebec, 1764—24th April.—Murray to Lord Halifax,—Lafontaine matter. Character of the latter. Canadian volunteers.

24th April.—Murray to the Lords of Trade,—He explains the Lafontaine matter. Difficult position in which he found himself. Murray's reply to Lafontaine's complaints made under oath.

14th April.—Murray to Halifax,—He answers the complaints made by the French Ambassador, in relation to the Canadian emigrants.

St. James, 1764—14th July.—Lord Halifax to Murray,—Leave of absence granted to Burton. Lieut.-Governorship abolished.

27th October.—Lord Halifax to Murray,—Complaints of Chabert and Joncaire. Petition of Chabert to the King. Address of Chabert to Lord Halifax.

Quebec, 1764—10th August.—Murray to Halifax,—East India Company, comprising:—

1st. Petition of Cugnet to Murray, with reply of the latter.

2nd. Sale by Cugnet to Brassard (Quebec Record Office.)

3rd. Petition of Cugnet and Brassard to Murray.

4th. Murray's reply.

20th August.—Murray to Lord Halifax,—Complaint of Vaudreuil and Hocquart—Debt of Canada. (F. 16, 782, 510, for Quebec)—Indian matter.

20th August.—The same to the same,—Will give attention to the persons named. Number of emigrants.

St. James, 1764—8th December.—Lord Halifax to Murray,—He has received the papers relative to the debt of Canada, which is two millions higher than the first report transmitted to the French Ambassador.

Quebec, 1764—15th October.—Murray to Lord Halifax,—Rank and military power of the Governor. This completes the Haldimand papers, and comprises :—

1st. Letter from Murray to Gage, 20th August, 1764,—Same subject.

2nd. Reply of Gage to Murray, 17th September, 1764,—Same subject.

3rd. Letter from Gage to Murray, 27th August, 1764.

4th. Letter from Murray to Gage, 10th September, 1764.

5th. Letter from Murray to Gage, 7th September, 1764.

6th. Extract from the commission as Governor, given to Murray in 1760.

29th October.—Murray to Lord Halifax,—Embarrassment in which he finds himself with the Lords of Trade. Praise of Cramahe.

29th October.—Murray to the Lords of Trade,—He sends Cramahe to explain the difficulties of the position. Necessity of a Lieutenant-Governor at Montreal. Remarks on certain persons who wish to be Councillors.

No. 2. Charge to the Grand Jury. Quarter Sessions.

No. 2. Presentment of the jury.

No. 3. Reply of the Judges.

N.B.—It will be necessary to enquire whether these papers are not in the archives of the Courts of Justice or in the Haldimand papers.

No. 4. Protest of Amist, Taché, Boisseau, and others.

No. 5. Petition of Roy, and others, against the Presentment.

No. 6. List of Protestants at Quebec.

No. 7. List of Protestants at Montreal.

N.B.—This list is useful for genealogies.

10th October.—Murray to Lord Halifax,—Asks that the Lieut.-Governors shall not interfere in the Civil Government.

This completes the Haldimand papers.

St. James, 1765—12th January.—Lord Halifax to Murray,—The military power separated from the civil.

12th January.—Lord Halifax to Burton,—Must confine himself to the military power.

10th June.—Lord Halifax to Murray,—Compliments of Canadian and English merchants.

Petition of the merchants to the King.

3rd March.—Murray to Lord Halifax,—Recommends the General Hospital.

No. 1. Petition of the Sisters of the General Hospital.

No. 2. Statement of the sums they have had to pay.

No. 3. Memorial of the Sisters, giving the state of their affairs.

Murray to the Lords of Trade,—Walker matter. Memoranda of the Courts of France and England on the card money. These memoranda are side by side, and answer one another by articles.

24th June.—Murray to Lord Halifax,—State of affairs. De Levis. Arrival of Chabert.

1st May.—Memorial on the state of Trade, signed by several merchants. Interesting.

The remainder of the volume is chiefly taken up with the Walker matter, the papers in relation to which must be in Canada.

6th March.—Letter from * * * to George Suckling,—The King no longer requires his services; he has appointed Mr. Masères Attorney-General.

27th March.—Lord Conway to Murray and to the Lieut.-Governor of Montreal,—Strict instructions as to Walker.

27th March.—The same to the commander at Michilimakinac,—Recommends Walker for his trade.

31st March.—The same to Murray,—Convention between the two Courts on the subject of the card money.

1st April.—The same to the same,—Orders to return immediately to England, appointing, according to his instructions, some one in his place.

Montreal, 18th April.—Speeches of Indian Chiefs to General Burton. Memorial presented to the King by the Seigniors of Quebec. They defend Murray and eulogize him.

Quebec, 14th February.—Murray to Lord Conway,—The Canadians have submitted to the Parliament. Happy to return to England. Asks permission to bring with him Irving and Skene, in order to justify himself.

24th June.—Murray to the Lords of Trade (extract),—Walker has done everything to prevent the trial from proceeding; it was for that reason he deprived him of his office as a Judge.

31st March.—Murray to Lord Conway,—Explains what has been done to discover the guilty parties in the Walker matter.

Paper annexed: No. 1.—Minute of Council at Sans Bruit. Examination of Parry.

Whitehall, 16th May.—Report of the Lords of Trade,—Carleton appointed Lieutenant Governor. Power of Governors as to compulsory labour. On this subject all the correspondence of the officers at Montreal is given. It comprises twenty-five papers numbered, and commences in October, 1765. (Papers annexed from one to forty-one.) No Number 26. Letter from Murray to the Lords of Trade,—Complains of Walker, who boasts of having had him recalled. Next comes, up to No. 41, the correspondence relating to the burning of the barracks at Montreal. Letters of Major Carden, of Abbé Montgolfier, of M. Rouville. Accusation made against certain Canadians.

Quebec, 7th July.—P. C. Irving to * * *—,The departure of Murray leaves him in charge of the Government. Arrival of Bishop Briand. Instructions as to jurors produce the best results.

7th July.—The same to the Lords Commissioners,—Same subject.

21st July.—The same to the same,—The merchants, in spite of the proclamation, refuse to pay the taxes on liquors.

24th July.—The same to the same,—The Attorney-General has furnished him with a list of the recalcitrant. List.

22nd July.—Collins to the same,—Question of surveyors and surveying of property. Seventeen papers annexed.

20th August.—P. C. Irving to the same,—The right of serving on juries, of having advocates speaking their own language, has had a good effect on the Canadians. Administration of Justice.

25th October.—Carleton to Lord Shelburne,—Certain persons unite with the colonists against the Stamp Act. Party difficulties extending even to the Council. Large number of papers annexed. On the King's Posts, and the Companies working them. Historical notice on these posts, by Cugnet—interesting; on the difficulties in the Council, particularly in relation to Allsopp. Complaints of the Missiskenois Indians. Address of congratulation presented to Carleton.

18th October.—Carleton to Lord Shelburne,—Names of citizens who are accused by the soldier, McGavock, of having conspired against Walker.

18th October.—Carleton to the Lords Commissioners,—Frontier Line between Canada and the Province of New York. Complaints respecting lands belonging to Canadians granted to other persons.

21st November.—Carleton to Lord Shelburne,—Abbé Joncaire has returned to Québec, and is not to leave until spring.

9th November.—The same to the same,—History of Joncaire Chabert. His brother was a Jesuit. Customs matter.

17th November.—The same to the same,—The Jesuits and the clergy think that Murray had misunderstood his instructions in relation to the novices of the religious Orders. What occurred in regard to this subject at the dinner given by Murray before his departure.

Memorial of the Jesuits to Lord Shelburne. The professors of the College went to France after the capitulation. Ask permission to teach.

VOLUME 241.—QUEBEC, NO. 7.

1766.—24th August.—Complaints of Lacorne, Fraser, &c., to Lord Shelburne, as to the manner in which they were arrested in the middle of the night by a picket of soldiers.

Papers annexed:—Order of the Judge; protestation of the accused; efforts of the citizens in their behalf; opinion of the advocates, &c., &c. All this is connected with the Walker matter.

Quebec, 29th November.—Carleton to Lord Shelburne,—Continuation of the matter of Lacorne, Fraser, &c. He has suspended the Councillors who signed the citizens' memorial. Chateau Vaudreuil selected for the trial.

29th November.—Carleton to Irving,—Blames his conduct.

1767.—3rd January.—Carleton to Lord Shelburne,—Transmits the Petitions of Cugnet and Taché, claiming a part of the North Shore.

Quebec, 24th February.—The same to the same,—In the seigniory of Rigaud, Quebec, gold is thought to have been discovered.

Montreal, 4th March.—The same to the same,—Came to Montreal for the Walker trial.

Paper annexed:—Letter of Gage on the state of the fortifications.

5th March.—The same to the same,—The Grand Jury have thrown out the charge against one prisoner; will probably do so for all.

Whitehall, 26th May.—Shelburne to Carleton,—Approves of his conduct, and that of the Chief Justice. Petition of Cugnet and Taché under consideration.

Three Rivers,—15th March.—Carleton to Lord Shelburne,—Result of the trial of Lacorne and Fraser; the jury prosecute Walker for defamation.

Quebec, 28th March.—The same to the same,—Communicates his correspondence with Sir John Johnson, respecting the trade with the Indians.

Whitehall, 20th June.—Shelburne to Carleton,—Approves of his conduct. Trade with the Indians.

Quebec, 14th April.—Chief Justice Hey to Lord Shelburne,—Account of the trial of Lacorne, Fraser, &c.

15th April.—Carleton to Lord Shelburne,—Transmits various documents, nearly all relating to public expenditure and revenue.

14th May.—The same to the same,—Contradicts statements published by Murray in *Lloyd's Evening Post*.

Quebec, 30th March.—Carleton to the Lords Commissioners.—Trade with the Indians.

8th July.—Carleton to Lord Shelburne,—Interests himself in behalf of Joncaire Chabert, whom Johnson does not wish to see among the Indians.

Papers annexed:—

14th July.—The same to the same,—Sends minerals found at Rigaud, M. de Lotbinière being unable to go to France.

24th September.—The same to the same,—Transmits memorial of M. de Lery. It is necessary to prove to the Canadians that they are not forever excluded from the King's service. The contrary feeling may, perhaps, be the reason that the children of the best families betake themselves to France.

Papers annexed:—1st. Memorial of De Lery; 2nd. List of young Canadians in the service of France.

Whitehall, 14th November.—Shelburne to Murray,—Approves of his conduct towards Chabert. Estates of the Jesuits. Accusations of Rouban. Trade with the Indians. Explorations to be made towards Hudson's Bay.

Quebec, 9th October.—Carleton to Shelburne,—Rogers matter (Commandant at Michilimackinac), with papers in proof.

30th October.—The same to the same,—Fresh details as to Abbé Joncaire, whom he suspects of aiming at the Mitre. Request is made for a coadjutor for the completion of the Chapter. Details as to the clergy.

Whitehall, 17th December.—Shelburne to Carleton,—The King desires to remedy the abuses in the administration of Justice. Order to make an enquiry on the subject with the Chief Justice, Maurice Morgan.

St. James', 28th August.—Report of a Committee of the Council of Plantations. Bill for the Administration of Justice in Canada.

Whitehall, 17th December.—Instructions to Morgan.

VOLUME 342.—QUEBEC, NO. 8.

Quebec, 21st November.—Carleton to Shelburne,—First commission in Bankruptcy in Canada; anxiety; wants instructions.

23rd November.—Memorial of merchants on the subject.

23rd November.—Carleton to Shelburne,—Has effected the seizure of a smuggler.

24th November.—The same to the same,—Transmits the memorial of Cugnet and Taché, and private memorial of Taché.

25th November.—The same to the same,—State of the Province. Number of soldiers; probable number of militia. Position of the nobles and of all those who held office under the former regime. Relative position of the old and new subjects. Why he asks for the construction of a citadel.

Paper annexed:—Detailed statement of the Canadian nobility.

10th December.—The same to the same,—Accounts of civil administration. The same Administration of Justice. The country had its laws, very different from the English laws. This regular order was abruptly changed by the ordinance of 1764. Is this quite in conformity with the Act of Capitulation? It would be well to repeal the ordinance. Draft of another ordinance.

Whitehall, 1768—3rd March.—Report of the Board of Trade on the memorial of Taché and Cugnet. Labrador coast. Legal opinions, &c.

6th March.—Hillsborough to Carleton,—The King approves of his conduct. Case of De Lery and of Major Rogers. Clergy of Canada. Intention of the Lords of Trade in the proclamation of 1763. The law relating to property is not to be changed. Bankruptcy. Citadel. Carleton is appointed Governor.

Quebec, 19th January.—Carleton to Lord Shelburne,—Question of bankruptcy. Memorial.

20th January.—The same to the same,—Means of attaching the Canadians to England. Trade. Places in the Council, in the army, in civil offices. Suggestions respecting steps taken by certain persons to obtain a House of Assembly.

Whitehall, 14th May.—Hillsborough to Carleton,—Approves of his conduct. News favourable to De Lery.

Quebec, 16th February.—Carleton to Lord Shelburne,—Stuart has resigned his seat in the Council. He recommends Colin Drummond.

17th February.—The same to the same,—Holland asks for a writ of Mandamus to take his seat in the Council.

2nd March.—The same to the same,—Transmits a map of the Posts occupied by the French in the West. Details and suggestions relative to the trade with the Indians.

Lists of Posts; number of officers commanding them.

Complaints and memorial of the merchants on the subject.

11th April.—Carleton to Shelburne,—Fees and salaries of certain employees.

12th April.—The same to the same,—Customs of the country for the tenure of lands. Suggestions and remarks.

Papers annexed:—1st. Ancient customs and usages of the Province of Quebec.

2nd. List of Seigniories conceded prior to the conquest.

14th April.—The same to the same,—Jesuits' estates. Statement of accounts transmitted to him by Père Glassion. He deems it correct.

Paper annexed:—Accounts of the property of the Jesuits, &c.

9th July.—Hillsborough to Carleton:—The King desires to remedy the abuses referred to. Regrets he cannot yet transmit his instructions. Indians of Sault St. Louis and McKay. The Sulpicians accused of sending money to Europe. The Jesuits to pay Roubeau's pension.

Michilimackinac, 30th January.—Letter from * * *,—Rogers has been arrested for high treason.

Quebec, 26th April.—Carleton to Shelburne,—Montreal fire. The fire originated near St. Lawrence gate. The Canadians are the sufferers. Measures adopted.

27th April.—Carleton to Shelburne,—Allsopp matters.

Papers annexed:—1st. Petition of several merchants on the subject.

2nd. Report of the Committee of Council *idem*.

3rd. Evidence.

Whitehall, 12th August.—Hillsborough to Carleton,—The King approves of his conduct as to the fires and in the Allsopp matter. Order confirming the boundary established between New York and Canada.

Quebec, 21st July.—Carleton to Hillsborough,—He has visited the upper parts of the country. The writs of mandamus presented by De Montmolin and Veysière embarrass him. Church of Quebec.

Whitehall, 12th October.—Hillsborough to Carleton,—Regrets not having known the character of Veysière. The position of the two churches receives all the attention of the King.

Paper annexed:—Letter of the Bishop of London.

Quebec, 31st August.—Carleton to Hillsborough,—State of manufactures. Allsopp matter.

10th September.—Morgan to Hillsborough,—He is acquainted with the course of the Administration of Justice.

Whitehall, 15th November.—Hillsborough to Carleton,—Policy of the English Government in relation to Canadian manufactures.

Letters on the subject of Murray's salary.

Quebec, 12th October.—Carleton to the Secretary of the Lords Commissioners,—Danger involved in exacting customs duties for the past.

London, 10th December.—Count De Chatelet to Hillsborough,—Recommends the Marquis de Vaudreuil to the King's protection.

Whitehall, 24th December.—Hillsborough to the Count De Chatelet,—So soon as the revenues of Quebec are settled, the King will give his attention to the position of the Marquis de Vaudreuil.

Quebec, 19th November.—Carleton to Hillsborough,—Mingan matter.

20th November.—Carleton to Hillsborough,—Difficulties raised by the Admiralty Judge about whalebone.

20th November.—The same to the same,—He has not been able to discover any secret machination against the Government. Although the Canadians submitted in a proper manner to the Government, their affections must be for France. They have everything to expect from the latter, while they meet with nothing but vexations from the former. Gentlemen, experienced officers, have now nothing to hope for, either for themselves or for their children. If France makes war in the hope of being sustained by the colonies, Canada will be the theatre of that war. It has neither soldiers nor fortifications.

Whitehall, 1769—4th January.—Hillsborough to Carleton,—Great attention will be given to the preceding letter. A brave and faithful people must have a share of public offices. There are difficulties, however, as to military offices.

24th March.—The same to the same,—Mr. Roberts has been appointed Secretary and Registrar to the Council, and has selected Mr. Allsopp for his Deputy.

Quebec, 18th January.—Carleton to Hillsborough,—Promises made to De Lery. Necessity of conciliating the Canadians. Noble conduct of Cadet on leaving the Bastille.

Whitehall, 13th May.—Hillsborough to Carleton,—Approbation of the King. Assure the Canadians that he desires to secure them their privileges.

Quebec, 15th March.—Carleton to Hillsborough,—Necessity of finding a successor for a deceased Councillor. Advantage of appointing a Canadian. List of those who might be chosen. Praises Bishop Briand, who has been described as proud and fond of display. Much might be said on the subject of religion. In view of pending events, asks leave to proceed to England.

9th May.—The same to the same,—Need of a citadel at Quebec.

Whitehall, 15th July.—Hillsborough to Carleton,—The King's wishes will soon be known. Carleton's journey must be deferred to a later period.

Quebec, 17th July.—Carleton to Hillsborough,—A Jesuit from Philadelphia arrived at Quebec; he was informed that no Jesuit, though a subject of the King, can be admitted into Canada.

2nd August.—The same to the same,—Answer of the Jesuits to Routeaud's complaints. Memorial.

4th August.—The same to the same,—Question of appointing another Councillor. Necessity of selecting Canadians.

7th August.—The same to the same,—Hunter starts for England, charged with a Petition for the Jesuits.

Papers annexed:—1st. Memorial of the Bishop.

4th November.—Hillsborough to Carleton,—The question of the Jesuits is important. The Report of the Lords of Trade will settle all these questions.

3rd October.—Carleton to Hillsborough,—Leave of absence granted to Masères. Character and prejudices of that gentleman.

Whitehall, 1st December.—Hillsborough to Carleton,—the Lords having put off their Report to a later period, he gives Carleton leave to return to England.

1st December.—The same to the same,—Transmits, under the strictest secrecy, a copy of the Report. Requests him to obtain everything that may throw light on the subject.

Quebec, 25th October.—Carleton to Hillsborough,—Strange conduct of M. Vialars. Hopes he holds out to the Canadians.

13th November.—The same to the same,—State of manufactures.

Whitehall, 1770—18th January.—Hillsborough to Carleton,—Arrival of Morgan, Masières, Vialars.

Quebec, 1769—22nd November.—Carleton to Hillsborough,—Joncaire asks to return to Canada. Fears of the Governor on his account.

Whitehall, 1770—17th February.—Hillsborough to Carleton,—Will refuse to allow Joncaire to go to Canada.

VOLUME 344.—QUEBEC, NO. 10.

Quebec, 28th March.—Carleton to Hillsborough,—Remarks on the Protestants' who may be judges. General Complaints. Plan suggested.

Papers annexed:—Letter from Captain Desrosiers on the Administration of Justice.

Quebec, 1770—25th April.—Carleton to Hillsborough,—Complaints and murmurs. Bad effects produced by the measures on the Canadians.

Papers annexed:—Memorial of Quebec merchants.

5th July.—The same to the same,—Difficulties with Mr. Anslie, Collector of Customs.

Papers annexed:—(15) on this subject.

Montreal, 29th July.—P. DuCalret to Carleton,—Complains of the Administration of Justice.

Quebec, 14th April.—Cramahe to Hillsborough,—He has taken the oath of office

Chatham Barracks, 1st October.—Irving to Hillsborough,—Complains of having been expelled from the Quebec Council by Carleton. Papers in proof, part of which is to be found in all that precedes; the other ought to be copied, being original. Important.

Wh tohall, 19th October.—Hillsborough to Irving,—The King having approved of Carleton's conduct, he does not feel called upon to deal with the question.

Montreal, 6th October.—Lotbinière to Hillsborough,—Recalls the promises made by the Government in relation to the Seigniories on Lake Champlain. His painful position.

28th October.—DuCalret to the same,—He solicits a pension for himself, and a lieutenancy for his nephew. With papers annexed :—

No. 1.—Memorial to the King,—Enumerates his services.

No. 2.—On the ordinance of 1st February, 1770.

No. 3.—Memorial on the Administration of Justice. All interesting.

November.—Reports on the state of manufactures.

Quebec, 31st October.—Memorial of the Indians in behalf of Launière, their interpreter.

Petition of the English freeholders, asking for a Legislature.

Petition of the Canadians for a restoration of the French laws.

Petition of the Canadians respecting the Jesuits and the Quebec College.

Mémoire on the subject.

VOLUME 345—QUEBEC, NO. 11.

Whitehall, 1771—2nd January.—Hillsborough to Carleton,—A bill will be presented on the opening of the Houses to give the Legislative power to the Governor and to the Council.

Documents relative to a road from New York to Lake Champlain.

Quebec, 31st January.—Cramahe to Hillsborough,—He thinks he has nothing to fear from the Canadians, who hope to have their complaints attended to.

Whitehall, 1st May.—Hillsborough to Cramahe,—Road projected. The most difficult question as to the state of Quebec will soon be settled.

Report of the Lords of the Treasury,—Governor's salary.

3rd July.—Hillsborough to Cramahe,—The King has appointed him Lieutenant Governor of Quebec. The affairs of the Province have been submitted to the consideration of the Privy Council.

Quebec, 30th April.—Cramahe to Hillsborough,—The English papers which have spoken of the bad conduct of the Canadians have committed an error.

9th July.—The same to the same.

Attempt at setting fire. Night watch established by the citizens.

Letters of little importance on the making of tar. The New York road.

Whitehall, 4th December.—Hillsborough to Cramahe,—Measures relative to Canada not yet ready. The matter is a delicate one, and will probably be submitted to Parliament.

Quebec, 31st October.—Cramahe to Hillsborough,—Mr. Suckling left without leave.

18th November.—The same to the same,—State of manufactures. Timber Trade. Petition of merchants.

Montreal, 26th December.—Deschambault to Carleton,—His stay in England gives rise to hopes. Asks to be reimbursed for his house rented for barracks and burnt. Asks to be employed. Papers in support.

Whitehall, 1772—9th April.—Hillsborough to Cramahe,—Some one has handed a letter of Rouville to the French Ambassador at Madrid. The letter may be a forgery. Young Rouville is going to Canada. Both to be watched. Copy of Rouville's letter.

London, 17th August.—Memorial of Rouleau,—Is not a French subject. His services. The General of the Jesuits has forbidden the Quebec Jesuits to sell their

property, but orders them to leave all at the disposal of the King. The proof of this is in the hands of the Archbishop of York.

Quebec, 2nd July.—Cramahe to Hillsborough,—Presents names to replace Murray, a councillor, who has just died.

Quebec, 3rd July.—From the same to the same,—A French vessel claiming assistance, from St. Pierre et Miquelon, appeared at Quebec. He has watched Rouville—his character and his talents. The nobles complain of the want of respect with which they are beginning to be treated. It was not necessary to go to Madrid. The clergy and the nobility might seek occasion to influence the people. The clergy have no interest in a change. Cramahe has given permission for the consecration, but in a private manner, of a coadjutor chosen by Carleton. Arrival of the Canadian Recollet, &c.

Whitehall, 2nd September.—Lord Dartmouth, to Cramahe,—Approves of his conduct respecting the French vessel. Permission to consecrate a bishop in pursuance of powers emanating from Rome is too important a matter for him to give his advice on.

Quebec, 17th August.—Cramahe to Hillsborough,—Presence of Portuguese gold in the country. Difficulties on this subject. Scarcity of small change.

18th August.—The same to the same,—Change in Royal instructions for concession of land.

18th August.—The same to the same,—Murder committed at Detroit. Outbreak of fire at Quebec, Seminary, Jesuits' Chapel.

Paper annexed in relation to the murder.

1st October.—The same to the same,—As to the decoration granted to Mr. Duff.

Whitehall, 9th December.—Dartmouth to Cramahe,—The liberty of Episcopal power and the concessions made to Catholics demand serious attention. Governors cannot grant them under their instructions.

VOLUME 346—QUEBEC NO. 12.

Quebec, 11th November.—Cramahe to Dartmouth,—He has but three councillors with him, the others are absent from the Province. As to an Irish Recollet whom he has sent back.

Whitehall, 1773—3rd February.—Dartmouth to Cramahe,—Approves of his conduct. Petition of the Messrs. Robin and others for a concession of land. Answers.

* * * * *

10th April.—The same to the same,—Leave of absence granted to Hey. Cramahe must provide by an ordinance for the administration of justice.

15th October.—Memorial of Deschambeault, asking for the protection of England in his claim against France. Interesting.

Quebec, 22nd June.—Cramahe to Dartmouth,—Happy to learn that the new Constitution is under consideration. Has always thought that to restrict the religious freedom of the Canadians would do more harm than good. A coadjutor prevents the Bishop from going elsewhere for consecration.

London, 11th October.—Memorial of Rouleau.

Quebec, 1st October.—Cramahe to Dartmouth,—Complaints of Canadians respecting the line between New York and Quebec. Efforts of Governor Tryon.

7th October.—The same to the same,—Owing to the absence of his councillors, he has had to appoint Major Garden, temporarily.

Memorial of Canadians to Lord Dartmouth.

Whitehall, 1st December.—Dartmouth to Cramahe,—Probable solution of Canadian matters. Religious interests will receive the greatest attention, but no foreign jurisdiction. There is no longer any reason for restricting the extent of the Province. W. Baby has presented a petition to the King on behalf of the Canadians.

Whitehall, 1st December.—The same to the same,—Attempts to tamper with the Indians. Movements to be watched. Message sent to the Indians in the name of the King of France.

VOLUME 347—QUEBEC. NO. 13.

Lahaye, 1774—4th January.—Letter of Rouleau to Townall,—Claim for services rendered to Government.

Inner Temple, 4th January.—Masères to Dartmouth,—Gives his opinion on the kind of Chamber required at Quebec. Entrusted with pleading the interests of the old subjects.

Paper annexed :—Report of proceedings at the meeting held at Prentiss.

Proceedings at different meetings.

Petition of English freeholders.

Letter of the Committee to Masères.

Quebec, 1773—31st December.—Cramahe to Dartmouth,—Sets forth the proceedings of the old subjects. Small number of freeholders. The writings of Masères put in circulation. Hitherto the Canadians have shown themselves most peaceable, but it is time to do something for them.

Whitehall, 1774—6th April.—Dartmouth to Cramahe,—Approves of his conduct in the matter of the Chamber asked for. The measures in favour of the Canadians will be presented to Parliament.

Quebec, 19th January.—Cramahe to Dartmouth,—Transmits the petition which has just been brought to him. A copy was sent directly to Masères. It is more than ever necessary to settle finally the Quebec matter. *Papers annexed*.

3rd February.—The same to the same,—Same subject again solicits a settlement of these questions.

Whitehall, 4th May.—Dartmouth to Cramahe,—The tone of the petitions is a proper one. On the previous Monday he presented a law to the Chamber to regulate the Government. Hopes it will satisfy every one.

1st.—Memorial of the Quebec freeholders to Lord Dartmouth.

2nd.—Memorial of Montreal merchants.

Quebec, 14th March.—Cramahe to Dartmouth,—Transmits the map showing the line of demarcation between Quebec and New York. Collins has continued this line in pursuance of the wishes of Governor Tryon.

Lands of the Bay of Chaleurs.

Paper annexed :—Map of the line.

16th May.—The same to the same,—The absence and illness of several councilors has prevented him from dealing with the concessions on the Bay of Chaleurs.

30th June.—The same to the same,—He has made enquiries respecting the pretended message from the King of France to the Indians. A list is kept of all who enter their country to trade with them. No Canadian of any standing has entered. Impossibility of discovering anything at present.

Quebec, 1774—15th July.—Cramahe to Lord Dartmouth,—The old subjects have generally speaking, the same ideas as to taxes as the Americans, and the news sent from England that Parliament was about to impose duties on spirits, was the cause of their movements. Some of them regret having signed their petitions. The Indian posts appear to be tranquil. Promises of M. Lacorne, father-in-law to Campbell, and of Lanaudière.

Whitehall, 7th September.—Lord Dartmouth to Carleton,—Transmits the memorial of Madame Tormancourt, and asks the opinion of the Governor. Hopes to be soon able to send him his commission.

Court of St. James, 31st July.—Appeal to the Privy Council, and report of the Lords Commissioners, in the matter of Elz. Lery against Burton.

Memorial presented by Lery to Lord Dartmouth.

Quebec, 12th September.—William Dunbar, Mayor of the Town of Quebec, to * * * (no address.) He begs him to look after his interests. He wants to obtain a concession.

Memorial in which Dunbar sets forth his services to the King.

23rd September.—Carleton to Lord Dartmouth,—Arrived on the 18th. Canadians convinced of the favourable disposition of the Court towards them. Twenty-

four hours after his arrival he received from Gage a request for two regiments, owing to the state of the public mind.

No. 1.—Extract from Gage's letter to Carleton (Boston, 4th September),—Can a Canadian corps be raised ?

No. 2.—Carleton to Gage (Quebec, 20th September),—The Canadians have always shown themselves faithful. They are only waiting to be employed ; but they must be placed on the same footing as the rest of the infantry.

Whitehall, 10th December.—Lord Dartmouth to Carleton,—If the Canadians are satisfied, are the old subjects so ? He hopes soon to see them in harmony. The Governor must strive to make them understand the justice and necessity of the late Act. Judge Hey, though elected a Member of Parliament for Sandwich, will return to Canada.

VOL. 348—NO. 14.

Quebec, 11th November.—Carleton to Lord Dartmouth,—The more respectable portion of the old subjects, in spite of the letters received from England, appear to desire harmony. Their address. Those of Montreal have adopted a different measure. The letters of Congress have, it is said, been received. Their intentions are not as yet well known. Committee composed of Walker, Price, Todd, and Blake. Walker takes the lead, and is advised by Masères, his friend. Committee formed at Quebec. Proceedings. Proposal to make a present to Masères, to be increased if he succeeds. Surprise and uneasiness of the Canadians. Solicited to unite with the malcontents among the old subjects. Some have signed the petition through ignorance, and through fear of their creditors. They were deceived, being told that the object was the safety and protection of their persons and property.

11th November.—Carleton to Lord Dartmouth,—He transmits the addresses sent to the King by :

1st.—The Canadians of Montreal. } Sentiments of gratitude.
2nd.—The Canadians of Quebec. }

Carleton to Lord Dartmouth,—Transmits and supports the memorial of M. Dechambault.

No. 1.—Placet of Deschambeault to Lord Dartmouth.

No. 2.—Memorial of Deschambeault.

No. 3.—Letter of Vaudreuil.

No. 4.—Letter of Bigot.

No. 5.—Letter of Montcalm.

To Deschambeault.

Whitehall, 1775—7th January.—Lord Dartmouth to Carleton,—Sends him his Commission as Governor, and his instructions. He hopes that everything relating to justice and ecclesiastical matters may be easily settled. Mr. Hay. Arrival of the envoy of the Committee, Mr. Paterson.

King's Road, Chelsea, 19th January.—Highly interesting memorial on the Esquimaux, presented to Lord Dartmouth by the Moravian brethren. James Hutton, Secretary.

Quebec, 1774—12th November.—Address presented to the King by English subjects.

18th November.—Carleton to Lord Dartmouth,—He transmits the petition from Three Rivers. Letter from Jeffries, of Boston, to Minot, of Massachusetts, settled at Quebec. The letter of Congress to Great Britain circulates in the country. A letter from Congress to the Canadians is said to be in press.

No. 1.—Letter of Jeffries, in the name of the Boston Committee.

No. 2.—Address from Three Rivers.

Quebec, 1775—12th February.—Carleton to Dartmouth,—He examines the claim of Tormancourt. Mr. Ainslie. Intrigue of English subjects, who make the greatest efforts to inflame the minds of the Canadians.

No. 1.—Papers relating to Ainslie.

No. 2.—List of Councillors.

12th January.—Carleton to Robinson,—Secretary to the Lords Commissioners. He explains to him the Ainslie matter. Complaints of the Governor.

Whitehall, 15th April.—Lord Dartmouth to Carleton,—Departure of Hey for Canada. Pownall, Secretary and Registrar Potter to replace Hey. Recommendations.

Quebec, 13th March.—Carleton to Lord Dartmouth,—The old subjects continue to incite the Canadians against the new form of Government. They have translated the letter of Congress. Two to three hundred copies imported into Canada.

Whitehall, 23rd May.—Lord Dartmouth to Carleton,—Levins appointed Judge of Common Pleas at Montreal. If he cannot be a Judge, he will be satisfied with a place as Councillor, or a concession. He recommends him to the Governor.

7th June.—Lord Dartmouth to Carleton,—He hopes the enemies will not succeed in disturbing the peace. The petition has found no favour in England, either in or out of Parliament.

Quebec, 6th April.—Carleton to Lord Dartmouth,—Transmits a copy of news received from Montreal. Threats uttered against the Canadians if they do not unite with the Bostonians. Fifty thousand men to invade the country.

No. 1.—News from Montreal.

Whitehall, 5th July.—Lord Dartmouth to Carleton,—The circumstances are critical. The King has confidence in the loyalty of the Canadians. Raise a corps of three hundred Canadians to serve as the Provincials did in the last war. Officers appointed in the name of the Governor, without right to half pay. As to the rest, the same privileges as the other troops. The clothing is ready.

4th July.—The same to the same,—Recommends Potter, who is going to Canada.

4th July.—The same to the same,—Civil establishment of Quebec. Ticonderoga cannot be recovered without the efforts of the Province of Quebec.

12th July.—The same to the same,—The state of things demands the greatest energy. The army in America to be increased. Hopes the example of New England will not be followed. The loyalists to be protected.

Quebec, 15th May.—Carleton to Lord Dartmouth,—Transmits transcript of news received from Montreal. The Canadians, though closely pressed, have not consented to join the rebels.

Annexed :—Seven letters from Montreal.

Whitehall, 24th July.—Dartmouth to Carleton,—Asks him to raise 3,000 more Canadians.

Quebec, 7th June.—Carleton to Dartmouth,—Arnold landed at St. John on 18th May. His success. State of the country. The nobility make every effort to second Carleton, who has not even 600 men at his disposal. The clergy and nobles have been very useful, but they have lost much of their influence. Measures which would have been very popular formerly, now demand much precaution. Regrets having asked for the English criminal laws. Introduction of French criminal laws.

Papers annexed :—No. 1.—Letter from Allan to Morrison.

No. 2.—Letter from Arnold to Walker.

No. 3.—Letter from Allan.

No. 4.—Letter from Arnold to Walker.

Whitehall, 2nd August.—Dartmouth to Carleton,—Has just learned the taking of Ticonderoga. Gage appointed Commander-in-chief.

Montreal, 26th June.—Carleton to Dartmouth,—Martial law proclaimed. Effective force. Hey has just arrived.

Annexed :—Three letters on the state of the troops and the presents intended for the Indians.

Whitehall, 8th September.—Pownall to Carleton,—The Empress of Russia has promised her aid.

8th September.—Pownall to Carleton,—Secret news received from New York.

Quebec, 14th August.—Carleton to Dartmouth,—Organization of the Militia. Letters of Congress and papers left at the door of every inhabitant.

- Chambly, 1st August.—Thos. Brown to Walker, Price, &c.
 Whitehall, 25th Sept.—Pownall to Carleton,—Shipment of troops and prisoners.
 Nassau Island.—Sinclair to * * * He has been arrested at New York.
 Quebec, 21st Sept.—Cramahe to Lord Dartmouth,—Attempt to influence the Canadians.
- No. 1.—James Livingston to the Canadians. Point Oliver.
 21st September.—Cramahe to Lord Dartmouth,—Defeat of Brown.
 No. 1.—Duggan and Livingston to be Captains of Militia.
 30th Sept.—Cramahe to Dartmouth,—Assisted by McLean, he has put Quebec in a state of defence.
- No. 1.—Schuylers' Manifesto.
 Montreal, 21st Sept.—Carleton to Dartmouth,—History of events. Noble conduct of the clergy.
 Quebec, 25th Oct.—Cramahe to Dartmouth,—Narrative of events.
 Montreal, 25th October.—Same to same,—The citizens march against the enemy. Has had Walker arrested. Affair of Lamandiere at Berthiers, of Brigenville at Longueuil. The soldiers desert.
- No. 1.—Letter from Montgomery to Carleton.
 5th Nov.—Carleton to Lord Dartmouth,—St. John has surrendered. Painful situation of Montreal and Quebec.
- Annexed.*—No. 1.—Statement of Garrison at Chambly.
 No. 2.—Articles proposed by Paterson for the capitulation of St. Johns.
 No. 3.—Statement of the troops made prisoners at St. Johns.
 No. 4.—List of Canadian prisoners of war at St. Johns.
- Quebec, 9th Nov.—Cramahe to Lord Dartmouth,—Copy of a letter from Carleton to Gage in 1767, in which the events are foreseen. He sends the rebel prisoners to England.
- Annexed.*—No. 1.—Howe to Carleton, Boston 13th Oct.
 No. 2.—Admiral Graves to Howe, 12th Oct.
 Quebec—4th February.—Carleton to Gage,—The nobility will serve, but no longer in the militia. The formation of a regiment would attack the nobility and restore its old influence. Since the Civil Government the Canadians have emancipated themselves.
- No. 4.—Letter from Carleton to Gage, Quebec, 15th Feb. 1767. Bad state of the forts. They must be repaired.
- Dead River, 13th Oct.—Arnold to J. H. Mercier, Esq,—He is marching on Quebec, and desires to know the number of troops at the disposal of the inhabitants.
 Arnold to Schuyler and in his absence, to Montgomery,—He hopes to be in Quebec in fifteen days.
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| Depositions of Duchamps against Walker. | } <i>N.B.—These papers are to be found in the Haldimand Papers.</i> |
| “ Bruyère “ “ | |
| “ Leroux “ “ | |
| “ Guillette “ “ | |
- List of Canadians taken at Long Point and confined on the “Adamant.”
 List of Bostonians taken at Long Point.
 List of vessels entered at Quebec since Nov. 1763.
 Quebec, 10th Nov.—Carleton to Dartmouth,—Narrates how he has passed through the midst of the enemy's lines. The Canadians are humiliated at serving as militiamen.
- No. 1.—Montgomery to Dulabost,—Urges the inhabitants of Montreal to submit.
 No. 2.—Sorel. Headquarters.—Easton to the commander of the fleet,—Summons him to surrender the fleet, 15th Nov.
 Quebec. 19th Nov.—Cramahe to Lord Dartmouth,—Arnold has crossed the river. The letters (Arnold's) have been intercepted. A considerable army required. The fleet must arrive early.
- No. 1.—Arnold to Cramahe,—Summons him to surrender, Quebec, 14th Nov.
 No. 2.—Arnold to Cramahe,—Complains of a trumpeter having been fired upon, 15th Nov.

No. 3.—Arnold to Montgomery,—Fears he has been betrayed, 8th Nov.

No. 4.—Arnold to Washington,—He reports as to his march, 8th Nov.

Quebec, 17th Nov.—Mabane to Cramahe.

On board the "Lizard," 20th Nov.—Hamilton to Lord Dartmouth,—Report of Council of War. Statement of the forces in the city.

Quebec, 16th Nov.—Cramahe and others to Hamilton,—Asks for sailors for the defence of the city. Petition of the merchants.

VOLUME 349.—QUEBEC, NO. 15.

Whitehall—1776—17th Feb.—Lord Germain to Carleton,—Troops about to be sent to Canada. Burgoyne takes the instructions.

28th March.—Lord Germain to Carleton,—The King's thanks for the affair of 31st December last.

Quebec, 14th May.—Carleton to Lord Germain,—Announces the flight of the enemy, who has burnt part of St. Roch and St. John's. Affair of De Beaujou.

12th Feb.—Carleton to Howe,—Narrates Montgomery's attack.

14th May.—Carleton to Lord Germain,—Transmits Montgomery's summons, &c. Statement of the wounded.

No. 1.—Holland House, 6th December.

No. 2.—Holland House, 6th December.

No. 3.—Holland House, 15th December. Order of attack.

Quebec, No. 4.—Position of the enemy.

No. 5, 6 and 7.—Proclamation of 22nd November.

No. 8.—Statement of forces at Quebec, 1st May, 1776.

No. 9.—Statement of killed, wounded and prisoners.

No. 10.—Further statement, *idem*.

Halifax, 27th April.—Abbott to Carleton,—Reasons which have prevented him from proceeding to his post.

Quebec, 10th May.—Maclean to Lord Germain,—Praise of English militia.

Appears to blame Carleton.

Whitehall, 21st June.—Lord Germain to Carleton,—Felicitations for himself and the militia.

On board the "Maria," abreast of St. Ann, 25th May.—Carleton to Lord Germain,—Mentions DeLorimier and DeMontigny, who attacked 120 of the enemy.

Quebec, 25th May.—Cramahe to Lord Germain,—Affair of the Cedars. The enemy evacuates Three Rivers. Statement of the forces in the Province: there are 1,200 men at Sorel,—14 pieces of cannon.

2nd June.—Carleton to Lord Germain,—Details of the position of Foster. Convention between Arnold and Foster.

Carleton to Lord Germain,—Commission of Quartermaster-General granted to Christie.

Montreal, 20th June.—Carleton to Lord Germain,—The enemy have been repulsed at Three Rivers. Prisoners, Burgoyne, Phillips and Reidesell. Taking of St. Johns, which was in flames.

Montreal, 23rd June.—Carleton to Lord St. Germain,—He has divided the army into brigades.

Quebec, 25th May.—Maclean to Lord * * *—He has reconciled the merchants with the Government, which favored the Canadians. Conduct of the militia.

Report of ordinance stores taken from the enemy.

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Quebec, 7th July.—Cramahe to Lord Germain,—Vessels arrived the previous day.

Whitehall, 8th August.—Lord Germain to Hey,—Asks when he may embark for Canada.

22nd August.—Lord Germain to Carleton,—He instructs him to exchange the prisoners without compromising the King's dignity.

Lord Germain to Carleton,—He urges him to re-establish order ; to reward and punish, with a view to insure the security of the country for the future.

Lord Germain to Carleton,---Presents sent for Indians. Hey replaced by Levins. Monck made Attorney-General.

Anneved: ---Intercepted letters of Bonfield, Montreal, 26th January; Philadelphia, 9th March; Montreal, 4th February.

Chambly, 8th July.—Carleton to Lord Germain, ---He has given Johnson leave to raise the King's Royal Regiment of New York.

12th July.---Carleton to Lord Germain,---General statement of the army under Carleton's orders, for the months of June and July.

Quebec, 10th August.—Carleton to Lord Germain,--- The Bill had abolished Patent Offices, and they are now being re-established. Cases of Levins and Gordon.

No. 1.—Commission appointing Mabane, Dunn, J. C. Panet, judges of civil jurisdiction of Quebec, 23rd July.

No. 2.—Commission appointing the same to enquire as to damages caused by the rebels, 3rd July.

No. 3.—Commission constituting a Court of Appeal.

10th August.---Carleton to Lord Germain,---Course of conduct pursued by Carleton.

No. 1.—Letter from Washington to Burgoyne transmitting resolutions of Congress respecting the Cedars affair.

No. 2.—List of prisoners taken at Three Rivers, 8th and 9th June.

No. 3.—List of prisoners taken at Quebec, 31st December, 1775.

No. 4.—Recapitulation of prisoners taken from the beginning of the war up to 10th August, 1776.

No. 5.—Report of ordinance stores taken from the enemy, 6th May, 1776.

15th August.—Carleton to Lord Germain,—Composition of the Council.

18th August.---Cramahe to Lord Germain,---Carleton forgot to recommend Grant as Attorney-General.

Montreal, 31st August.---R. Knox, physician, to Lord Germain,---Sanitary condition of the army.

Chambly, 1776---12th September.---Engineer Williams to Lord Germain,--- Transmits his journal and statement of stores.

Quebec, 20th September.---Lieut. Willoe to Lord Germain,---Has just reached Quebec.

Deschambeault, 29th September.---The same to the same,---Details as to his voyage.

Chambly, 28th September.---Carleton to Lord Germain,---He replies to the Minister's letter under date 21st June, which has evidently hurt his feelings. Efforts he has made to organize the defence. In the event of disaster there is nothing to be expected from the Canadians, as there is nothing to be feared from them in prosperity. Statement of the naval forces of Canada and of the rebels.

Quebec, 6th Oct.—Cramahe to Lord Germain,—He sends 17 deserters from Maclean, who elect to serve in Africa rather than stand their trial.

Montreal, 25th June.—Address of the citizens of Montreal to Carleton. Carleton's reply, &c.

Quebec, 28th August.---Hey to the Lord Chancellor.

11th and 17th Sept.—The invasion seems to be retarded. Strives to excuse the Canadians.

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1775—Detroit, 29th August.---Hamilton to Lord * * *,---Sad situation of the Canadians. Advantages which the country affords. Efforts of the Virginians to win over the Indians.

On board the "Maria," off Crown Point, 14th Oct.---Carleton to Lord Germain.

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Battle of the Valcourt Islands.

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No. 1.—List of rebel vessels.

No. 2.—Copy of a letter from Sullivan to his brother.

1776—Chambly, 18th October.—Wiloe to Lord Germain,—Details about the march of the army. Report on the condition of the troops of Brunswick.

Quebec, 17th Nov.—Carleton to Lord Germain,—The troops take up their winter quarters. Several inhabitants of the State of New York request to return under the King's rule.

20th November.—Carleton to Lord Germain,—Forwards the address of the old subjects. Address of the old subjects.

Montreal, 10th November.—Deschambeault to Lord Germain,—Demands the protection of England for his claims against the Court of France. If the militia had been placed on a war footing some years back, the Canadians would not be united with the *Bostonnais*. Requests to be entrusted with their organization.

Plan which he suggests.

Petition of the same to Lord Germain.

Portsmouth, 9th December.—Burgoyne to Lord Germain,—He arrives from America and requests an audience.

VOL. 30—QUEBEC, No. 16.

1777—Hartford Street, 1st January.—Burgoyne to Lord Germain,—He has forwarded the Memorial of Carleton. Memorial of Carleton to Lord Germain with the remarks of Burgoyne. Effective condition of the troops. The Canadians are necessary for the Militia.

Hartford Street, 28th February.—Burgoyne,—Correspondence on the matter of the presents made to the Indians. Correspondence about the pay of the German troops. Memorandum on the invasion of Canada by Daniel Clauss.

Whitehall, 19th February.—Lord Germain to Carleton,—Hopes that Campbell has been set free. Report upon the mission of the Moravian Brothers to Labrador, from September, 1775, to October, 1776.

Whitehall, 26th March.—Lord Germain to Carleton,—Carleton is blamed for having returned to Quebec, which allowed the enemy to cross to the other side.

Lord Germain to Carleton,—Conduct of the Governor approved.

The same to the same,—Dacres has been presented to the King. The King approves of his conduct with reference to the inhabitants of New York.

The same to the same,—The King cannot place the corps of Maclean upon the same footing as the regular army.

Lord Germain to Hamilton, Lieutenant Governor of Detroit,—Encourages the expeditions of Indians in the direction of Virginia and Pennsylvania.

Lord Germain to Carleton,—The case of Gordon.

The same to the same,—The German troops have a right to full pay.

Quebec, 9th May.—Carleton to Lord Germain,—The nobility, the clergy, and a part of the landed gentry have been very useful in re-establishing peace. Plan for the establishment of a Board of Trade. List of those who have passed over to the side of the rebels.

14th May.—Carleton to Lord Germain,—He has not been able to know the intentions of the Minister, not having received his despatches. He complains of the manner in which the command has been taken from him. He has done, and is disposed to do his best. News sent to Carleton. Information given by Patrik Langan. Deposition of Samuel Adams upon the forces of the rebels at Ticonderoga.

Niagara, 8th April.—Colonel Butler to Carleton,—The situation.

Montreal, 31st March.—Journal of Captain Mackay,—Trustworthy description of Ticonderoga. Mount Independence, &c.

7th April.—Extracts from letters written from the posts in the upper country by De Peyster, Hamilton, &c.

Quebec, 22nd May.—Carleton to Lord Germain,—False position in which he finds himself. The faction which has set the example of want of respect is protected

23rd May.—Carleton to Lord Germain,---The Minister recommends that loyalty should be rewarded, but in the appointments which he has made, he has taken away the places of those who have most deserved them. Grant, Fraser.

24th May.—Carleton to Lord Germain,---He recommends to be Councillor, Roch de St. Ours, jun., in the stead of his father.

27th May.—Carleton to Lord Germain,---The Canadian gentlemen made prisoners at St. Jean, have returned.

Montreal, 12th May.—Philipps to Lord Germain,---Disappointment at only being employed as Major-General. Hints that it might be necessary to effect a compromise with the rebels.

19th May.—Burgoyne to Lord Germain,---He directs his march towards Ticonderoga, but wishes to have it believed that he is proceeding to attack Connecticut. Condition of the Duke of Brunswick's troops.

Three Rivers, 20th April.—Riedesell to Lord Germain,---Compliments and assurance of good wishes.

Whitehall, 25th July.—Lord Germain to Carleton,---The Lords of Trade have given their opinion upon a Board of Trade. Replies to the complaints of the Governor on the subject of the nominations made by the King.

20th July.—Lord Germain to Carleton,---The nomination of Burgoyne comes from the King, but Germain has approved of it. Reasons why Carleton has not had the command of the army.

Quebec, 26th June.—Carleton to Lord Germain,---News from Michillimakinac. Correspondence exchanged between Burgoyne and Philipps.

No. 1.—Carleton announces to Philipps the nomination of Burgoyne.

No. 2.—Carleton forwards the orders concerning the troops.

No. 3.—Disposition of the troops.

No. 4.—Captain Foy,---Announces to him his appointment.

No. 5.—Circular of Carleton to the captains of militia.

No. 6.—Foy to Fraser,---It is from Burgoyne that he ought to receive the orders concerning the Indians.

No. 7.—Carleton to Burgoyne,---He sends him a copy of the letter to the Superintendents of Indians at Oswegatchie.

No. 8.—Carleton to Lieut. Colonel Boulton.

No. 9.—Carleton to the Commandant of Oswegatchie.

No. 10.—Carleton to Butler.

Montreal, 26th May.—Burgoyne to Carleton,---He has need of men and horses. Staff proposed by Burgoyne.

25th May.—St. Leger to Burgoyne,---It is difficult to arrange the rendezvous.

Quebec, 29th May.—Carleton to Burgoyne,---The people are imbued with an American feeling. It would be imprudent to call out more than 300 of them at a time. Each parish will furnish two married men for each deserter. Horses cannot be reckoned on by reason of the law.

28th May.—Carleton to Burgoyne,---Staff of St. Leger. Has no discretionary powers under the orders of the King.

Montreal, 6th June.—Carleton to Cramahe,---To send 500 men for extra duty to St. Jean.

7th June.—Burgoyne to Carleton,---Submits a plan to secure horses. Plan of Burgoyne.

Carleton to Burgoyne,---He approves of the scheme.

New York, 5th April.—Howe to Carleton,---He will not be able to communicate with the army which goes to Ticonderoga.

St. Jean, 13th June.—Carleton to Burgoyne,---He requests that the militia be sent to their homes on the 1st November.

15th June.—Burgoyne to Carleton,---Requires the punishment of four Canadians who deserted with their arms.

17th June.—Philipps to Carleton,---(two letters). Requests that the 29th Regiment be sent to St. Jean.

Montreal, 15th June.—Carleton to Philipps,—He grants what is asked for.

St. Jean, 19 June.—Philipps to Carleton,—Thanks. His views upon the movements of the troops.

Quebec, 26th June.—Carleton to Burgoyne,—He requests that the Canadians be obliged to furnish the horses which are required. Carleton cannot force them to do that. The United States to their brothers the Delawares and the Kaskaskias. Address delivered by two Onondagas. Extracts from letters written by Richard McCarthy, Illinois.

Michillimackinac, 6th June.—De Peyster to Carleton,—He has been informed by Ducharme of the proceedings of the Spaniards. Langlade has left him his papers.

Detroit, 11th May.—Hamilton to Carleton,—Petition of the citizens in favor of Judge Fraser. Memorandum of Major John Campbell.

Camp at River Bosquet, 22nd June.—Burgoyne to Lord Germain,—Complains greatly of Canada. He expects three battalions from Hampshire, Skenesborough, and Albany. No horses ready for the artillery. Carleton has not dared to impress them.

24th June.—Proclamation by Burgoyne,—Printed substance of Burgoyne's address to the Indians.

Quebec, 27th June.—Carleton to Lord Germain,—He reminds him that he had recommended several persons as Councillors; but to spare them the unpleasantness of being rejected, he has been able to hold the Council without them. Manner in which several Councillors have been appointed. He recommends new ones. Although the Minister appears inclined to upset what has been arranged with so much trouble, Carleton desires to retain in the Council the proportion of Canadians agreed upon. He solicits his recall.

Quebec, 30th June.—Gordon to * * *,—Monck has been obliged to pass the winter at Halifax.

Midmis, 4th May.—Lieutenant-Governor Abbott to Carleton,—The rebels are gathering at Pittsburgh.

Michillimackinac, 12th April.—De Peyster to Carleton,—Nothing important to tell him.

The same to the same,—Langlade reports from the Bay that the Spaniards are intriguing.

Quebec, 9th July.—Carleton to Lord Germain,—Praises Butler, Peyster, Lernoult.

Niagara, 15th June.—Butler to Carleton,—The Indians appear satisfied with being able to show their fidelity to the King.

16th June.—The same to the same.—News from Howe's army.

17th June.—Lernoult to Carleton,—The enemy is entrenching at Bull Bridge.

Michillimackinac, 13th June.—De Peyster to Carleton,—News of the arrangements of the Indians.

17th June.—The same to the same,—Praise of Gauthier. List of officers employed in the Indian Department. List of persons employed as rangers.

Quebec, 10th July.—Carleton to Lord Germain,—The efforts that he has made. The Minister can make Militia laws differing from those of England and from those which are in the power of the Council. Opinion of Attorney-General Monck. Militiamen can only be punished under the ordinance.

Quebec, 13th July.—Carleton to Lord Germain,—As Burgoyne corresponds direct with the Minister, he has nothing to tell him with respect to the rebels.

Skenesborough House, 11th July.—Burgoyne to Lord Germain,—Journal of the operations of his army. List of killed and wounded from the 2nd to the 8th July.

The same to the same,—It is advantageous to employ provincials against provincials in order to spare the army. The Indians have been of no service to him. They are too cruel. Praise of Philipps and Fraser.

Williams to Lord Germain,—The enemy has thrown 200 barrels of powder down Mount Independence. Journal of Williams.

Fort Edward on the Hudson, 30th July.—Burgoyne to Lord Germain (private letter).—Impossible to communicate with Howe. He dreads being called upon to replace Carleton; he recommends Philipps.

VOL. 351—QUEBEC, NO. 17.

Whitehall, 19th Sept.—Lord Germain to Carleton,—The King grants him his recall. He will be replaced by Haldimand.

Lord Germain to Haldimand,—The King has appointed him Governor of Canada. He waits for his report.

Quebec, 8th August.—Carleton to Lord Germain,—On the subject of letters of marque. Pay of the Councillors.

Headquarters, near Fort Edward, 30th July.—Burgoyne to Lord Germain,—The enemy is in retreat.

Quebec, 11th August.—Carleton to Lord Germain,—He has refused Burgoyne to send any troops to Ticonderoga.

Additional Papers :—No. 11. Skenesborough, 11th July.—Burgoyne to Carleton,—He requests leave to place a garrison at Ticonderoga.

No. 2.—Quebec, 19th July.—Carleton to Burgoyne,—He has no discretionary power. The forces of Canada are only on paper.

Detroit, 16th July.—Hamilton to Carleton,—Journal as far as 7th July.

26th June.—Hamilton,—Projected attack against New Orleans, with plan.

3rd July.—Hamilton to Carleton,—Important news.

15th April.—Abbot, Lieutenant Governor of Fort Vincennes.

Fort Vincennes, 26th May.—Abbot to Carleton,—News.

Fort Gage, 8th May.—Rocheblase to Hamilton,—Biographical details.

Rocheblase to Abbott.

Fort Vincennes.—Abbot to Carleton,—Situation in which he finds himself.

Fort Gage, 1st June.—Rocheblase to Abbot.

Quebec, 13th August.—Carleton to Lord Germain,—Letters from Hamilton.

Praise of Rocheblase.

No. 1.—Letter of Abbot.

No. 2.—Letter of Rocheblase, 7th July.

Hostilities between the English and Spaniards.

27th July.—Hamilton to Lord Germain,—Extracts from letters to Lord Germain (interesting). *Proces verbal* of the Council held with the Indians at Detroit.

Camp before Saratoga, 26th August.—Burgoyne to Lord Germain (private).—Explains his conduct. Misfortune might have been avoided. The campaign looks badly. Complains of the loyalists.

Whitehall, 15th September.—Lord Germain to Burgoyne,—Compliments him on his success.

Quebec, 20th September.—Carleton to Lord Germain,—He forwards a letter received from the posts in the upper country.

Papers :—No. 1—Oswego, 17th August.—St. Leger to Carleton.

No. 2—Oswego, 27th August.—St. Leger to Carleton.—Details of the siege of Stanmisse.

No. 3—Ontario, 28th July.—Butler to Carleton,—Transactions with the Indians.

No. 4—Burgoyne to St. Leger,—Instructions.

No. 5—Butler to Carleton,—Success he has gained.

No. 6—Niagara, 9th September.—Bolton to Carleton,—Requests assistance.

St. Johns, 24th September.—Carleton to Lord Germain,—He takes upon himself to send a regiment out of the Province.

Papers annexed :—No. 1, Ticonderoga, 18th September,—Brigadier General Powell to Carleton. Requests assistance.

No. 2.—Ticonderoga, 18th September,—Starke to Carleton. Same subject.

ST. JOHNS.

28th September.—Carleton to Lord Germain,—The rebels have killed several Canadians.

Papers annexed :—No. 1. Mount Independence.—Powell to Carleton,—Relates the attack he has sustained.

- No. 2.—The same to the same, 19th September,—Details of the attack.
- No. 3.—The same to the same,—Attack by the rebels from Diamond Island.
- No. 4.—Ticonderoga, 30th September.—Maclean to Carleton,—Asks leave to return to Canada, inasmuch as Powell retains St. Leger.
- Riedesell to Lord Germain,—Story of the battle of Bennington. Instructions from Burgoyne to Baun. Story of the engagement of Walton Creek, 16th August, by Breyman.
- Continuation, or journal of the marches, &c., &c., from the 9th to the 16th of August.
- Saratoga Camp, 20th August.—Burgoyne to Lord Germain (Official letter of which mention is made above),—Gives an account of the affair at Bennington. Extract of a letter from St. Leger. Letter intercepted from one Shepherd, Ohio County, 8th August.
- Quebec, 14th October.—Carleton to Germain,—Forwards important papers. He has reprimanded the Provost Marshal.
- Papers annexed*:—No. 1.—Quebec, 5th October.—Livins to Cramahe,—Blames him for having put in prison two persons accused of giving false information.
- No. 2.—Quebec, 6th October.—Cramahe to Livins,—Begs the judge not to meddle with this affair.
- No. 3.—Deposition of Prentiss about his conversation with Livins.
- No. 4.—Quebec, 6th October,—Livins to Cramahe.
- No. 5.—Quebec, 6th October,—Livins to Carleton.
- No. 7.—Quebec, 8th October,—The same to the same.
- No. 8.—Quebec, 12th October,—Cramahe to Carleton,—Sets forth the reasons for which he imprisoned Giroux and his wife.
- Quebec, 15th October.—Carleton to Lord Germain,—He replies to the reproaches of the Minister. He calls to mind the letters of Lord Dartmouth (Nos. 15 and 16, 15th April). The King left to the Governor the appointment to vacant offices, not dependant on the Lords of the Treasury. The Quebec Act attempted to do away with the abuses of offices occupied by deputies. It is to be regretted that they should have sent out to administer justice a man ignorant of the law, customs, manners and language of the country.
- Quebec, 15th October.—Carleton to Lord Germain,—If the Minister has the right of blaming what is done, he ought to point out what is to be done. 30,000 men are useless without small boats. That the Minister should employ an efficient man and let him act unhindered,—if he is incapable, all instructions will be thrown away.
- Quebec, 24th October.—Carleton to Lord Germain,—He has sent assistance to Ticonderoga. He forwards:—
- No. 1.—Powell to Carleton, Mount Independence, 29th September,—His position. He has need of help.
- No. 2.—The same to the same, 30th September,—The departure of Maclean will leave Ticonderoga much exposed.
- No. 3.—The same to the same, 2nd October,—He has received from Burgoyne an order to retain all the troops.
- No. 4.—Instructions given by Carleton to Graves, commanding on the lakes.
- No. 5.—Pollard, Bolton's Assistant, to Butler,—The dispositions of the Indians are changing. Defeat of Burgoyne. Embarrassment of Howe.
- No. 6.—Powell to Carleton.—Mount Independence, 5th October,—Almost all the Canadians have deserted or been made prisoners. If they had been dismissed at the time promised, they would have acted with greater vigor.
- No. 7.—Statement of the men of the 53rd Regiment, made prisoners.
- No. 8.—Powell to Carleton, 10th October,—News from Burgoyne.
- No. 9.—The same to the same, 11th October,—Burgoyne retreats. Fraser sick. Breyman killed. Fears being attacked by 11,000 of the enemy.
- No. 10.—The same to the same, 16th October,—Burgoyne is surrounded. Ticonderoga very much exposed.

No. 11.—Carleton to Powell, Quebec, 20th October,—Can give him no instructions to fortify himself or retreat.

No. 12.—Maclean to Carleton, Montreal, 18th October,—Burgoyne cannot escape.

No. 13.—Major Grey to Maclean, Ticonderoga, 18th October,—Powell fortifies Ticonderoga.

No. 14.—Powell to Maclean, Mount Independence, 16th October,—Believes that Burgoyne has capitulated.

No. 17.—Quebec, 19th October.—General order from Carleton.

No. 18.—Powell to Carleton, Mount Independence, 19th October,—Burgoyne was compelled to surrender on the 16th, at eight o'clock in the morning.

Quebec, 6th November.—Carleton to Lord Germain,—Carleton waits for his successor.

No. 1.—Maclean to Carleton, Chimney Point, 1st November,—He did not wish to join with Powell. The council of war held by Powell decided to give up the place.

No. 2.—Powell to Carleton,—Gives an account of the council of war.

No. 3.—Lutridge to Carleton,—Gives an account of what he has done.

No. 4.—Return (statement) of the army in Canada.

No. 5.—Return of ordnance.

No. 6.—Return of ordnance at Montreal.

No. 7.—Weekly return of the garrison of Ticonderoga and Mount Independence.

Albany, 20th October.—Burgoyne to Lord Germain,—Details his operations up to the capitulation. Negotiation between Burgoyne and Gates. Conditions offered by Gates with the remarks of Burgoyne. Propositions of Burgoyne with the remarks of Gates. Definitive conditions. Minutes of the council of war held by Burgoyne. Opinion of Livins upon a resolution of the Court of Appeals. Reply of the Court to the opinion of Livins. Counter reply of Livins, who ridicules the proceedings of the other judges.

20th October.—Burgoyne to Carleton,—Excuses his conduct. Sets a value upon the advantages obtained in the capitulation. Return of the men under Burgoyne, wounded, killed, and taken prisoners, 12th October. Return of the men killed or wounded. Petition to Lord Germain, in the matter of the coasts of Labrador.

Sec. 6.—I concluded here my researches on this epoch, because the *Haldimand papers*, which I had examined at the museum, are the natural continuation of them. I wished besides to complete them by further researches at the Royal Society, where important manuscripts are to be found. I nevertheless examined a file of papers which Mr. Kingston had pointed out to me. It is separate and bears the following title: "America and the West Indies." Bundle 485. Pass given by Madam Cullièras to Lesperance, of Longueuil, to proceed, with others, to look for his wife, whom the English ransomed from the Iroquois, Montreal, 10th September, 1700. Account of what the Senokees and Cayugas did in Canada.

Account of all that is to be found in the office books and papers relating to the intended expedition A. 1711, B. 1709, C. 1710.

Sketch of Canada by Major Livingston. Conquest of Canada, 24th March, 1745. The Duke of Bedford, Under Lord of the Admiralty, had been charged by the Duke of Newcastle to examine the plans proposed by Warren and Shirley. Bedford sets forth his ideas and answers objections. Letters of St. Clair and Wade, other Lords of the Admiralty, they approve of Bedford's report and press its execution, 31st March, 1746.

Remarks upon the Fort at Crown Point, about 1750.

Letter of La Jonquière to Clinton. He answers the complaints of the latter in the matter of the English prisoners taken in the Iroquois country. Interesting.

Declaration of the possessors of card money, Three Rivers, 1763.

Rocapitulation, in one table, of these declarations. These documents may be useful in determining the presence of certain persons in Canada.

Extract from the note of Mr. Rouillé to the Duke of Miripoise, 27th March, 1755.
Answer from the Court of St. James to this note, 22nd April, 1755.

Note forwarded to His Excellency the Duke of Miripoise, 5th April, 1755.
Scheme for forming an army of Indians to destroy the English colonies.

This memorandum is ascribed to Montcalm. It is preceded by a preface which explains how the French general formed this plan. It is followed by the last of the letters ascribed to Montcalm, and published in London in 1777. The memorandum is absurd, but the letter is very well written. It is accompanied by a note in which it is stated that Montcalm's baggage, left at St. François du Lac, was burnt in order to prevent its falling into the hands of the enemy. This statement, and especially the writing of the manuscript, leaves no doubt in my mind as to the identity of the person who composed it. Rouban, whose mind was as restless as fertile, was placed at the service of Amherst, immediately after the conquest, at one time offering to point out to him important mines which the French Government had kept concealed, at another time to impart to him the contents of Montcalm's papers. As the instant required, he endeavored to depreciate the illustrious dead or sound his praises. He possessed, he said, the code which Montcalm had prepared for Canada; unfortunately dampness had effaced a portion of the writing. He formally accused him of having delivered over the English prisoners to the cruelty of the Indians after the taking of Fort George, and without the intervention of Rouban, they would all have been massacred. So later on he claims a large sum as a reward. The British Museum possesses on this subject two printed Memorials, which appear to me to have been presented to the King by Rouban. In one of his many complaints, he positively states that he offered to George the Third "a copy of the pretended letters of Montcalm, which are "rather political dissertations on the English constitution. . . . The second copy "of these letters was given to Mr. George Grenville and then communicated to Lord "Chatham." He wrote this in 1771, and it was easy enough to foresee events which already commenced to indicate themselves. From 1767 Carleton had a presentiment of it, and begged the English Government to be on its guard.

However, these letters seem to me to be the work of Rouban, and form part of the 98 Memorials, Petitions, and information about Canada, distributed by him to the King, to his Ministers, and the Governors, without reckoning several dissertations upon matters foreign to our country. I believe that he is also the author of the "Lettres politiques et systématiques de M. le Maréchal de Bellisle à M. le Marquis de Montcalm pour le rétablissement de la Marine Française," of which the manuscript forms part of the valuable collection of the Marquis of Lansdowne.

The bundle No. 486 includes letters written from St. John, Fort-la-Joie, Memmeraukouc, in 1750. They appear to have been intercepted. It is evident that the Arcadians emigrated in great numbers in that direction. The bundles 487, 487 are composed of original declarations of the possessors of card money. Government of Quebec.

Sec. 7.—As a considerable portion of the time allowed for my mission was spent, and it was incumbent on me to make searches elsewhere, especially in France, I was compelled to discontinue at this point. In leaving the Public Records Office, I experienced regret at not being able to continue my studies on an epoch of our history, very important, and rather unfairly estimated.

I should acknowledge the unfeigned liberality which influences the guardians of the public documents. These gentlemen, who make researches and copies in and from the archives of almost all Europe, understand that the restrictions insisted on in certain places are not always profitable to political healthfulness, and above all nourish error. Mr. Kingston, in particular, evinced to me a kindness which surpassed even what I might have expected from his distinguished character. The Canadian Government, will, I have no doubt, know how to value it. I append at the end of this Report some suggestions which I take the liberty of making.

During my residence in London, I addressed myself to Lord Amherst, not doubting but that there would be among the papers of the former Commander-in-Chief, some important documents.. His Lordship answered me immediately and in

the most gracious manner, that he was about to leave in a few days for the continent; but on his return, he would examine the correspondence of Sir Jeffrey, and that it would give him pleasure to place at my disposal everything that might be of use in our history.

I was furnished with,---and I here give for the sake of information,---the names of several distinguished personages, whose libraries contain documents which relate to Canada :—

Lord Dartmouth, letters of George III---letters written from America.

Lord Cathcart---Letter referring to the expedition against Quebec, 1759.

Lord Bedford---Correspondence on the subject of the peace of 1763.

Lord Spencer---Observations on Canada; letters from officers of the army,

If Lord Landsdowne had not been travelling, I would have had probably, by the assistance of an exalted personage, communication of the numerous and important papers, which embrace the period completed in 1760 and 1780, that is to say, the treaty of peace of 1763, and the troubles in America.

IV.—THE ROYAL INSTITUTION.

The Royal Institution possesses a valuable collection of 56 volumes, entitled *Dorchester Papers*. They had been presented by Mr. M. Morgan, Carleton's Secretary, to Mr. John Seymour; the letter bequeathed them to the Royal Institution in 1804. Permission was kindly granted me to examine them.

As these volumes bear no number showing the order, I will give the general title of each of them as written on the first page.

Correspondence between Sir Wm. Howe, Lord Burrington, Sir G. Osborne and Captain Mackenzie. American War 1775-77. Includes among other documents Letter from Washington, Cambridge, 18th December, 1775, to Howe on the subject of Allon. Howe's answer. Washington to Howe, 30th January, 1776, proposes the exchange of Governor Skene for J. Lovell and his family. Report to Congress on the Cedars affair. Howe's answer on this subject, 16th July, 1776. Washington to Howe, 30th July, new proposition: another letter of the 6th September, &c. This correspondence is continued up to the month of November and contains useful information.

Book of orders of Sir Wm. Howe, from the 17th June, 1775, to the 26th May, 1776.

Letters of Lord North, Amherst, Jenkinson to Howe and Clinton, and Howe's answer. The letters of the last named appear to me specially important.

Correspondence of Howe and of Washington, 1776-78: interesting, but it would be requisite to be quite certain of what might be published.

Correspondence of Howe with Tonyer, Prévost, Stewart, Chester, Steel, &c., &c. The greater portion refers to the Florida Indians, but the letters exchanged with Prévost are interesting.

Correspondence of Howe with the Secretaries of State. It refers to 34 prisoners taken at Montreal on the 25th September, 1775, and whom the King wishes to send back to Boston. Instructions given to Howe by Lord Germain: Return of the Hessian troops, &c.

Correspondence between Howe, Washington, Walcot and several officers, chiefly relating to the prisoners taken at Bennington.

Correspondence between Clinton, General Heath, Major-General Philipps, 1778. Noble letter from Philipps to Clinton praying him to establish peace between the two nations. Captain Montgomery, of the English army, died on the 27th August, 1778. Several letters from Reidesell, from Philipps, referring to the Saratoga Convention.

Correspondence of Howe, Clinton, Lord Germain with several officers. Original letters of Governor Tonyers.

Correspondence between Lord Germain and Clinton relating to the Amboy convention at which André was acting as Commissioner. The Arnold and André affair.

Correspondence of Clinton and Haldimand includes interesting letters from Lernout, Fraser and Brant. The whole of the contents of this volume are interesting.

Correspondence with the War Office, General Washington.

Correspondence between Clinton and Campbell, commanding at Pensacola; between the latter and Galvey on the subject of the surrender of Florida.

Letters of the Treasury Commissioners, Washington, &c.

Correspondence between Clinton and Campbell, Florida, 1779-81. Several documents relate to Halifax, Nova Scotia.

Correspondence between the officers of State, Clinton, Prévost, Robert Mackenzie, &c. Details about Augustin Prévost. Letter from Hamilton, Governor of Detroit, detained prisoner at Williamsburgh. Information about the Vaudreuil, who were in command in the French fleet.

Correspondence between Clinton and Washington. The Americans made their prisoners of war move from place to place, which caused great expense to the officers, &c. Letters from Carleton to Washington, Livingston; from Prévost and from d'Estaing; from Clinton, Governor Franklin; from Haldimand, who accuses the clergy of conspiring with Rochambeau; Haldimand asks Arnold to inform him what is being planned in Canada. Correspondence with the Allen's, and the people of Vermont discontented with the manner in which they are treated. Assistance given to M. De Rocheblanc, Judge and Commandant in Illinois, who escaped out of the hands of the rebels.

Correspondence of Clinton and of Cornwallis, 1780. It appears that there are a very great number of the officers of the English army in Europe about their private affairs, as if the latter should be preferred to those of the State. Letter to Lord Germain.

Correspondence of Clinton with the Treasury, General Washington and several officers, e.g. De Peyster, Brown, Patrick Henry.

Correspondence between Clinton and General McLean, of Halifax. A party of 22 Canadians and some officers of the "Royal Emigrant," have left Halifax in the month of October to proceed by land to Quebec. These are probably some prisoners sent from New York to Halifax.

Correspondence between Clinton, Leslie, Wright and Robinson, 1781-82.

Correspondence of Clinton and Lord Germain; officers of the Treasury.

Petitions and letters to Sir Guy Carleton, 1782-83. Petition of Th. Williss: he enlisted in 1754 in the regiment of Pepperell, one of the garrison at Oswego. In disguise he penetrated into the camp of Montcalm under pretence of negotiating peace between the French and the Indians; made prisoner in 1756. Cadwallader Colden, 29th March, 1783, solicits aid in the precarious position in which he finds himself.

Orders for the pay of officers and of regiments.

Correspondence of Carleton with Lord Shelburne, Washington and others, 1781-82.

Correspondence of Clinton with Carleton, March, April and May, 1782.

Correspondence between several officers, and Treaties respecting Hessian troops.

Correspondence between Carleton, Governor Parr, and General Paterson, 1782-83.

List of Loyalists who want to emigrate to Nova Scotia, amongst others Wm. Howe, his mother and six children. Memoir of Wm. Smith, Chief Justice of New York. Interesting. Much useful matter for the history of Nova Scotia.

Correspondence of Clinton with the War Office, the Treasury, Carleton, &c., 1778-83. Contains several lists of promotions.

Orders and certificates of Carleton, petitions, &c.

Correspondence of Carleton with several officers—Alured Clark; Brooke Watson, Commissary General of the armies; Augustin Prévost, who recommends his son, George, and promotes him. Letter from Benedict Arnold dated from London. From Cramahé: he has only the pay of Judge-Advocate to live on since Hamilton has been made Lieutenant-Governor of Quebec. From Tories expressing surprise at the liberality of Haldimand. From Riedesell to Carleton, unpublished. From M. Descham-

beault asking to serve under Carleton. From H. Hamilton. From Le Chevalier de St. Ours. From M. de la Corne (sends black fox skins for himself and bows and arrows for his children). From Rocheblanc describing his sad position. From Hertel and Dickonville.

Correspondence of Clinton, Howe, and different officers.

Memorials and affidavits respecting the Royalists. Several letters of Benedict Arnold.

Orders for the payment of regiments. Details as to treatment received by the Brunswick regiment, comprised in the Convention of Saratoga.

Without title—A quantity of papers relating to Beverly Robinson. Letter of Hazen.

Order for pay. List of staff and officers, rolls and accounts, 1782-3.

Correspondence between Brook Watson, Morgan and Carleton, 1782-3.

Order on the Treasury. Memoir intituled "Importance of Louisiana to Great Britain," 14 pages folio.

Correspondence of Carleton with Haldimand, M'Arthur and Anstruther, 1782-3. Carleton expresses the intention of never returning to Canada. Papers relating to Bermuda and Nova Scotia.

Correspondence of Carleton with the Treasury, June 1783. Various events. Letters to Mgr. Briand. Suggestions for an expedition against the French fleet at Rhode Island. Affair of the German prisoners—very long.

Correspondence of Carleton with Delancey, Washington and others. Remarks dated New York. Interesting.

Researches made in the county of New York and report of the civil and military authorities. Summary of correspondence between the Secretary of State and the Commander-in-Chief in North America relative to the Provincial forces, &c., &c.

List of vessels arrived and sailed, 1782-3.

Orders of Sir G. Lawrence and correspondence with Washington, June and July, 1782.

Correspondence of Carleton with Townshend, Yonge, &c., March and April, 1783. "Plan of a religious and literary institution for Nova Scotia." Plans for the establishment of a bishop in Nova Scotia. Letter of Carleton to La Suzerne; refuses him leave to visit New York.

Correspondence of Carleton with the Treasury and the commanding officers, May and June, 1783.

Reports of officers of different regiments. Petitions and memorials. Journal of the siege of Scott's Lake, 15th April, 1781.

Petition of Royalists to Clinton and to Carleton. Several of the documents relate to the military condition of Nova Scotia, Isle St. Jean, &c.

Letters from officers, 1782-3. Memorial of Goreham. On the roads which might be opened in St. John's Island. Letters of Philipps on the Saratoga Convention. Letters of Lanaudiere and Tanswell.

Carleton with Lord North, Rose and Nanton. Interesting.

Memorials and letters addressed to Carleton. Important documents for Nova Scotia.

Letters written from Nova Scotia to Carleton. A very large number of letters commending to Carleton Loyalists or Germans.

This ends my researches in England.

I left London in December for the Continent to resume my researches there. My first station was at Lille, which possesses probably the largest collection of Departmental archives in France. They occupy, in a splendid building just completed, sixteen large rooms. I had not to analyse all these treasures, which have been derived from a host of abbeys, religious houses, episcopal libraries, the archives of the Counts of Flanders and Burgundy; but I had reason to look for some information

relating to our missionaries, the Recollets and the Jesuits, and particularly in the papers derived from the diocese of Cambrai, some details as to the Abbé de Fenelon, remarkable for his difficulties with Frontenac. The curator, M. l'Abbé Deschaine, kindly proffered me his assistance; but he assured me he had none of the papers I was in search of. Among the papers of the Archbishop of Cambrai are many unpublished letters; but nothing relating to our missionaries. While promising to make special research, and keep me informed of his discoveries, he mentioned to me a manuscript in the public library of Amiens, which I was unable to examine in spite of my great desire to do so, having altered my itinerary. It bears in the catalogue of that library the number 468, with the following title, "*Mémoire sur la vie de M. de Laval, premier évêque de Québec.*"

This manuscript as described only contains what was printed at Cologne (?) in 1761; but it may be the original itself, and may contain notes or corrections not in the printed copy. In any case it would not be useless to ascertain whether it contains the errors looked upon as printers' mistakes.

At Brussels I was more fortunate. Thanks to the indications of the learned Bollandist, Rev. Père de Back, I was enabled to examine at the *Archives du Royaume*, all that remains of the papers of the first Jesuits. A volume intitled, "*Missions d'Amérique*," contains several autograph letters. Though but one of them relates to Canada, I give here the chief of them, as they are in great part unpublished:—

Brazil.—Letters of Père Bollandus, 1664–1673.

Carthage.—Letters of Père Van Lamprette.

Canada.—Letter of Père La Chasse on the death of Père Basles. The same, I think, which was printed in "*Les Lettres Edifiantes.*"

Chili.—Letter of Père De Vargas, *alias* Vanderberghe, 1629. Letters of Père Diego de Rosalis, one with biographical details relating to Père de Vargas, 1662.

Mexico.—Letters of Père Visscher, 1664–8. Letters of Père Bawens, 1671–5. Letters of Père Coomans, 1671. Letter of Père Oppart, 1679.

Paraguay.—Letters of Père J. Mansilla, 1659. Letters of Père J. De Haze, 1699.

Peru.—Letters of Père Verdouek, 1642. Letters of Père J. De Conninek, 1648.

Potosi.—Letters of Père Visscher, 1669–72.

Quito.—Letters of Père Schooneman, 1655.

At "*La Bibliothèque Royale*," the keeper of manuscripts, the learned M. Ruelens, after showing me the magnificent illuminated books which formed part of the library of the Dukes of Burgundy, gave me every facility for prosecuting my researches.

Volume No. 4171 contains extracts from letters of the Jesuit missionaries in Japan, in South America, and in Mexico. In fact I found in it a circular-letter addressed to the different houses of the Society of Jesus, written by:

"*Le Père Hierosime Lalement, pour annoncer le martyre des Pères Daniel, de Brebenf et Lalement, Kebeck, en la Nouvelle France*," 15th September, 1649.

Although this letter did not appear to me to contain any unpublished details, it is nevertheless worthy of being copied.

Volume 5224 contains several letters foreign to Canada, but not devoid of utility for the history of America.

Letter of Père Froidmont to Père Poussin, Mexico, 1st March, 1643.

Letter from the same to Père Montmorency, 2nd March, 1643. Narrative of the death of Père Mendoza, in Paraguay.

Letter of Père O'Reilly, Cayenne, 17th March, 1751.

Letter of Père O'Reilly, Vandieman's Land, 25th September, 1751.

Volume 9516 is a collection of letters on politics, written by the Reverend Jesuit Fathers, from different parts of the world.

Vol. 19261. "*Sturenus de vero novi orbis inventore.*" Frankfort-on-Maine, 1714.

Vol. 17951. List of military and administrative officers serving in the colonies on 1st January, 1771.

This list contains precious information relative to a large number of officers who emigrated at the conquest. It deserves to be copied.

"*Inventaire des minutes des ordres du Roy et des dépenses concernant la marine du Levant et du Tonant, le commerce des Indes Orientales et Occidentales, le Canada, et les îles de l'Amérique de 1666 à 1705.*"

This is merely a table, exceedingly well copied, giving the titles of volumes, their number and date; but it may be a guide in the researches to be made in the archives of Paris. Thus we find that the orders from 1666 to 67 are from the hand of Colbert; that the despatches for Canada, 1669 and 1680, form only one volume; from 1681 to 1684, a single volume, and so on. I find therein the following title:

"*Lettre de la Reine Mère au cardinal de Bourbon touchant les contributions que le Roy désire que les ecclésiastiques fassent pour la navigation et découvertes des nouvelles terres.*"

If this relates to Catherine de Medicis, as it seems to me probable, we should here have a fact which has not been pointed out by our historians, and which is worth examining.

At Liège and at Metz, I found in the public libraries the titles of a few works treating of Canada, and with which I was unacquainted; but I did not meet with any manuscript documents.

VI.

In France, the letter which Lord Grenville has kindly given me to the English Ambassador, and the recommendations of Lord Lyons, facilitated my admission to the different Ministerial Departments. But it took more time than in England, and I was already on my way to Italy when I received from le Duc de Cazes all the requisite permits. It also seemed to me that *La Bibliothèque Nationale* does not afford, so far at least as printed matter is concerned, the same facility for research as the British Museum.

However this may be, the following is the result of my researches in Paris:—

BIBLIOTHÈQUE NATIONALE.

I shall not speak of the historical riches of this institution, which is consulted by the learned of every country in the world, and in which the most valuable discoveries are daily made. Thanks to M. Leopold Delisle, so well-known for his great historical labours, and since appointed chief librarian, thanks also to M. Michelaut, who has associated himself with Canada by his researches in relation to Jacques Cartier, I succeeded in obtaining access to the manuscript department, and commenced my work before receiving the reply of the Minister of Foreign Affairs.

America, French section, No. 9097. Old French supplement, 1628.

This portfolio is a collection of papers relating to America, "*Fait par Frère Léonard de Ste Catherine de Sienne, Augustin indigne.*" By a singular chance, I subsequently found in the *Archives Nationales* the other part of this collection. I satisfied myself that Frère Léonard intended to write on the missions of New France. Generally speaking, he seems to be opposed to Monseigneur de St. Valier. The volume comprises amongst other things:

1st. A petition of Champlain asking for a continuation of his pension. He enumerates in thirty-six articles the productions of New France, and speaks highly of the country. This document, which is printed, should be included in the works of Champlain.

2nd. A species of biographical notice of M. de Queylus.

3rd. Notes on Mgr. de St. Valier and on Queylus.

4th. Narrative of the Mississippi river and its tributaries, &c., taken from a letter written by M. de Tonty, Governor of the Illinois country and of Fort St. Louis, to his brother, 28th February and 4th March, 1700.

5th. Cruise of the vessel "*Renommée*" on the Mississippi. Details relating to D'Iberville, who is convalescent at La Rochelle.

6th. Extract from a letter of M. de Tonty to M. de Vilermont, Quebec, 13th

October, 1700. Tonty says he has five boys and two girls, one of the latter at Paris.
7th. Anonymous letter, dated Rochefort, 15th November, 1700. Details relative to D'Iberville.

8th. Letter dated La Rochelle, 26th December, 1700. Details as to D'Iberville, who was then at Paris.

9th. Letter dated Rouen, 2nd June, 1701. Relating to the discovery of the Mississippi country.

10th. Letter dated Mobile, 15th March, 1702. Details as to D'Iberville.

11th. Letter from Bernouville, interested in La Compagnie du Mississippi with Le Sueur, Paris, 6th August, 1702. Details relative to D'Iberville.

12th. Narrative of the voyage of Sieur de Beauchesne to Chili. Having set sail in 1698, he returned on the 7th August to La Rochelle. There are two others.

13th. Letter dated from Fort St. Louis, in Louisiana, 10th September, 1704.

Volume No. 8974. Papers relating to disputes which arose between La Compagnie des Indes and parties interested in the armament organized in 1705 under the command of Sr. D'Iberville. The first paper is dated 25th May, 1737. It relates to a long lawsuit, the other papers connected with which are to be found in the Archives Nationales. It contains an account of the taking of Nièves by D'Iberville. The death of that commander is spoken of, but no precise date given.

I merely mention *pour memoire* the two following numbers as they are sufficiently known:—

8989. "*Journal de B. de Laharpe, à la Louisianne.*"

1209. "*Mémoire sur la Louisianne par Le Maire.*"

Everybody knows the following work: "*Droit Public ou gouvernement des colonies Françaises, d'après les lois faites pour ces pays; par M. Petit, Député des Conseils Supérieurs des colonies Françaises.*" Paris, Delalain, 1771, 2 volumes. *La Bibliothèque Nationale* possesses other works by that writer, an indefatigable compiler, which have not all been printed, and which may be no less useful to our history than the work above cited. The following are the titles:—

"*Dissertations sur le droit public des Colonies Françaises, d'après les lois des trois nations, comparées entre elles.*" This may be considered as the first volume, and has been offered for sale at Geneva and Paris.

The other volumes bear the following titles:—

2nd volume—" *Projet de règlement sur la discipline dans les tribunaux des colonies.*"

It seems that an *ordonnance* of 1759 forbade Governors to marry women of the countries they administered.

3rd volume—" *Projet de règlement sur les sièges de l'Amirauté dans les colonies. Projet de règlement pour les paiements forcés dans les colonies. Projet de règlement pour rétablir la confiance dans le commerce de la France avec les colonies.*"

4th volume—" *Projet de code pour toutes les colonies.*" The official authority of Quebec is here recognised.

5th volume. "*Ordonnance en matières criminelles.*"

Volume 18,954. "*Réflexions sommaires sur le commerce qui s'est fait avec le Canada.*" Interesting details.

"*Mémoire de Perissault: Relation véritable de ce qui s'est passé au pays de la Louisianne pendant vingt deux années consécutives, depuis le commencement de l'établissement des Français dans le pays; par M. D'Hyberville et M. le comte de Sugères, &c., &c.*" This volume contains 379 pages quarto. I cannot say whether this volume differs from that in the Library of Parliament at Ottawa, vol. XI., 2nd series.

"*Armorial Général, Picardie. Les arme d'Abancourt, de Clément Verault.*"

Normandie.—*Les annes de Guillaume Abraham, de Jean Giffard, de Guillaume le Gardeur.*

Fonds étrangers.—" *Dialectus Américains—Grammaire Algonquin, ou des sauvages d'Amérique septentrionale, avec la description du pays;*" composée en 1672-73 74, par Louis Nicolas, prêtre missionnaire. Small folio.

This grammar was to be presented to the Dauphin, with two dictionaries, a catechism and two instructive discourses, the whole comprising "The topography of

"New France, with the lakes, the natural history of the trees, fruits, birds, fishes and animals," together with another volume which treats of "The wars, polity, manners, religion, sacrifices, diseases and remedies," divided into twenty-four books in French, for those who may not wish to apply themselves to the language of the Indians.

One feels inclined to ask whether this lengthy enumeration is not a caricature: whether the author really intended to write what he sets down and whether he really did so. L'Abbé Nicolas had been a Jesuit. Charlevoix mentions his name; he had in his possession the note book of Père Dreuillette.

"*Vocabulaire Algonquin Français.*" Incomplete at letter "T." In octavo.

"*Petit Dictionnaire de la langue des Iroquois de la nation d'Agnier.*" In octavo.

"*Rudiments de la Grammaire Mickmake.*"

"*Dictionnaire Iroquois, ou mieu.r. Manuel de phrases Iroquoises;*" written, it would seem, by M. de la Galissonnière.

Works on our Indian languages are few in number, hardly any of them have been printed. Time and accidents will soon cause the few that remains to us to disappear. Would it not be well to look to the preservation of the precious remnant—soon to be the sole remnant—of the primitive inhabitants of the soil of Canada? Would it not be well to have copies made of the Indian grammars and dictionaries now existing in Canada or abroad, and make this a special section. It is, perhaps, the only part of science which Europeans can envy us.

Section 500. Colbert includes volumes, all of which I have not analysed, but which must furnish useful details; e.g.:

474. "*Ambassade de M. Broderie en Angleterre.*"

"*Ambassade de M. de Blainville en Angleterre.*"

467. "*Memoire des affaires de l'Angleterre depuis 1611 jusqu'à la fin de 1633.*" Important for the history of the restitution of Canada.

458. "*Procès verbal des Limites.*"

459. "*Négociation de la paix de Nîmègue.*"

I have analysed the following volumes:

Volume 126 contains an order to pay some months pay to twenty companies of Sallieres. There were in America fifty companies, of which the annual expenses amounted to 340,758 francs.

From 126 to 147, nothing.

Vol. 148 contains a decree of the Parliament in favor of Charles de Biencourt, Sieur de Poutrincourt, dated 27th November, 1638, not relating to Canada.

From 149 to 202, nothing.

Volume 203, p. 37. "*Journal de l'expédition de Razilly au Maroc,*" beginning with what relates to Canada. P. 163. "*Mémoire ou avis donné au Roy sur le fait de la navigation et commerce d'Amérique.*" P. 188. "*Sommation faite au Duc de Montmorency, comme Vice Roy de la Nouvelle France, par les marchands de Rouen et de St. Malo.*" Articles granted by Mgr. le Duc de Montmorency, Viceroy of New France, stipulating for himself and le Sieur Dolu with *La Compagnie dite de Montmorency*, 8th November, 1620. Page 244. Proposals for the formation in France of a company to trade with the West Indies. P. 289. Edict of the King for the establishment of the *Compagnie Royale de voyage de long cours—Levant, Midi et Tonant*, 1633.

At page 258 of this volume we find ("*plan véritable de l'état des affaires de Europe*") that Cartier commanded in Canada while Robertval was in France, and that Chatillon had in his possession the memoirs of Verazanno.

Vol. 204, p. 159. Letter from Colbert to Abbe Bourlemont at Rome. Canada being now within his Department, he instructs the Abbe to push on the erection of the Bishop's palace, Quebec, in accordance with the draft bull delivered by De Lionne. P. 285. Letter of Colbert to the Archbishop of Rouen. He sees no means of compelling the Consistorial congregation to bring Quebec within the archdiocese of Rouen; the Pope maintains that the Archbishop cannot have acquired any right whatever there. He asks, nevertheless, that the Archbishop should formulate his claims. Page 300. Letter from Colbert to Bourlemont. By order of the King

he sends him the answer of the Archbishop of Rouen; begs him to present it to His Holiness and to Cardinal Rospigliosi, but if they resist, not to insist; accept the diocese as dependent on the Holy See until there is an archdiocese in Canada. Page 341. Colbert to Talon; urges him to return to Canada.

The catalogue of the Dupuy section includes some documents which would be useful; unfortunately they were lost long years ago.

1898. "*Réflexions sommaires sur le commerce qui s'est fait au Canada.*"

ARCHIVES NATIONALES.

The *Archives Nationales* contain many important documents, scattered here and there throughout the several sections, and distinguished generally according to their place of origin. One of the officials in charge, M. Léon Gauthier, a distinguished writer, was of great assistance to me in my researches.

I was sorry to find that some of the papers mentioned in the catalogues and bibliographical works are no longer to be found. This applies to the letters, so important for us, of M. de Montmagny, which M. Harisse—"Notes pour servir à l'histoire de la bibliographie . . . de la Nouvelle France"—mentions in bundle K, 1232. All that remains in this bundle consists of the papers relating to Robertval. M. Harisse has printed them in his "*Notes*," but with many errors, resulting from precipitation, or difficulty in reading.

H. 3263. "*Depenses du séminaire de Montreal.*"—This is merely a book of precepts and expenditure; but I found it to contain many useful details. "1740, 2½ doz. "*Histoire Abrégée de l'Ancien Testament*; 1½ doz. "*Instruction Chrétienne pour la jeunesse*; 8 doz. "*Alphabets doubles Latins*," "*Rudiments Latins*," "*Imitation*," "*Lettres de Cicéron*," &c., whence it may be concluded that instruction was by no means neglected. Date of the departure for Canada of Messrs. Guillon, Le Geai and Perthuni. Paid for *Gazette de France*, for *Gazette de Hollande*, for *Verdun Papers*, &c., &c.

V. 7, 414. "*Commission temporaire du Conseil de Québec*"—Bishop of Québec—action respecting the abbeys united to the bishopric of Québec.

V. 7, 214. "*Commission extra du Conseil.*"—Action in relation to the armament commanded by D'Iberville and the taking of the Island of Nieves. The suit was a long one: it was still going on forty years after the expedition. Some of the papers are in the Library, volume 8974, as I have stated above.

K. 1374. Matter of the Prie Dieu at Montreal.

News from Canada:—

Letter from M. de la Source, Chicago, 19th April, 1699.

Letter from M. de Montigny, Arkansas, 2nd January, 1699.

From the same, from Louisiana, 3rd May, 1669.

Letter from M. Buisson de St. Cosme, 2nd January, 1699. 19 pages.

These several papers formed part of the collection made by Frère Leonard de Ste. Cathérine de Siemie, which is to be found in La Bibliothèque Nationale, No. 3097.

K. 1284. Second Memorial relative to the limits of the colonies presented in 1720, by Robé, *prêtre de la congrégation de la Mission*, 36 pages. The others are to be found at the *Ministère des Affaires étrangères*. From the date, I think the memorial differs from the one at Ottawa, under the name of Bolé, 1st series. vol. vii.

K. 1285. Letter to D'Aguessan by Gaulin, priest of the seminary, missionary to the Mickmacks.

K. 1286. "*Déclaration des terres que les Révérends pères Jésuites possèdent dans le pays de la Nouvelle France*, 1663.

"*Etat de l'Eglise du Canada*," 5 pages. This document seems to me to form part of Mgr. de St. Valier's "*Exposé*" in 1685.

K. 1232. A cahier of 230 pages, forming part of Vaudreuil's defence, containing copies of official letters, and giving the explanation of several orders. Seemed to me very important, so important that I spent a considerable time searching for the other parts of that celebrated process as to which we do not as yet know the whole truth. When I left Paris the search at the Archives was still unsuccessful.

Miscellaneous. 204. Reply of M. Deline to memorial of M. Riverni on the beaver trade, 18th December, 1704.

Council held on board the frigate "Le Nesmond," 2nd September, 1697.

Statement of the expenses of the Government, 16 pages, useful details.

"*Mémoire sur l'état présent des affaires de la Compagnie du Canada.*"

"*Raisons du mauvais état des affaires de la Compagnie du Canada, par Riverni.*"

Letter of the Intendant to Pontchartrain, 14th June, 1704.

Memorial of Delino, asking for the suppression of the Watch.

Vaudreuil and Beauharnais joint letter to the Minister on the subject of Pierre Boucher. There is mention herein of a *placet* by the latter which "embraces the whole history of the colony."

Joint letters of Caillière and De Beauharnais to the Minister. English vessels have come to sell flour: building of churches.

Letter from Champigny to Minister,—Perrot and his difficulties. Monseignat.

Commendation of Perrot, 22nd March, 1701.

Letter of Vaudreuil and of Beauharnais. Difficulty as to churches built of stone; canal of La Chine. Commendation of young DeVarcune and his noble conduct during the siege of 1699-1703. Interesting.

Letter of Pere De Carheil to the Governor (De Callière) at Quebec, 30th August, 1702. Long and interesting.

Letter of Riverin to a friend in Canada. Paris, 21st March, 1704. Interesting.

Paul Delino to Pontchartrain, November, 1704.—Letter on the death of P. Alloucy, Quebec, 29th August, 1690. 15 pages, very interesting.

1374. Letter of P. Germain de Couvert, Jesuit. Interesting details relating to the siege of Quebec in 1690. The Jesuit Fathers and lay brothers had attached themselves to the guard houses of Upper town and Lower town in order to encourage the soldiers and militia. Interesting.

H. 4226.—*General control office of finance.*

Minute of works which ought to be immediately executed, or places which could be made use of, in case of need, for the defence of Quebec.

Letter from M. de Belmont to the Intendant, Ville Marie, 26th November. Troubles caused by the dearness of articles, and the injustice of the merchants of Montreal. He leaves M. de la Faye as Curé to M. de Contrecoeur. Police regulation corrected and amended; also much taken up by religion.

Letter from Mgr. de St. Valier to the Intendant, Paris, 15th June, 1703. Speaks of his voyage from Rome, where he was well received by the Pope. Interesting, six pages.

Petition from Beauharnais in the matter of the complaints made by the soldiers as to their food, 1703.

Proposition to discover means of releasing the State from the charges of this country for the present year, 1703.

Minute of the Poor Office, established at St. Laurent (Isle d'Orleans) in 1698, 27th March, by Père Le Blanc, in the name of Mgr. de Quebec.

Minute respecting the most favorable mode of establishing trade and peace with the Indians of Canada, s. l. n. s.

Difficulties between M. M. de Champigny and de Crésafy respecting honors to be paid the church, in the absence of the Governor. Correspondence on the subject. Letter of Mgr. St. Valier, 13½ pages.

Minute of the non-execution of the contract made last year with Sieur St. Simon for the construction of a bastion.

Canada.—Interesting memorial on men and things. Character of M. de Callière de Ramezay; twenty pages. Deserves to be copied.

K. 1351. Negotiations with England. Piece No. 87. Letter from Rouillé to the Marquis de Bounac, in the matter of the preparation of England against Belle Rivière, Versailles, 13th February, 1755; another of the 27th March.

Narrative of the capture of the "Alcide" by Admiral Boscawen, by an officer taken prisoner.

- Letter from Rouillé to Bounac, 20th July, 1755.
 No. 92. Extracts from letters written from Canada, Vaudreuil, Duquesne.
 No. 94. Letter from London: S. S. 26th August, 1755. Braddock's affair.
 No. 95. Letter from London, 26th July.
 No. 104. Letter from La Galissonnière, written on board the "Foudroyant," Port Mahon, 21st May, 1776.
 No. 113. Memorial on the prevention of war. No. 1.
 No. 114. Reply of Minister Robinson on memorial No. 2.
 Memorials No. 3. A. No. 4.
 No. 118. Remarks on the counter-projects of the English.
 No. 119. Draft of the answer to the reply of the English.

 DEPARTMENT OF MARINE.

It is among the archives of this Department that are to be found the most numerous and most important documents on the history of the countries comprised under the name of Nouvelle France. The Canadian Government caused to be copied and analysed a great portion of them, the greater perhaps. However, I believe that there still remain several important papers either among the bound records or in the bundles.

I endeavored in the first place to make certain of the existence of the acts of baptisms, marriages, and burials of old Acadia, which our learned genealogist, the Abbé Tanguay had seen at the Depository of Archives. Either by mistake or through forgetfulness, they assured me that they had none of them.

I had already ascertained, and I ascertained later in a most positive manner, that the French Government possessed at Quebec the most complete and valuable archives, including not only official documents, but also a host of historical or merely instructive documents. During the great diplomatic battles, it was from Quebec that were procured, duly authenticated, extracts from the ministerial correspondence, the administrative acts, the instructions of the Governor, and the simple minutes of learning prepared in France.

Nothing of this kind appears to me to exist in Canada at the present day, and we are obliged to copy more than one document from a copy sent from Quebec, with a certificate which affirms that the original was preserved in our archives. What has been the fate of these records? Did they perish in the total destruction of Quebec, during the siege of 1750? Were they destroyed through the negligence of the first English administration? Were they carried off to France by Madame de Vaudreuil? I rather incline to this last alternative, looking at what passed between M. de Vaudreuil and Haldimand in the matter of the plans claimed by the English. However it may be, one of the guardians at the Department of Marine, M. Margry, who takes a real interest in our history, stated to me that he knew nothing in his archives which could have come from Quebec, except the copies of which I have just spoken.

As far as possible, I have directed my researches towards what has not yet been analyzed.

Vol. 105. Canada, general correspondence. Vol. 105, 1760-68.

Arrêt of the Council and letters patent, which empower M. de Sartines, &c., and the Councillors of the Chatelet to take out suits against the author of monopolies, as well as their accomplices, 12th December, 1764.

Memorial on the debt of Canada by Glenet.

Memorial presented to Mgr. the Duc de Choiseul; same subject, by Ruffiat (?)

Reflections upon the memorial of Sr. Ruffiat, addressed to Mgr. de Choiseul and to M. Fontainier.

Memorandum upon Canada, annexed to the letter of M. Glenet, 13th December,

1762, "The importance of Canada has never been laid before the Court." It is a kind of plan to cause the Canadians to rebel.

Letter announcing the insurrection of the Indians, Quebec, 3rd October, 1763.

Memorandum of M. de Ramezay concerning the surrender. He requests permission to have it printed. Important.

I pass over a series of Minutes on the debt of Canada, of little interest.

Placet of Louis de Repentigny to the Minister. Statement of services, 5th November, 1766.

Memorial addressed to the Duc de Choiseul, 5th April, 1765, in the matter of his claims, by M. de Longueuil.

Memorial in favour of Leblanc, a Canadian.

Vol. 106. Under the title "*Eglise du Canada*,"

1st. Memorandum on the state of the Church of Canada under the old Bishop, (Mgr. de Laval).

2nd. Memorandum on the state of the Church of Canada since the arrival of Mgr. de St. Valier.

"*Memoire pour le Canada*."

Letter from Vaudreuil to the Minister, Quebec, 14th October, 1727. M. Robert, visitor of the Seminary of St. Sulpice. M. Guay, missionary, Fort de la Montagne.

Memorandum of the Gentlemen of St. Sulpice in the matter of the Fort of the Lake of the Two Mountains. Statement of the property and expenses of the Seminary. 13 ecclesiastics in the seminary, 4 in the missions, 5 in the parishes.

Statement of the expenses and requirements of the Hospitalières Nuns of Montreal.

Statement of the revenues of the Jesuits. Total revenue 1314 francs. 40 Religious, of whom 18 were at the college, 9 permanent servants, 14 hired ones, 4 Religious at Montreal.

Statement of the revenues of the Seminary of Quebec.

Statement of the grants made by the Seminary of Montreal.

Letter from Vaudreuil to the Minister on the subject of the granting of the land for the Fort of the mission of Sault au Recollet, Quebec, 5th November, 1715.

Memorial, entitled *Canada*, upon the Seminary of St. Sulpice. Nuns of the Hotel Dieu of Quebec. Rights of the Seminary of Quebec.

Letter from Dupuis, same subject, 20th October, 1727.

Petition presented to M. de Maurepas by the citizens of Quebec in the matter of the Seminary and its debts. It is evident that Mgr. Laval had established schools in the Côte de Beaupre.

Letter from Beauharnais on the condition of the clergy, 16th October, 1727. Parishes settled. The canons. The Seminary of Quebec.

Jubilee bull for Quebec, granted by Benedict XIII., 7th May, 1727.

Minutes of the Council. Missionaries of Sault St. Louis. The Indians ask for le Père Lauon, called Gauneuroutié. Père Laptan was opposed to the plan of placing a garrison at Sault St. Louis.

Letter of the Bishop of Quebec, 18th October, 1727. Nuns of Louisbourg; Chapter of Quebec, Bodies of Nuns of the Hotel Dieu preserved after several years' burial.

Letter from the King to the Pope, respecting the welfare of the Chapter.

Memorandum about the Cathedral of Quebec.

Memorandum of Vincelotte: difficulties in the Church: Cap St. Ignace.

Letter from Vaudreuil in this matter.

Memorial of D'Auteuil, 11th April, 1722, about the division of the Parish of Ste. Anne. Interesting.

Letter from Vaudreuil to the Minister. Complaints against the Bishop, who has married de Santagnac, nephew of the Governor, to the daughter of the First Councillor.

Memorial from M. de Glandelet, about the Bishopric, 21st September, 1718.

Complaints from the Bishop against Vaudreuil, who supports an apostate. Religious prohibition to officiate before him, 14th March, 1719.

- Instructions to serve as explanations to the Memorandum of M. de Glandelet.
 Minute for the General Hospital of Quebec, 1718.
 Memorandum about the Nuns of Louisbourg, 30th November, 1777. Interesting.
 Memorial from the Bishop of Quebec, 15th October, 1717. Recollets of Isle Royale. Seminary of Quebec and Montreal. Curés. Interesting.
 Letter from Beauharnais to the Minister. The coadjutor has arrived. Restigouche mission.
 Pastoral letter of the Vicar-General of the Diocese, 12th September, 1728.
 Death of Mgr. de St. Valier.
 Plans—lands and houses of the religious communities at Montreal, arranged in catalogue order.
 Memorandum about the affair of the Bishop and the Chapter.
 Memorandum relating to the subsistence of the Curés—about 1680.
 Memorandum respecting the patronage of the Curés.
 Minute in favour of the Curés, worn out through age and work.
 Minute of the Bishop on the same subject.
 Minutes of the Council. Summary of the letters of the Bishop of Quebec about the Curés and missionaries.
 Memorandum as to what has been observed as regards the seats in the churches.
 Letter from Vaudreuil about the Recollets, 13th November, 1716.
 Letter from M. Boucher, Curé, &c.
 Memorandum about the parishes. Interesting.
 Several papers about the Recollets' House in the Upper Town; establishment at Louisbourg.
 Memorandum about the change of the mission at Sault St. Louis.
 Memorandum about the perpetual curacies and marriages.
 Parish of Three Rivers.
 Replies to several propositions made to Mgr. de Pontchartrain.
 Minutes of the Council. Summary of the memorandum of Père Lapitan.
 Memorial of the Seminary of St. Sulpice of Paris, in the matter of certain claims, with documents.
 Memorandum about the Recollets—about their sojourn at Cataracouy.
 Vol. 107. Memorandum for the General Hospital—claims—1764.
 Sentence delivered by Bigot in a disagreement between the Jesuit Fathers and the Hotel Dieu of Quebec.
 Letter from M. de la Jonquière, to recommend M. de la Corne, 7th October, 1750.
 Letter from Cabanac—La Jonquière, Dean of the Chapter of Quebec, 4th November, 1750.
 Minute of the chapter of Quebec.
 Letter from Mons. de Pontbriand, Quebec, 11th November, 1756.
 Letter from Bigot, in the matter of the Ursulines of Three Rivers, who request to be relieved of the charge of the hospital, 14th October, 1750.
 Letter from the Bishop of Quebec to the Superior of the Recollets of Louisbourg.
 Letter written to the Minister by Sister La Roy de la Conception, of Louisbourg, referring to her convent, 23rd December, 1732.
 Letter upon the ecclesiastical affairs of Canada. Judgment obtained by M. M. Beauharnais and Hocquart against Mgr. Dosquet. Quebec, 17th October, 1735.
 Condition of spiritual matters in Acadia.
 Memorandum upon the Church of Canada. Important. 9th January, 1731.
 Memorial presented to Mgr. de Pontbriand by the Abbé de l'Île Dieu.
 Report of the Vicar-General, after a visit to Île Royals, 1736.
 Joint letter of M. M. de la Galissonnière and Hocquart. Quebec, 18th October, 1747. Abbé Picquet.
 Joint letter of Beauharnais and Hocquart, 12th October, 1733. The Chapter and the Coadjutor.
 Letter from the Abbé Picquet to La Galissonnière. La Présentation. 4th August. Interesting.

Letter from Beauharnais. Quebec, 28th October, 1731. Chapel of St. François Xavier, at Batiscan. The Sieur Lefebvre, Cure, and the Seigneur de la Péra—tithes.

Memorandum about the Chapter and its revenues. October, 1732.

Letter from Beauharnais to the Minister, 8th October, 1733. Legacy of Mgr. de St. Valier,—to the General Hospital.

The same to the same.—6th October, 1733.—Père de Lauzon, Superior of the Jesuits, requests permission to proceed to France. Praises him. Condition of the College of Quebec.

Letter from Père Lafitan to the Minister, Versailles, 30th December. He has just presented Père de Lauzon; he forwards a memorial.

Ordinances of M. de Lotbinière, Vicar-General, in the matter of the Parish of Cap St. Ignace.

Letter from Beauharnois, 18th October, 1735. Nuns of Montreal.

The same,—15th October, 1735,—The Chapter and the Seignory of Petite Nation.

Memorial of the Nuns of the Hotel Dieu, of Quebec. Beauharnois supports this memorial.

Letter from Beauharnais,—Financial position of the Seminary of Quebec; debts and revenues, 10th October, 1734.

The same,—Financial position of the General Hospital of Montreal.

The same,—19th October, 1735,—Eulogy of the Abbé de Lotbinière.

The same,—6th October, 1736,—General Hospital of Quebec.

The same,—in the matter of the General Hospital,—Claim of Mgr. de Mornay against the succession of Mgr. de St. Valier.

Letter from the Superior of the General Hospital on this subject,—27th October, 1737.

Letters from Beauharnais.—1st October, 1738,—M. de Lotbinière, Dean of the Chapter.

Petition of the Recollet Fathers.—2nd November, 1738,—Request aid in order to rebuild their monastery a portion of which had been burnt.

Petition of the General Hospital of Quebec in the matter of the Seignory of Durantaye.

Letter from the Abbé de Lotbinière to Maurepas, in the matter of his revenues as Canon.

Letter from Beauharnais.—30th October, 1738,—Chaplain of the General Hospital.

The same.—26th October, 1742,—Affairs of the General Hospital. Interesting details about the family of La Tour de St. Estienne.

Bundle. Scheme for Acadia. Letter from Mgr. de St. Valier.—Paris, 17th June, 1703,—Abbé de St. André-au-Bois—Prémonstrés whom he wishes to send to Acadia.

Memorial on the subject of the conduct of the Missionaries in Acadia, 1693. Interesting.

Papers and titles belonging to the Ursulines of Quebec. Interesting details about Déré Sieur de Gaud, who acted in the name of Champlain, 4th December, 1635,—“smitten by a grievous disease,” and about Adrien Duchesne.

Memorandum of Abbé Boulard upon tithes.

Exemption granted the Jesuit Fathers from payment of tithes.—12th November, 1684,—the same thing in favor of the Hotel Dieu and Seminary of Quebec.

Opinion of Héricourt about the exemption granted to the Jesuit Fathers.

Memorandum for the communities of Quebec on the subject of tithes.

Procès-verbal of the seizure of the goods of M. Dupuy, Intendant, at the suit of M d'Aigremont.

Memorial upon tithes presented by the Curés, 1706.

Another memorial forwarded by Beauharnais.—30th September, 1739.

DEPARTMENT OF FOREIGN AFFAIRS.

Although the employees of this Department were absent for vacation, M. Feugères, Chief Keeper of the Records was good enough to allow me to work there, and I was received most good-naturedly by the Secretaries, M.M. Vinot and De Civry, and by the Librarian, M. Masson. These gentlemen vied with one another in kindness in giving me the facilities I required. At first I examined what concerns America.

Volume I. (America), 1592-1660.

This volume contains papers which have been published or merely copied, I omit them here.

Page 25.—Letter dated from Port Royal de l'Eguille, not signed.

Page 65.—Narrative of Captain Daniel, of Dieppe, in La Nouvelle France, &c.—2nd April, 1629. This is the original, with autograph signatures, of the narrative published by Champlain. It would be useful to have a copy of it to compare it with the printed one.

Page 82.—“Monseigneur is very humbly prayed, &c.” Memorandum about the journey in Nouvelle France, with the title written on the back, “Memoire of M. de Lauson.”

Page 86.—Commission to (the name in blank) to receive the Fort of Quebec, 7th February, 1632, at Metz.

Page 88.—Commission to the Sieur de Razilly to proceed and accept the surrender of Canada, and of Acadia, from the hands of the English, 27th March, 1632. The copy of this document comes next with the title, “Treaty with M. le Commandeur de Razilly.”

Inventory of papers placed in the hands of M. le Commandeur de Razilly to take possession of Port Royal, 22nd April, 1632, with the signature of Chevalier de Razilly.

Page 93.—Commission from the King to Razilly, 10th May, 1632.

Page 95.—Copy of the protest made by Captain Emery de Caen, being at Quebec, against Captain de Quereq, 13th July, 1632.

Page 97.—Letter from De Caen to Richelieu, Paris, 7th September, 1632. Surrender of Quebec.

Page 98.—Rough draft of Richelieu's reply, 26th September, 1632.

Page 99.—Letters Patent from Richelieu in favor of De Caen. Grant of certain islands in the West Indies, 28th January, 1633.

Page 100.—Draft of the letter from the King to Captain de la Tour. From the hand of the Cardinal “to place some Capuchin in the said Fort,” 16th March, 1633.

Page 102.—Letter from De Caen to Cardinal Richelieu, Rouen, 19th October, 1633. Quebec has been handed over to Captain Duplessis.

Page 104.—Convention between Richelieu and Lauson, 24th January, 1634.

Page 106.—Letter from Razilly to the Cardinal. Nouvelle France. Fort Marie de Grace, 25th July, 1634.

Here come two autograph signed letters, the one of Champlain, p. 107, and the other of Père La Jeune, p. 138. They have been published.

Page 162.—Gift of several islands made to M. de Caen, 1640.

Page 179.—Articles between La Compagnie de la Nouvelle France and M. de Repentigny, 14th January, 1645.

Page 184.—Gift of two pieces of cannon, 9th April, 1645.

Page 357.—Letter from the Queen Mother, in her quality of Grand Maitre de la Navigation, to Charuisay, 13th April, 1647.

Page 362.—Laborgne, merchant, as attorney for Charuisay, asks to have the preceding letter enregistered, 11th December, 1647.

Page 392.—Letter and commission to the Sieur de la Fosse, authorising him to administer the property and government of Charuisay, 24th June, 1651. It is printed.

Page 429.—Letters patent from the King, confirming the treaty made between the Duc de Vendôme and the widow of Charnisay. Mme. de Charnisay gave up a portion of her rights over Acadia to Vendôme, on condition that the latter would protect her against La Tour, Denis, &c.

Page 481.—Arrêt directing that the Sieur Vicomte d'Argenson should be paid his salary as Governor of Nouvelle France, &c. The cause which delayed the arrival of M. d'Argenson in Canada is evident.

Page 483.—Ordonnance against the persons who embark unlawfully for France, 12th March, 1658.

Page 485.—Placet presented to Brienne by Mme. d'Angoulême, in favor of the children of Menon.

Page 486.—Placet to the King,—Same subject.

Page 539.—Patent of Viceroy for Fenquières, not signed, August, 1660.

America—Volume II.

Page 13.—“Although the position of Viceroy”—a document which points out in a general manner the influence of the Viceroy in America.

Page 24.—Arrêt which gives to Mgr. de Laval the entry to the Council, 24th May, 1661.

Resignation by Fenquières of his office of Viceroy, 5th October, 1661.

Taking possession of the Northern country,—Bay on the North of Canada—by Père Dablon, 3rd May, 1662.

Page 29.—Powers of Viceroy granted to d'Estrades; date in blank.

Page 31.—Letter in favor of Joseph Menon, son of Charles, 1662. Important.

Page 37.—Commission given by d'Avangour to Sieur Couture, to proceed and take possession of the Baie du Nord, 10th May, 1663. Couture was a priest and not a mere traveller as is generally thought.

Page 59.—Instructions for the Sieur de Tracy.

Page 87.—Instructions for the Commandant du Brézé.

Page 90.—Taking possession of the Baie du Nord, by Sieur Couture and Jacques de la Chenaie.

Letter from Tracy to Lord Willoughby.

Page 120.—Letter from the Conseil Souverain to the King, from Quebec, 23rd June, 1664. This document appeared to me important; but it may perhaps be found in the archives of the Conseil Supérieur.

Page 138.—Memorandum from the King, to be used as instructions for M. Talon. Interesting, 18 pages. The first volume of series I gives but a very short extract from it.

Page 147.—Letter from the Agent General to La Barrois, Portuguese interpreter.

Page 178.—Letter from Talon to the Minister, Quebec, 10th October, 1665.

Autograph.

Page 182.—The same to the same,—3rd November, 1665. Autograph, interesting.

Page 184.—Explanation of the eleven presents from the Oïgouin ambassadors, 1st December, 1665. They take back Le Moyne as their prisoner.

Page 192.—Remonstrance from the India Company against the pretensions of Fenquières. Avangour had been appointed by the Company.

Page 196.—Treaty of peace with the Troimouthouans.

Page 205.—Letter from Talon to the Minister, 10th November, 1666.

Page 223.—Letters addressed to MM. De Tracy, Courcelle, Talon, Laval, Chambly, about the Carignan regiment, which is to return to France, and about the condition of the colony.

Page 225.—Letter from Talon to the Minister, 26th August, 1667.

Page 228.—Letter from Courcelle to the Minister, 27th October, 1667. Interesting.

Page 229.—Treaty of peace with the Onontagnis and Goiogouins, 13th December, 1667.

Page 236.—Commission for the Government of Plaisance. Terre Neuve, (name in blank,) 1667.

Page 237.—Letter de cachet to the Bishop, and to the Governor, in the matter of the marriage of minors. About the publication from the pulpit of the actes de conseil, &c., 30th December, 1667.

Page 272.—Treaty between Hector Dandigny, Chevalier de Grandfontaine, and the Chevalier Temple, on the subject of Acadia. The original of this treaty was kept at the Château St. Louis, as appears by the certificate attested by the Intendant.

Chapter 271.—Letters patent for the establishment of the Congregation Notre Dame, 1671.

Page 277.—*Procès verbal* of the taking possession of the territory of the lakes by St. Lussou, 16th May, 1671. By its date, this document would seem different from that which is found in Series I, Volume 6.

Page 280.—Memorial addressed to the King by Talon, upon the condition of Canada, 3rd November, 1671. Extracts only are to be found in the first volume of series I. This long memorial is very interesting. It gives details about Temple, who wished to withdraw into Canada. Details as to its mines and productions. The Sieur de St. Martin. Frèredonnée of the Jesuits, a good mathematician, instructs the youth there. Acknowledgments in the matter of Perrot, Governor of Montreal. Contrecoeur is in France, selling his property there. Begs a commission from the King for the Governor of Three Rivers, who has one only from Courcelle. M. de Dueylus has received from Rome letters which alarm him about his title. He proceeds to France. M. de Lauson is not satisfied with Talon; he goes to France. Letter to Colbert, without date. Sixty pages in all.

Page 313.—Letter from Frontenac to the Minister, 13th November, 1673. He sends in a casket a plan of Quebec, and that of the shores of Lake Ontario. La Salle among the Iroquois. He has sent him a chart of the whole of Lake Ontario. Sixty-eight pages. Notwithstanding its date, this letter seems to me different from that which is found in Series II., Vol. 2.

Page 387.—Circular letter about the death of Père Dreuillette, 18th April, 1681.

Page 437.—*Procès verbal* of Sieur de Tonty, about the voyage made to the mouth of the Mississippi, 1686.

Page 444.—The King's answer to M. de Denonville, 30th March, 1687. Analysed in Vol. 3, Series I.

Page 459.—Memorial of M. de Denonville, to the Marquis de Seignelay, 1687. I believe that it differs from that which is copied into Volume 3, Series I.

Page 468.—Letters from M. de Denonville, interesting details, 1686. Schools in the country parts. The Bishop wishes for some Lazaristes for Port Royal. Boisvinét is drowned. Chailly has deserted. Bust of Louis XIV, in bronze.

Page 497.—At this place mention is made of a printed work entitled "Récit Veritable de la Compagnie de la Nouvelle France, dite Canada."

Memorial of Le Borgue.

Letter from La Vallière to De Tracy.

Page 498.—List of the different papers numbered:—No. 21. Original certificate from M.M. Dallier and Galinée; No. 22. Map of Lake Ontario; No. 24. Plan of the lands and lakes, the most distant that the French have discovered, with this marginal note: "This plan was sent from Canada in 1672, by M. de Frontenac, whose letter has been also sent, &c."

Page 536.—Memorial addressed to M. de Seignelay, by La Compagnie de la Baie du Nord, established at Quebec, about the affairs of this bay. A copy, the original of which is said to be found at Quebec.

Page 544.—Memorial on the same subject sent by M. de Denonville.

Page 555.—Taking possession of the Baie Puante, by Nicolas Perrot.—8th May, 1689.

America.—Volume III.

Page 41.—Treaty between D'Iberville and the inhabitants of the Island of Nieves, 19th April, 1706.

Page 126.—Conditions granted by D'Iberville.

Page 170.—Bégon to the Duc d'Orléans, 14th October, 1716. The Duke had approved of the work of Sarrasin, 16th March, 1715.

Page 172.—Letter from Vaudreuil to the Duc d'Orléans,—2nd November, 1716. He arrived sick at Quebec.

Placet of Mgr. de Mornay, who sets out his extreme poverty.

Page 222.—Letter from Vaudreuil to the Regent, 13th November, 1713. Assurances of devotion.

Page 241.—Inventory of papers set out in the memorial of the Chevalier de la Forest, nephew and successor of La Forest, who died in 1714.

Page 244.—Extracts from the papers which the Maréchal d'Estrées had forwarded to the Sieur d'Autueil for examination. There are mentioned therein memorial from the French Ambassador presented to the Protector, on the subject of the taking of La Have, dated 8th November, 1658. Remonstrances from the same, 14th October, 1659. Remonstrances of M. de Estrades, Ambassador, same subject, 1661. Narrative of the taking of La Have, 1654-57. Memorial presented to the King, which makes known the efforts of Commander de Razilly and d'Aulnay, his cousin, to place Acadia again under the power of France. Memorial of D'Avangour, 1663, 7th December. Memorial of an anonymous person who complains of the authority of Mgr. de Laval. Treaty in the matter of Acadia, 1664. Memorial of Colannes, 1667. Memorial of Le Borgue, 1670. Narrative of what was done in Acadia from the arrival of Grandfontaine, 1670.

Memorandum about Hudson Bay, by Villermont, 1683. Another by Comporté, 1683. Memorandum about the extent of Acadia, by Père de Charlevoix, &c., &c.

Page 279.—Proclamation of Richard Philipps, Governor of Acadia.

America.—Volume IV.

Page 6.—Letter from La Martinière to Bigon, Montreal, 12th May, 1714. Scene of scarcity and wretchedness.

Page 8.—Memorial presented by La Martinière to the Council, 16th July, 1714.

Page 11.—Letter from La Martinière to Bigon, 15th August, 1714. Long and interesting.

Page 15.—Extracts from a letter of La Martinière to the Duc de St. Simon.

Page 20.—Original from La Martinière to the Duc de St. Simon, Quebec, 28th October. It makes known several biographical details about Bigon. Interesting.

Page 58.—Extracts from the answer made to the King by M. M. Vaudreuil and Bigon, on the matter of the boundaries of Acadia.

Page 70.—Supplication sent to the Regent by the Hospitalières Nuns, Montreal, 1721.

Page 74.—“*Mémoire sur les bornes de l'Acadie et sur celles de la Baie d'Hudson,*” by La Mothe Cadillac. The elder Latour being unable to induce his son to betray France, proceeded to Port Royal and took it. It was he who gave the name of Nova Scotia to Acadia. But on the approach of the French he took refuge with his son, &c. This paper formed part of our old Quebec archives, as did also the original of Rabé's *Mémoire*, of which I have already made mention, and of which there is a copy in Volume 4, p. 81.

Page 154.—Another *Mémoire* presented by Robé.

Page 169.—Demands made by France on England.

Page 222.—Extract from a letter of M. Bigon, 21st April, 1725. English Deputation to Montreal—Dudley, son of the Governor, Taxter, a Colonel and Member of the House of Lords, and Atkinson. Account of the Conference.

Other extracts from this letter are to be found in Series I, but they relate to the Abenakis war.

Page 229.—Summons to the commander of the English fort, built on the shore of Lake Ontario (Chouengon.)

Page 232.—Articles granted to the Canadians who took the oath to the King of England, by Ensign V. Worth, 1727.

Page 241.—Letter from Perrier, Governor of Louisiana, 15th November, 1727.

Page 251.—Letter from the same, 25th April, 1728.

Page 254.—Letter from the same, 17th May, 1728.

Page 259.—Reflections on a squadron which is being fitted out in England.

Page 288.—Letter from Baron to Cardinal Fleury, New Orleans, 30th April, 1730. Some details on the Natchitoches war.

Page 337.—Draft of a letter from the Company to Perrier, in relation to the English and Spaniards in Louisiana. Interesting. The Minister writes in a note: "It is advisable to direct that the Miamis Posts belong to Louisiana, in order to defeat the claims of the Governor of Canada." This paper suggests the settlement of Louisiana by Canadians, because the French are too feeble to stand the climate.

Page 349.—Another essay on the means of developing the trade of Louisiana.

Page 351.—Reply to the last by another paper.

Page 353.—Reflections on the two preceding *mémoires*.

Page 369.—Answer made by Beauharnois and Hocquart, 10th December, 1731, to the King's note, dated 8th May, same year. Fort at Pointe de la Chevelure.

Page 469.—Paper on Canada—with special reference to the card money.

America—Volume V.

Page 9.—Regulation as to the rights and salaries of the officers of the Admiralty, Quebec, 24th May, 1737—eleven pages print.

Page 19.—The same for Ile Royale.

Page 38.—An interesting paper, beginning as follows: "The discovery of America was made during the reign of Louis XIII, by Sieur de St. Etienne de La Tour, of the Province of Champagne." He brought settlers with him. His son married the widow of Menose de Charnisay, by whom he had three daughters and two sons. He was drowned before his sons came of age. It was probably on the occurrence of this accident that his widow made a treaty with Vendôme. The King, when declaring Acadia a part of his domain, gave seigniorial concessions to the five children. Vendôme laid claim to one-half and lost his suit. Duvirière, Captain and Adjutant at Ile Royale, is by his mother's side great-great-grandson of the first Latour.

Page 44.—*Mémoire*, in the form of a journal, of all that took place at Fort St. Charles from 27th May, 1733, to 12th July, 1734, by Sieur de La Veranderie, 24 pages folio, with the autograph "Laverandery."

Page 94.—Letter of Ruanse to the Minister as to what it is advisable to do in Louisiana. Paris, 27th September, 1736.

Page 213.—Letter of Bienville, Governor of Louisiana, to Maurepas, 29th April, 1749.

Page 232.—Letter from Père De Charlevoix to Cardinal Fleury. Asks for an audience: he is pressed with work—has charge of the business matters of the Ursulines; is printing his history, of which two editions are being made, and is charged with the business management of the missions, which is in very bad order; Père Lafiteau being unable to stand the work, is at Listeron. This detail seems to confirm the close relationship which has been suspected between the Bishop of Listeron and the discoverer of Ginseng and it shows that the latter not only did not die in 1740, but was still alive in 1742. This letter is dated the 24th July, 1742.

Page 251.—Regulation respecting the management of fisheries and fishing for cod at Ile Royale, 24th June, 1743. Printed.

Page 257.—Order of the Council of State respecting merchandise shipped from the French Islands to Ile Royale, 24th June, 1743.

Page 323.—Paper on Cape Breton, commencing as follows: "*Personne n'ignore que la vue des Anglais, etc.*"

Volume VI.—America.

Page 18.—Plan for the settlement of Nova Scotia. This plan seems to be that of England.

Page 63.—Ordinance of Comot, Governor of Nova Scotia, promising religious liberty so far as the laws of England permit, 14th July, 1744.

Page 64.—Another ordinance of the same, 1st August, 1749. The Acadians have asked him for permission to have priests, and not to take up arms against France. He consents on certain conditions.

Page 71.—Official declaration of Desherbiers on resuming possession of Ile Royale, 23rd July, 1749.

Page 73.—Letter of Rouillé to Puyseulx on the possession of the island of Canscau. In 1720 a Commission consisting of two Englishmen, Astries, and the Archbishop of Cambrai, Dubois, examined the question. Finding that according to their maps, the Treaty of Utrecht gave the island to France, the Englishmen said they must await instructions, and did not again present themselves.

Page 76.—Letter from Bigot to Puyseulx, Louisbourg, 29th July, 1749. Autograph. Interesting.

Page 77.—Letter from Puyseulx to Rouillé,—Necessity of provisioning the colonies. Interesting. 29th July, 1749.

Page 78.—Extracts from journal of M. Celoron's voyages to Belle Rivière, 1749. Reply of Puyseulx to Bigot, begs him not to send any more furs.

Page 88.—Declaration of the Micmacs to Goorum, an English officer, written at Fort Toulouse, "five days before St. Michael's day."

Page 98.—Bigaud to Puyseulx, 13th October, 1749,—As to the limits of Acadia. Interesting.

Page 104.—Ile Royale. Summary of letters received from Louisbourg. The body of the Duc d'Auville was removed from Chibouctou to the chapel of Louisbourg.

Page 207.—Letter from a Canadian to a trader of Rochelle, Quebec, 10th July, 1750,—Maintains that there was no Commission appointed after the Treaty of Utrecht. Interesting.

Page 225.—Remarks on last letter.

Page 230.—Paper relative to the claims of the French and English to New France, sent by Bigot to Puyseulx, 1st August, 1750. Interesting.

Page 247.—Another paper, less interesting but still useful. The originals were preserved at Quebec.

Page 261.—Another paper relating chiefly to Canada.

Page 269.—Another paper relating to the location of the boundary line of the lands of the Abenakis in "*L'Acadie Sauvage*."

Page 271.—Paper on the residence of the Carmibas.

Page 274.—Letter from Bigot, 1st August, 1750. He sends all the papers asked for; they have been written by parties well informed.

Page 278.—Inventory of papers having reference to our claims in America, found in the records of Chateau St. Louis and of *L'Intendance*.

Page 290.—Letter from M. Puyseulx to M. Le Drain, 27th September, 1750. Important.

Page 299.—Extract from a letter written from Nova Scotia on the conduct of Cornwallis.

Page 301.—Bigot to Puyseulx, 4th October, 1750. The English have taken a French boat. Interesting.

Page 339.—Instructions for M. De Jonquières, prepared by Rouillé, 5th April, 1751.

Page 343.—Secret instructions given to M. De la Glue, commanding "*Le Triton*" and the frigate "*La Gracieuse*," as to reprisals.

Page 345.—Letter from Rouillé to Desherbiers, 5th April, 1751. Demands made in England for the restitution of vessels taken by the English.

Page 379.—Statement of expenditure by England from 1st December, 1750, to 31st October, 1751, for colonies—Nova Scotia. Documents transmitted by the London Embassy. 1,004 emigrants had been shipped and £5,944 sterling paid for them. The total sum paid for support, transport and sundries, amounted to £74,970 13s. 10½d. sterling. As parliament had voted but £53,927, the balance was granted the following year.

Page 380.—“*Importance d'établir et de fortifier la Nouvelle Ecosse,*” by a gentleman recently arrived from that country.

Translation of an English pamphlet.

Page 407.—Translation of the treaty concluded between Hopson, Governor of Nova Scotia, and J. Bte. Cope, Sachem of the Mickmacks. Treaty published in the *London Gazette*, 22nd June, 1753.

Volume VII—America.

Page 40.—Paper on the trade of Louisiana.

Page 46.—Statement of expenditure incurred by England for the colony of Nova Scotia, from its first settlement in 1749, to 1753.

Page 47.—Idem, for the year 1753.

Page 56.—Translation of letters published in the London papers, 13th and 14th September, 1753, under the title “Public Notices.” Interesting for the history of Nova Scotia.

Page 75.—Paper fyled by the Bishop of Quebec in relation to his intervention in the matter between the Chapter and the Seminary. Printed; 8 pages quarto.

Page 79.—“*Première relation historique de l'établissement des Français dans l'ouest.*” Of some interest.

Page 82.—“*Journal de la campagne de Villiers, depuis son arrivée au fort^e Duquesne, jusqu' à son retour au dit fort.*” “I reached fort Duquesne on the 28th June. * * * I learned on arriving that M. de Contrecoeur had made a detachment.”

Page 86.—Report of deliberations between Contrecoeur, Villiers, Le Chevalier Le Mercier and Longueuil, as to the means of avenging Innonville.

Page 88.—Capitulation granted by Villiers to Washington, published in the *London Gazette*, 12th September, 1754, copied from a Pennsylvania paper.

Page 90.—“*Seconde Relation*”—letter from Duquesne to the Minister, Montreal, 24th July, 1754. He regrets that the English of Orange should boast of the murder of Innonville.

Page 97.—Translation of an article of the *London Gazette*, 4th September, 1754,—Account of the affair of De Villiers.

Page 100.—Letter from Duquesne to Le Garde des Sceaux, Quebec, 28th October, 1754.

Page 102.—“*Relation abrégée des hostilités Françaises sur l'Ohio, par la quelle on prouve que les Français sont les premiers agresseurs.*” This must be a translation of an article in an English paper.

Page 106.—Translation of an article of the *London Gazette*, 24th December, 1754.

Page 108.—Abstract from a letter of Comte D'Estrades on the subject of Acadia, 13th March, 1662.

Page 109.—“*Relation de la prise de L'Alcide.*”

Page 111.—Extracts from letters received from Canada from:—

1st. Vaudreuil, Quebec, 2nd July, 1755.

2nd. Vaudreuil and Duquesne, Quebec, 2nd July, 1755.

3rd. Duquesne, Quebec, 3rd July, 1775.

4th. Vaudreuil, “ 7th “

5th. Dieskau, “ 4th “

6th. Bigot, “ 4th “

Page 119.—Letter from a private person in Virginia, to one of his friends in London.—Defeat of Braddock.

Page 122.—Letter from M. on the subject of English writings on the limits of America. Printed: 8 pages, 12mo., s. l., November, 1755.

Page 136.—“*Discussion sommaire sur les anciennes limites de l'Acadie et sur les stipulations du traité d'Utrecht qui y sont relatives,*” A. Basle, chez Samuel Thourmessand. MDCCLV. A small quarto of 28 pages, in French and Italian.

Page 139.—“*Memoire concernant l'Île Royale et reflexion sur cette colonie dans les circonstances présentes.*”

Page 157.—“*Lettre de M. . . . à M. . . . en reponse à celle de M. . . . qui fut publié dans la Gazette d'Utrecht le 8 Septembre, 1755, avec quelques observations sur un écrit intitulé: 'Discussion Sommaire.'*” This is very probably a translation of a newspaper article.

Page 182.—Translation of an English article commencing with these words: “*Vous désirez d'être informé, &c.*”—Interesting.

Page 186.—“*Relation de l'expédition de M. De Lery au fort Bull, à 20 lieues de Chouenguen.*”

Page 191.—“*Extrait d'une lettre daté de Boston, 2 Septembre, 1756.*”

Page 192.—“*Relation de la prise du Fort Chouenguen.*”—Printed.

Page 194.—“*Plan proposé par Sr. De la Salle* (this name is struck out) *pour s'emparer de Quebec et de Montreal.*” In a note: “with the letter of M. le Comte d'Affray of 26th March, 1756.”

Page 199.—“*Notions que le Sieur de Prévon, secrétaire du Comte d'Affray a eues sur le Comte de La Salle.*”—Interesting.

Page 290.—*Pro memoria.* Left with M. D'Affray by Captain Baillie of the Royal Scotch.—On the utility of having a few Scotch volunteer officers in America, to win over the mountaineers of the army of Loudon.

Page 202.—“*Nouvelles du Canada sur la situation de nos affaires dans ce pays,*” 15th July, 1757.

Page 207.—“*From La Rochelle, 10th November, 1757.*” The only account hitherto received of the taking of Fort George, and to explain the violence of the Indians, is an article prepared for “*La Gazette de Hollande,*” with the letter written to Loudon by Montcalm and Vaudreuil.

Page 212.—Translation of a letter published in the *London Chronicle*, 24th August, 1757, dated from Burford, Louisbourg, 28th July, 1758.

Page 215.—Letter to the Marquis of Montcalm, 18th February, 1759.—Recommending Moning who goes over with Bougainville.

Page 229.—Report of the commander of the King's transport, “*L'Outardi,*” sent out to Quebec.

Page 230.—Statement of officers wounded on 13th September, who are at the General Hospital.

Page 232.—“*Campagne du Canada,*” from 1st May to 18th September.

Page 234.—“*Affaires présentes du Canada,*” with letter of M. De La Houlière to Le Duc de Choiseul.

Page 236.—“*Sur l'état de la ville de Québec que les Anglais de Londres croyait prise,*” 1760.

King's Ordinance, 24th March, 1762, directing officers of the troops who cannot serve, to retire to Touraine under the orders of Longueuil, at one time Governor of Three Rivers.

Page 284.—Decree of the Council of State, directing the liquidation of Bills of Exchange, 29th June, 1764. Several decrees relating to card money.

Page 334.—Letter from D'Aubry to Haldimand, commanding at Pensacola, on the subject of the Spaniards in revolt in the Illinois country, 4th January, 1765.

Page 335.—The same, to Duc de Prastin, on the state of weakness in which Spain leaves Louisiana.

America.—Volume 8.

Page 21.—“*Etat des dépenses que fait, par mois, un officier qui veut vivre décentement dans les temps présents,*” 1759.

Page 30.—Statement of expenditure incurred in Canada from 1750 to 1760.

Page 53.—Catalogues of credit notes to be sold on 11th January, 1763.

THREE VOLUMES INTITULED : CANADA, CADIE.

Volume I.—1518-1758.

Page 10.—“*Mémoire concernant, les colonies, le commerce et la navigation, pour MM. les Plénipotentiaires—Amérique Septentrionale.*” This is an historical sketch of the discovery and taking possession of the different parts of the French Colonies, 1712.

Page 73.—Letter of the Minister to the French Plenipotentiaries, Versailles, 4th May, 1712. He insists upon their retaining Acadia for France.

Page 75.—“*Extraits des négociations d'Utrecht concernant l'Amérique Septentrionale;*” “*Extraits des Mémoires de Pontchartrain,*” 2nd January, 1712.

Page 92.—The English envoys, on their maps, established the limits of Hudson's Bay, by drawing a straight line from the coasts of Labrador to those of the Pacific. The French line deviated from this, only from Cap Enchanté to the foot of Lake Nemisko, where it connected again with the first line. This concession is made in order to facilitate matters. “But howsoever these lines may be disposed and settled, it must be specified in the first case, that the line shall commence at the bottom of *La Baie du Sud*, shall strike immediately below and to the south of Lake Nemisko, and thence running west shall pass eight leagues above and to the north of *Lac Supérieur des Sauvages Sioux*. * * * In the second case it will be necessary to specify that the line shall commence twelve leagues above and to the north of *Cap Enchanté*, shall pass one league above and to the north of Lake *Mistassin*, and thence running west shall pass six leagues above and to the north of *Lac Supérieur des Sauvages Sioux.*”

Page 105.—Proof that the Commission embraces all the limits of America.

Page 107.—*Mémoire de M. De La Galissonnière.* Copied in Series I., vol. 10.

Page 136.—*Remarques sur la mémoire de M. De La Galissonnière.*

Page 142.—“*Mémoire pour MM. les Plénipotentiers sur la cession et les limites de l'Acadie.*”

Page 142.—“*Limites de l'Acadie, d'après l'Angleterre.*”

Page 151.—“*Observations sur l'Ile Royale 1st. Comme entrepot de commerce; 2d. Comme position militaire; 3d. Pour la conservation du Canada.*”

Page 159.—“*Mémoire sur l'Ile Royale, par un homme qui y a habité.*” Interesting.

Page 183.—“*Projet de mémoire à remettre par M. de Miripoise,*” 18th December, 1754. On the death of Inmonville and the encroachments of the English.

[It is evident that the negotiations between the two Powers having reached a point which did not suit the English, the latter required that the French papers should be translated into English.]

Page 195.—Refutation of the objection made by England that the French settlement in Ohio will facilitate the invasion of the English colonies.

Page 197.—Continuation of the question of Ohio and on the negotiations.

Page 215.—Paper on the limits of Canada, and the course and territory of the Ohio.

Page 224.—Reply of England on this subject.

Page 230.—Claims of England and France contrasted.

Page 244.—Sketch of the position of the English and of the French in America. Statement of military forces.

Page 246.—Plan of exchanging Canada for Georgia, January, 1750. Interesting.

Page 256.—First paper treating of the question as to the advisability or otherwise of abandoning Canada, February, 1759. Shews the necessity of preserving the colony in the interests of France.

Page 270.—Second paper. Examination of the plan of transferring the Canadians to Louisiana. M. de La Galissonnière foresaw the prosperity of the United States. Interesting and still replete with practical importance.

Page 287.—“*Mémoire sur la Rivière dite Oyo ou Onabache,*” par le Sr. D. I. G. D. C., avocat en Parlement.” Historical details, quotations from authors, &c. Interesting.

Volume No. 18.—1632-1766.

Page 3.—Concession of the Islands of Cape Breton and Magdalene to "*La Compagnie de pêche Sedentaire de l'Acadie*," May, 1686.

Page 5.—Translation and extracts from a paper intituled "Sketch of the conduct of the French in relation to Nova Scotia, from the time of the first settlement to this day," written for the Treaty of Utrecht.

Page 14.—Reflections on the complaints of Cornwallis, Governor of Nova Scotia, contained in Albemarle's paper.

Page 24.—Paper beginning as follows: "*Il y a plusieurs difficultés à régler entre la France et l'Angleterre, &c.*"

Page 35.—Extract from a letter of M. Durand, Warsaw, 3rd January, 1760. The English have an interest in not restoring Cape Breton.

Page 48.—Papers on Canada and Louisiana. No. 1, 1760. Importance, for France, of preserving these colonies. Reciprocal boundaries of Canada and Louisiana.

No. 2. "*Droits de la France sur la partie Orientale et sur la mer du Canada.*"

No. 5. "*Injustice des Anglais.*"

No. 7.—"*Moyens praticables pour reconcilier la France et l'Angleterre au sujet de leurs frontières en Amérique.*"

Page 93.—Letter of M. de Vaudreuil to the Minister, Versailles, 30th October, 1761, respecting the frontiers of Canada, as he had indicated them to Haldimand. The confirmation of Vaudreuil's statement is to be found in the Haldimand papers.

Page 100.—Paper on the debt of Canada, and additional papers on *Lettres de Change*.

Page 109.—"*Mémoire pour la Sieur Cadet.*"

Page 118.—"*Lettre du Duc de Praslin au Comte de Guerchy*," January, 1764. Abbé La Corne asserted that he had obtained in London favourable conditions for the Catholics. It seems that this is not the case. The Canadian deputies to London claim the support of the King of France—they must be seconded—Montgolfier has proceeded to Paris to bring La Corne to London. One of the *Grands Vicaires* might be secretly a bishop. Important.

Page 128.—Paper of the English Ambassador on the payment of the debt of Canada, 7th August, 1764.

Page 136.—Letter of Choiseul on the last named paper, 12th August, 1764.

Several other letters and remarks on the debt.

Page 147.—Letter of a French trader to his correspondent in London, in relation to the debt of Canada—contains a history of the state of the finances.

Pages 155-185.—"*Observations et projet de réponses.*"

Page 190.—A series of letters on the efforts of Mr. Hume in the matter of the debt of Canada. Hume was Secretary to the Embassy.

Volume marked 1760-63.

Page 1.—"*Précis de la situation de la France dans l'Amérique Septentrionale*," 7th anuary, 1764.

Page 3.—"*Mémoire relatif à la situation du Canada, en se bornant à l'indispensable pour conserver au roi cette colonie jusqu'au printemps*," 1761.

Page 6.—State of the English colonies in North America. In 1751 Parliament had granted them three millions.

Page 62.—"*Défaut du Gouvernement des colonies Anglaises.*" Instructive.

Page 74.—Paper on the limits of Canada and of Acadia, 8th May, 1760.

Page 78.—Remarks on the last paper. Instructive.

Page 86.—"*Intérêts de la France par rapport à l'Amérique, ou vues qu'on doit avoir en négociant la paix, pour ce qui concerne nos colonies.*" Singular ideas as to Canada. It cannot be an agricultural country! This paper is curious, 15th April, 1761.

Page 110.—"*Mémoire les sur limites du Canada.*" "The interests of trade, the good of the State and the king's glory, demand that the basis to be adopted for the treaty of peace should be the restitution of Canada."

Page 117.—“*Réflexions patriotiques sur la Nouvelle France.*”

Page 139.—“*Examen de la question si la possession du Canada est bien important pour la France.*” And whether, in the event of the absolute necessity of making some sacrifice to accelerate peace, it would not be better to make that concession than any other, by means of an exchange consisting of Acadia, Plaisance and Ile Royale? Would not this arrangement be calculated to benefit our fisheries?

Page 144.—On the necessity of Canada in order to preserve Louisiana.

Page 148.—Paper which seems as a reply to the paper on the preservation of Canada.

Page 174.—“*Appréciation des objets maritimes de la présente guerre.*”

Page 195.—Geographical details as to the interior of Canada.

Page 200.—“*Des colonies Françaises en Amérique.*” A series of papers contrasting the colonies, so as to give up the least in importance.

Page 238.—“*Sur la demande du Père Provincial des Recollets de la Province de St. Denis.*” “It is important not to withdraw the *Recollets* from Canada.”

Page 241.—Letter from Duc de Praslin to Abbé La Corne, February, 1763. Acknowledges receipt of the paper on the steps to be taken at the English Court for the preservation of the Catholic religion in Canada.

“*Mémoire concernant le libre exercice et perpétuité de la religion Catholique en Canada.*”—Abbé La Corne.

Page 251.—“*Remarques sur le mémoire précédent.*” The writer finds that it gives too wide a bearing to the text of article 2 of the preliminaries of peace, which contains the words: “in so far as the laws * * * permit,” which destroy the presumed scope of the concession. Is it the interest of the King of France to press the King of England to grant this entire freedom? Would not this prevent the Canadians from leaving Canada?

Page 253.—“*Lettre de Praslin au Duc de Choiseul,*” 1763. Abbé De l’Ile Dieu is in correspondence with Egremont. Abbé De l’Ile Dieu does not approve of the course taken by La Corne. Yet the latter has been successful. Comte De Vere had orders from his master, at the Pope’s request, to assist the Catholics of Canada.

Page 258.—Letter from La Corne, 14th December, 1763,—He is ready to proceed to London with the delegates from Canada.

These volumes naturally lead me to examine the official correspondence between France and England, for the cession of Canada and the final peace of 1763. As I had reason to expect, I found documents of great interest for our history, scattered throughout a mass of correspondence often tedious and difficult to decypher.

England—Volume 443.—1761.

Russia acted as an intermediary between the two powers to bring them to an understanding.

Page 70.—Paper by Pitt, London, 8th April, 1761,—England accepts the basis proposed by France. Eulogy of the conduct of the King of France. Would be glad to see a French Ambassador in London.

Page 75.—Choiseul to Galitzin, announces that Comte de Choiseul is appointed to Augsburg.

Page 79.—Choiseul to Pitt, announces the appointment of Choiseul.

Page 81.—Paper by Choiseul,—France is not willing that the peace of Germany shall be concluded separately from that of France and England. Bussy will go to London.

Page 85.—Lord Bute to Galitzin, 24th April, 1761. Names of English Plenipotentiaries to Augsburg.

Galitzin to Choiseul, 28th April, 1761,—Pitt desires the negotiations to be conducted by Ministers rather than in writing. Elected by the people, must strive to retain their confidence—must make an advantageous peace, or war. Bute and Newcastle not being liable to elections, are absolutely for peace, the advantages of which are already felt.

Pitt to Choiseul, 28th April, 1761.—Stanley will go to Paris, while Bussy comes to London.

Page 87.—Choiseul to Galitzin, 4th May, 1761. Bussy will act under him. Galitzin has begun so well that it cannot but be desired that he should carry on the matter. Does not believe that Pitt is sincerely anxious for peace.

Page 101.—Galitzin to Choiseul, 11th May,—Pitt feared that Bussy would not come, on account of the attack on Belle Ile.

Page 103.—Pitt to Choiseul,—He would have been delighted to treat directly. Praise of Stanley and Bussy, 11th May, 1761.

Page 104.—The same to the same,—It were well that the two Envoys should cross the sea at the same time.

Page 110.—Choiseul to Pitt, 17th May,—Bussy cannot start before the 25th May.

Page 114.—Pitt to Choiseul,—He is convinced that policy has nothing to do with the starting of Bussy, but Stanley will remain at Dover regulating his movements by those of Bussy.

Page 117.—Memorandum for M. De Bussy, Marley, 23rd May,—Delicate position of France, owing to the pretensions of Austria. The King of France has reserved the right of treating for his own peace—without sacrificing his allies he wants to preserve the rights of his own Crown. If the pretensions of England are unsustainable, the services of Spain will be accepted. The peace must be general. Pitt, on seeing the basis offered by France, had hastened the expedition against Belle Ile. Conditions of the restitution of the islands: Acadie to be given up entirely to the English; Canada and Ile Royale, and particularly Louisbourg, to be restored to France in compensation for what has been gained in Hanover.

Page 139.—Bussy to Choiseul, 28th May,—He has been unable to reach Calais sooner.

Page 140.—The same to the same,—He has seen Bussy, who, he says, is clever, but seems punctilious. He will not leave Calais until Bussy has embarked.

Page 142.—The same to the same, 30th May,—Portrait of Stanley. He likes the gentle manliness of the French without, while maintaining the manly bearing of his own nation. He is accompanied by Sloane, his relative, son of the President of the Royal Society of London.

Page 144.—The same to the same, Dover, 30th May,—The people applauded on his arrival.

Page 146.—Stanley to Choiseul, Senlis, 2nd June,—Writes as a private individual. Complains of Bussy's delay. Has written on the matter to his Court and awaits instructions. He desires peace, but he is not willing, in order to secure it, to lose the good will of his Sovereign nor the confidence of his country.

Page 159.—Choiseul to Bussy, 4th June,—Stanley has dined with him. The interview did not result in anything of importance.

Page 162.—Bussy to Choiseul, 11th June,—Gives an account of his first interview. Fresh conditions on the *uti possidetis*. Pitt appears to be sincere. The debt of England is great, but she can still find money; there are no factions in England. Every one desires peace, particularly the merchants. It was Pitt who chose Stanley, who is unbending in his opinions and is not conversant with matters. Pitt desires to conduct the negotiations.

Page 133.—The same to the same, 11th June,—The expedition against Belle Ile was at first destined for an attack against Martinique. The best means of injuring Pitt is to impede English commerce by means of privateers.

Page 209.—The same to the same, 16th June,—Insists on Stanley's not having an audience. Pitt is setting a trap in order to give greater *éclat* to the refusal of France.

Page 218.—Choiseul to Bussy, 19th June,—Stanley will be presented to the King. He is to accept the audience of the King of England. We want peace, but a solid peace. Confines himself to the memorandum of the 26th March, which contains a twofold proposition.

Page 222.—Bussy to Choiseul, 19th June,—Pitt will restore Belle Ile for compensation—it is not, he says, his fault if the proposals of France are of little advantage to that power.

Page 245.—The same to the same,—The Minister will judge whether it is expedient to demand the whole of Canada with the Ile Royale and Ile St. Jean, or only Guadeloupe. Necessity of preparing an Article as to Louisiana, which is not mentioned in the instructions. The inhabitants to be left free to leave the conquered countries with their families and go to Louisiana.

Page 252.—The same to the same,—Pitt urges on the conclusion of peace by the use of threats. It seems impossible that Canada should be restored. Would it not be better to claim Acadia? It seems that the limits of Canada and Louisiana have not been distinguished.

Page 320.—Choiseul to Bussy, 9th July,—Stanley energetically refuses the restoration of Cape Breton. Nevertheless France is in absolute need of a port for her fisheries. The King will sooner sacrifice Canada; else war.

Page 330.—Bussy to Choiseul, 9th July,—Pitt refuses to let France hold anything in America. Bussy answers: Since you want to keep everything without any exception, there is nothing left for us but to continue the war, and to leave you overwhelmed by the weight of your successes; we shall thus be revenged for the intolerable rigor with which we have been treated, &c.

Page 354.—Paper on the boundaries of Louisiana.—Wherever Louisiana had sent a garrison, Canada had no claims.

England.—Volume 444.—From July to December.

Page 1.—Bussy to Choiseul, 17th July,—It is beginning to be feared in London that peace will not be made.

Page 8.—Proposals for peace on the part of France. She gives up Canada on four conditions:—1st. The Catholic religion to be maintained; 2nd. Liberty to be granted the inhabitants to depart elsewhere; 3rd. The limits of Louisiana to be determined; 4th. The right of fishing to be granted with Ile Royale.

Page 58.—Bussy to Choiseul, 26th July,—He has communicated the proposals to Pitt, who rejects the second proposal and refuses absolutely to give up any island in the Gulf.

Page 85.—Ultimatum of England.

The history of this negotiation would be incomplete were we not to take into account what relates to the intervention of Spain, which caused much irritation at the Court of St. James; but I felt bound to confine my researches to papers more directly relating to Canada.

Page 112.—Choiseul to Bussy, Choisy, 5th August,—He is determined to continue the war for a long time if England does not accept the conditions of France. It is *yes* or *no*. Does not know which is best for France.

Page 116.—Ultimatum of the Court of France, Canada is to be ceded, but none of the conditions specified will be departed from.

Page 165.—Bussy to Choiseul, 7th April,—The person who proposed to ruin English trade is coming to France.

Page 178.—The boundary of Louisiana next to the English Colonies. The preservation of the navigation of the Mississippi and the lakes.

Page 188.—Pitt to Bussy, Whitehall, 15th August,—The King adheres to the basis and form of his ultimatum, and cannot accept that of France. Europe will judge. Pitt, however, is ready to confer respecting both ultimates at once.

Page 191.—Bussy to Pitt, 16th August,—He accepts the Conference.

Page 192.—Bussy to Choiseul, 18th August,—Pitt had arranged a meeting for the 17th. The Conference lasted three hours. Pitt refuses an island for the fishery, and proposed to admit the French to a place belonging to England. Bussy refused. Pitt then said that if a place were granted Dunkerque would have to be placed on the footing specified in the treaty of Utrecht, &c. Bussy will have an interview on

the 19th respecting the Louisiana boundary. Two Councils had been held about the negotiations. It is stated that Pitt's harshness was blamed.

Page 230.—Bussy to Choiseul, 25th August,—Councils had been held on the 19th, 20th, 24th and 22th. It is stated that one will be held on the 26th. Lord Grantham has been entrusted with the Louisiana boundary question. He relies upon the French notes of 1755.

Page 244.—Bussy to Choiseul, 30th August,—He saw Pitt on the 26th. On the boundary question he urges in objection the notes of Mirepoise, and of Silhouette, and the line traced by Vaudreuil. England cannot abandon the Ohio, which was the subject of the war. Pitt regrets that he cannot express himself in French, his language does not possess the nicety and exactness of the French. Fine eulogy of Pitt.

Page 261.—Reply to France's ultimatum. The line traced by Vaudreuil from Lake Rouge includes in its tortuous course the Wabash as far as its junction with the Ohio, and is thence prolonged to the confluence of the latter river with the Mississippi. With respect to the public profession and the practice of the Catholic religion, the new subjects of H. B. M. will be allowed full liberty. St. Pierre de Miquelon is granted for the fishery.

Page 270.—Remarks on the above reply. Discussion as to the boundary between Canada and Louisiana.

Page 289.—Choiseul to Bussy,—Stanley has presented Vaudreuil's map. It was then that Choiseul granted the article respecting the frontier lines.

Page 293.—Choiseul to Bussy, 9th September,—Sends a note to be handed to Pitt. Bussy is to assign as a pretext his private affairs, and ask for his passports.

Note from France. Canada is ceded according to the boundary traced by Vaudreuil.

Page 431.—Note written by the Duc de Choiseul. He justifies the conduct of the Court of France.

Here the negotiations, which were suddenly interrupted, stop. Several of the documents above enumerated have been printed in whole or in part in the *Memoire historique* respecting the negotiation between France and England from the 26th March, 1761, to the 20th September in the same year—Amsterdam, 1761. But it cannot be denied that even though that narrative has been published, it is still very important that we should have correct copies of the original documents.

England, Volume 445. Supplement, 1761.

This volume contains some further letters to Bussy.

Page 17.—The efforts of the spirit of conciliation or a historical narrative of the negotiation, &c. This is a satire directed against Pitt and Newcastle.

Thoughts of a Frenchman on the preliminaries of peace signed at Fontainebleau, 3rd November, 1762. Copy or original of a pamphlet.

Choiseul to Egremont, 7th March, 1762.

Page 22.—De Very to the Baillif de Solar, 27th March.—The overtures of peace had been made by France. Egremont complains of the mistrust of the latter. He would be disposed to depart from the ultimata of Stanley and Bussy.

Page 23.—The same to the same, 27th March.—He has made use of the second letter of the 1st February containing the explanations of Choiseul. A council will be held at St. James' as soon as Egremont is well.

Page 26.—The same to the same, 8th April,—He transmits a letter from Egremont to Choiseul.

Page 28.—Declaration of the King of England to the King of France, 8th April,—Requests that a Minister may be sent. Takes as a basis their preceding ultimata.

Page 30.—Egremont to Choiseul, 8th April,—The King sends back D'Estaing without conditions. Like the King of France, he desires peace.

Page 31.—De Very to the Baillif de Solar, 9th April,—McKenzie and Stanley are both desirous of going to France to negotiate peace. If France sends a man of birth, McKenzie will be selected.

Choiseul to Egremont,—Two letters, one private and the other official, to express the satisfaction of the King of France. Compliments on Lord Bute's address. Pitt was an obstacle to peace.

Choiseul to the Baillif de Solar,—Since Canada was the stake in the dispute, France has no objection to cede it with the boundaries asked for by England, provided the latter grants real freedom of the fishery.

In another letter to the same, Choiseul proposes to treat secretly by notes and not through Ministers.

Page 37.—Egremont to the Comte de Choiseul,—He accepts the proposition.

He writes to Very that he yields Martinique and Guadaloupe, but desires the eastern bank of the Mississippi as the boundary of Canada.

Note for the Comte de Choiseul,—Egremont grants the new subjects 18 months to emigrate.

Choiseul to Very,—Asks for Isle Royale or a part of it, for the fishery. Recurs to the boundary of Canada.

Page 68.—Reply of France and articles proposed to England, 28th June,—The conditions are, 1st. Full liberty to profess the Catholic religion; 2nd. Isle Royale for the fishery; 3rd. The Mississippi to form the Canada boundary.

Page 75.—Reply of England,—What relates to religion is granted; the other conditions are discussed, 10th July.

Page 79.—Draft of preliminary articles agreed to between France and England. Full liberty to profess the Catholic religion; Miquelon granted to France for the fishery; the Mississippi to be the boundary between the two nations as far as the River Iberville and Lakes Maurepas and Pontchartrain. This is the French draft, dated 21st July.

Draft of Articles, &c., delivered by England.—It differs from the preceding as respects the boundary of Louisiana. The Mississippi is to form the boundary as far as the sea, but New Orleans is to be retained by France.

Another draft delivered by France, which does not seem to think much of the fears of Spain. The boundary between the two nations will be the Mississippi as far as the River Iberville. The navigation of the Mississippi to be free to both nations.

Egremont to Choiseul, 31st July.

Page 122.—The King of England no longer insists on New Orleans, nor on Ste. Lucie.

Page 126.—Choiseul to Egremont, 10th August,—The King of France has selected the Duc de Nivernois as Minister to London. Compliments. Anxious for peace.

Page 134.—Egremont to Choiseul, 31st August,—The Duke of Bedford will be sent to Paris.

Page 143.—Topographical observations on Spain's interest in the present negotiations, with reference to her possessions.

England, Volume 447.—Negotiations of the Duc de Nivernois. September and October.

Page 13.—Memorandum to serve as instructions for the Duc de Nivernois. The question of the limits of Louisiana must be kept for the last article.

Letter of Nivernois to Choiseul,—He has met Bedford, who insists on the navigation of the Mississippi. He is well intentioned.

Page 79.—The same to the same, 15th September,—He admits that Bute can not give way on the 6th article on account of Parliament. (It is evident that extracts from this letter must have been published, or at least copied.)

A powerful party are opposed to peace. The Ministry desire it. The King has spoken to him of it in an audience. Bute proposes a secret article for the Mississippi, which will be granted whenever Spain wishes it. Ostensibly, France will abandon St. Lucie. Egremont fears Parliament and speaks of being in danger of the scaffold.

Page 91.—*Mémoire sur le Canada et la Louisianne*. Objections of Spain.

In this long negotiation, it is impossible to copy everything, because there are many repetitions and a multiplicity of incidents occur. But nearly all the papers

should be analysed in order to enable us to form a correct judgment as to what France did or did not do in these negotiations. Each Court naturally seeks to obtain as much as possible from the other. France is chiefly taken up with the question of the fisheries, to which she sacrificed everything. Comte de Choiseul admits that in giving up Ohio he abandons the finest country in the world. He brings in Spain to frighten the King and Ministers of England, and the latter shelter themselves behind the Parliament and public opinion. Lord Egremont exhibits, at the close, impatience and rudeness, but Nivernois, who is determined not to afford any pretext, becomes only the more courteous, "*afin de lui faire dépenser en pure perte sa fine politique.*" When all seems to be settled at Paris between Bedford and Choiseul, Egremont protests that great changes have been made in the articles.

Page 240.—Choiseul to Nivernois, 7th October,—The taking of Havana delays the negotiations. Bedford has as yet received nothing from his Court.

Page 245.—Nivernois to Choiseul, 7th October,—It is clear that the sitting of Council to consider the proposals for peace is delayed in order to open Parliament with *éclat*, by means of the conquest of Havana. Bute alone exhibits moderation; the others are excited, or pretend to be.

Page 257.—The same to the same, 9th October,—Peace must be made before the opening of Parliament. Bute relies on Fox and on Halifax.

Page 278.—Demands which England will probably make on Spain. 1st. The question as to Logwood to be left as it stood before the war; 2nd. Give up Porto Rico or Florida; 3rd. Give up what has been conquered from Portugal; 4th. Renounce the Newfoundland fisheries.

Page 284.—Nivernois to Choiseul, 12th October,—Egremont feels himself strengthened in his position as Minister, has received him most cordially, and for three hours conversed with him on the peace. He wishes to add a clause as to the exercise of religion, in the second article, to the effect that "it shall be in conformity with the laws of the country," by which he means the laws of England. Nivernois showed that this proposal differs from what had been agreed upon. The point should be discussed in Paris.

Page 333.—Choiseul to Nivernois, 21st October,—The change proposed by Egremont is absurd. The article was agreed to, even by Pitt. This dispute is an act of bad faith.

Page 351.—Nivernois to Choiseul, 24th October,—The Council has been held and the sitting has been a very long one. He would rather be in the galleys than negotiate this peace. Compares the English to the Romans for their pride and obstinacy, and to the Carthagenians for their avidity and love of gain. The Constitution will one day be their ruin. Egremont is delaying the conclusion of peace designedly. He sends a confidential person to Bedford. He is still trying to exasperate Nivernois, who does not fall into the snare. Peace must be speedily made.

Page 388.—Choiseul to Nivernois, 30th October,—Complains of the changes of England. Suspects the sincerity of Egremont.

England, Volume 348. Negotiations of the Duc de Nivernois.

Page 10.—Choiseul to Nivernois, 3rd November,—He announces that the preliminaries have been signed "before dinner." He does not state that the question of the exercise of religion has caused any difficulty.

Page 14.—The same to the same, 8th November,—He is engaged on the final treaty.

Page 18.—Nivernois to Choiseul, 10th November,—In London the people are dissatisfied with the treaty. Bute has been insulted by the populace.

It seems that in the meantime secret couriers reached London announcing the signing of peace. The funds advanced fourteen per cent. The Spaniards effected splendid operations, and Grimaldy was accused of having sent them.

Page 48.—Nivernois to Choiseul, 14th November,—The preliminary treaty has been ratified by the King.

Page 203.—Nivernois to Choiseul, 1st December,—Grenville, who is not well disposed towards France, asked what was to be done with the Acadians scattered throughout the colonies, and in fact transported to England. Nivernois refused to enter into explanations, so as not to delay the conclusion of the treaty. He sends a memorandum on the Acadians.

Page 209.—Durand to Choiseul, in relation to documentary treasures which England had formerly removed from its French possessions. No objections would be made to their being examined and catalogued, perhaps even to the originals being restored to the King of France.

Bute to Nivernois, 2nd December,—The Council has just decided all that relates to the treaty of peace.

Page 215.—Copy of a letter dated 2nd December and handed to Nivernois, with annotations. The Acadians had eight priests and one public and several private schools. Few of them, however, were able to read in 1755. Those who were carried off to England nearly all died of their privations. Interesting details.

Page 237.—Nivernois to Choiseul, 6th December,—The courier who is to take the treaty to France has not yet started.

Page 242.—The same to the same,—The treaty was sent on the 7th, with full powers to Bedford (9th December.) The debates have been very warm in Parliament, in relation to the treaty of peace: the House of Lords sat until midnight, and the House of Commons until after midnight. The preliminaries were approved of by an address to the King.

Page 267.—The same to the same, 11th December,—Announces a memorial on the position of 300 Acadians detained in England.

Page 303.—The same to the same, 12th December,—Egremont has at length furnished him with a copy of the treaty. Stanley in the Commons has spoken in favor of the treaty. Pitt, who was ill, spoke three hours and a half, comparing the treaty he had prepared with that of Bute and criticising the latter.

Page 341.—The same to the same, 18th December,—It is better to put off the matter of the Acadians until after the treaty.

Page 342.—Choiseul to Nivernois, 18th December,—There are great changes in the draft of the treaty presented by England.

Page 355.—Nivernois to Choiseul, 24th December,—The Acadians in Liverpool have sent him a memorial. He will have them visited. They excite the admiration of the English by their attachment to their religion and to the King. Stanley is going to France; he is dissatisfied with the Ministry.

Page 373.—The Court of France rejects a clause in the English draft, which gave to the King the sovereignty, property, possession and all rights acquired, by treaty or otherwise, by his most Christian Majesty, his crown and subjects whomsoever. This article despoiled the Seigniors and all the inhabitants: it is contrary to the capitulation and to humanity.

Page 376.—Choiseul points out that the defining of limits for the Mississippi is necessary. The English draft had suppressed this.

Page 425.—Choiseul to Nivernois,—It is impossible to sign the treaty sent from London. Article 7 has been the subject of keen debate. The old clause had been prepared from a note written by Bute, furnished to Very.

Letters exchanged between Nivernois and the English Ministers, in relation to the audience demanded by the Ambassador.

England—Volume 449—1763.

Page 10.—Nivernois to Choiseul,—Halifax has asked whether it is true that Louisiana has been given up to Spain.

Page 24.—Choiseul to Nivernois,—Approves of what he has done for the Acadians.

Page 29.—Nivernois to Egremont, 4th January,—Reasons for adhering to the preliminaries on the question of New Orleans and the limits.

Page 31.—Nivernois to Choiseul, 5th January,—Recounts his conference with the English Minister. He agrees that the French emigrants shall be carried in French vessels, because he wants English vessels for the English.

Page 48.—The same to the same, 8th January,—Result of the negotiations. He has obtained mitigations.

Articles of the Treaty Examined.

Page 71.—Choiseul to Nivernois, 8th January,—Directs him to say to the Minister that Louisiana has, it is true, been offered to Spain, because it cannot be of use to France, partitioned as it is about to be.

Page 87.—In Bedford's instructions it is recommended that there be inserted in the treaty a clause excluding all jurisdiction or exemption, whether ecclesiastical or civil, incompatible with the laws of England. All sorts of delays are caused by both sides to the transmission of the articles of the treaty.

Page 150.—Choiseul to Nivernois,—France cannot consent that the missionaries shall be excluded from Canada; it would be contrary to religion and to the preliminary treaty. What does England mean by "Neutral Acadians," whom she also wants to exclude from the treaty? Confiscations must be specified.

At the very close, Egremont again brings up the question of reciprocity of transport, Lord Mansfield having declared that it was contrary to law. When Bedford had received his instructions, he took eight days before having a conference, and on the day appointed he had the gout.

Page 240.—Proceedings of Albemarle at Cuba against the Bishop, exiled by him for refusing to furnish a list of the ecclesiastics.

Page 251.—Interesting details in a bibliographic point of view, but having no connection with Canada, the subject referred to is the history of Ireland by the Abbé Geoghegan.

Page 252.—Choiseul to Nivernois,—Announcing the signing of the treaty of peace.

Page 333.—Memorandum respecting the Acadian prisoners in England, with remarks as to their treatment.

Page 340.—Memorandum sent from London in February, 1763, respecting the Acadians. The Acadians were detained seven years at Liverpool, to which place they had been conveyed from Virginia, to the number of 336. In 1763 there were 224 of them. A Scottish priest endeavored to gain them over to England. Six hundred others at Southampton, Penryn and Bristol. The Duke of York induced them to become British subjects. Various plans to convey them to France.

Page 350.—Nivernois to the King of France, 17th February.—He has just had an audience with the King of England, who is delighted at having at last obtained peace.

Rome.—Vol. 136.

Page 140.—Mention is made of Antoine de Tonti, nephew of the Cardinal, who applies for the office of Secretary to the Embassy at Rome.

Volume 137.

Page 25.—De Harlay, Archbishop of Rouen, to Cardinal de Mazarin, 5th Feb., 1759,—He seeks to excuse himself from the reproaches which the Cardinal appears to have uttered on the occasion of the decree of Parliament against Mgr. de Pétréc. He acknowledges having devised that decree with Colbert and the Attorney General, who was Achille de Harlay. He feared that the Bishop of Sens was not favorably disposed towards him.

This letter, which is important, appears to have been overlooked by the author of the *Histoire de la Colonie Française en Canada*. It would be advisable to have it copied, together with the other documents quoted in that history, under the heading "Foreign Affairs, Rome, volume 133.

Page 133.—The same to the same, 3rd March, 1758, requesting the Cardinal to put an end to the difficulties between him and Mgr. de Pétrée. This letter is quoted in the *Histoire de la Colonie Française en Canada, &c.*

Volume 192, marked xxxix. Embassy of M. de Chaulner to Rome.

Draft of a bull for the erection of the Bishopric of Quebec, submitted by the Court of Rome, to that of France for examination. In it is stated positively that Rome does not admit the pretensions of the Archbishop of Rouen.

Page 140.—Remarks on the draft of the bull. Renaudin and Falon wish to have the words *Vicarium Apostolicum* expunged, because Mgr. Laval had been forbidden to avail himself of that title. Renaudin asserts that the Apostolic letters state that Quebec is within the Archbishopric of Rouen.

These remarks were transmitted to the Duc de Chaulner. They would appear to have given rise to the assertion by the author of the *Histoire de la Colonie Française*, that those words are contained in the bull, the text of which unfortunately he does not reproduce.

Page 145.—Instructions from the King to the Duc de Chaulner on the subject of the bulls respecting the Bishopric of Quebec, 21st July, 1658.

Rome—Vol. 166—Embassy of Créqui.

Page 44.—Letter from the King to Créqui, 28th June, 1664, requesting the erection of Quebec into a Bishopric, dependent upon Rouen. Volume 195.

Page 122.—Requesting a Bishopric for New France, and proposing M. de Laval for the seat.

VII.

During my brief stay at Rouen, by the courtesy of M. de Beaurepaire, archivist of the Department, and the learned Abbé Cachet, I had an opportunity of looking through several volumes of the Archives. I ascertained that there are few documents to copy, but that, on making a special study of the matter, a mass of useful details and valuable information respecting the genealogy and biography of the early colonists might be obtained. This is a description of work which is not included in the duties entrusted to me.

The same remark will apply to Bordeaux, especially as regards the history of trade. I there collected some notes respecting Bigot, who had a sister a nun in that city, and respecting some Canadians who emigrated after the conquest.

At Marseilles I found only one document which related, and that indirectly, to Canada. This is a letter from a mother, apparently a lady in a very high position, to her son, a Jesuit, who was desirous of devoting himself to our missions.

I was more fortunate at Toulouse. Among the manuscripts in the library is a biography of Father Jaques, written some years after his death. It contains but few details with which we are not acquainted; but this little work is not without its importance, for it would appear to have been prepared with a view to publication.

At Anney, at Chambéry and at Grenoble I hoped to obtain some information respecting Chatilard and some other officers of the regiment of Carignan. A research extending over several weeks might perhaps have been productive of more satisfactory results. I succeeded, however, in ascertaining the presence of Mgr. St. Valier, at Grenoble, on the 27th August, 1696, and the 15th October, 1701, and in having access to certain documents relating to him. I further ascertained that representatives of the family of Sorel still exist, and that a branch of it settled in St. Domingo, &c., &c.

I received the most gracious hospitality from the Marquis of Pizançon, at Bourg du Péage, but learned with regret that nearly all the papers belonging to the family of St. Valier, to which he belongs, had been destroyed during the revolution. But the remembrance of the second Bishop of Quebec is religiously preserved at the Castle of Pizançon, to which place he several times came for repose, both before and after his elevation to the episcopate.

VIII.

In order to complete the information which I have endeavored to collect during my journey, I shall give the titles of several manuscripts relating to our history which are deposited in the Imperial Library at St. Petersburg.

It is generally known that at the time of the French revolution an attaché of the Russian Embassy, Pierre Dubrowski, saved from destruction, when the Bastille and the Abbey of St. Germain des Prés were pillaged, a considerable number of valuable documents and manuscripts, but those literary and artistic riches were lost to France.

Segnier and Harlay had bequeathed large collections to the Abbey of St. Germain, and that fact explains the presence there of manuscripts relating to Canada.

FRENCH MANUSCRIPTS IN THE IMPERIAL LIBRARY AT ST. PETERSBURG.

Dubrowski Collection.

History:—No. 116, folio.—Letters from M. François de Harlay, coadjutor to the Archbishop of Rouen to his uncle. 218 folios.

In the correspondence may be revealed the pretensions respecting the church in Canada.

No. 43.—Quarto. Essay on Canada. History of Canada from 1745—written about 1770.

Polygraphy:—No. 15, folio. Three dialogues between Marshal Saxe and Baron Dieskau—deciphered and copied subsequently. Original certificate from the Marshal Comte de Munich to Baron Dieskau.

Zaluski Collection.

Jurisprudence:—No. 31, folio. The affair of the Curé of Quebec. Such is the title of a chapter of the collection entitled *Memorandum of the General Ordinances, prepared by order of M. Colbert*. Three volumes, folio.

No. 60, quarto. Extracts from various memoranda respecting matters reported to the King's Council during the years 1660–61–62–63.

Mazarin—part of his official correspondence.

IX.

Such is the result of my researches and studies during the few months which I spent in Europe. Such a work requires the application of years; but I hope that what one alone has been unable to complete, will be accomplished by a number. I have at least the satisfaction of knowing that I have not spared myself, and that I have prepared a starting point for further researches.

I may be allowed to submit the following remarks:—

My reception at the Archives in London, Paris and Brussels gave me the greater pleasure because by it I was convinced of the existence of a desire to manifest the interest which our young country has inspired. I consider that the Government, through me, has contracted a debt of gratitude, which I may further say, we have the means of discharging.

Contrary to what it is proposed to do in Canada, the object aimed at in Europe is, for excellent reasons which it is unnecessary to enumerate here, to multiply libraries in the Archives, and in the departments and offices. This is the case at the Public Records Office at London, and at the National Archives, and the Department of Marine, Education, War and Foreign Affairs at Paris. In the latter department I observed American and Canadian histories occupying an honourable position; but

many important works were wanting, as was also the case at the *Bibliothèque Nationale* and the British Museum. That hiatus might be easily filled, and I am satisfied that any works which the Canadian Government might send such as the *Relations*, Lavardière's *Champlain*, our histories, our literary productions of the press, our journals of education and of science, the proceedings and essays of the Historical Societies of Quebec and Montreal, &c., &c., would be received with gratitude. I was frequently asked for the Abbé Tanguay's *Dictionnaire Genealogique*.

Even if the Government were moved by no other desire than to cause the Dominion to be better known in foreign parts, it would be a wise policy to use these means, and to establish Canadian libraries at London, Paris and Brussels.

I cannot conclude this report without an earnest expression of my gratitude to His Excellency the Governor General for the remarks of esteem with which he honoured me; nor without thanking both Houses, the Honourable M. Chauveau, then Speaker of the Senate, your predecessor, the Honourable Mr. Pope, and yourself for having entrusted me with, and continued me in the performance of a duty which has been a pleasant one, and which appears to me not to have been without importance.

I have the honour to be, Sir,

Your obedient servant,

H. A. B. VÉRREULT,

President of the Société Historique of Montreal.

To the Honourable the Minister of Agriculture,
Ottawa.

(No. 41.)

RETURN

To an ADDRESS of the HOUSE OF COMMONS, dated 18th February, 1875 ;
Showing—*First*, The constituencies in which vacancies occurred after
the General Elections, held in the years 1874, 1872 and 1867.
Second, The date of the Speaker's or Members' Warrant for a new
Writ of Election in each and every case. *Third*, The date of every
such new Writ. *Fourth*, The date of the transmission of every such
Writ to the Returning Officer.

By Command.

R. W. SCOTT,

Secretary of State.

DEPARTMENT OF THE SECRETARY OF STATE.

3rd March, 1875.

ESTATE BANK OF UPPER CANADA.

RECAPITULATION

ASSETS.		LIABILITIES.	
	\$		\$
	cts.		cts.
Bank accounts	154 81	Mortgages, advance account.....	247,310 88
Receiver General's Liquidation account.....	248,126 98	A. Dobbie.....	\$260 10
Bills and Securities, new	\$6,005 68	C. Gamble.....	141 29
Mortgages, new.....	25,576 14	Bank Notes.....	3,331 50
Mortgages, suspense.....	69,764 19	Trustees certificates.....	11,995 46
Bonds, Debentures, &c.....	(a)	Current accounts.....	4,300 55
Real estate.....	(b)	Deposit receipts.....	621 30
Bills and Judgments, old.....	(c)	Drafts outstanding.....	6,809 93
Irrecoverable Debts.....	(d)	Suspense.....	27,460 13
Profit and Loss.....	271,481 52	Receiver-General (per Bank Books).....	9,538 94
	2,043,183 97	Capital.....	1,122,639 10
	\$3,346,794 05		1,939,845 00
			\$3,346,794 05

(a) All the mortgages are expected to be paid by 1877.
 (b) Consists of Brockville & Ottawa Railway Shares, and Grand Trunk Postal Bonds.
 (c) All the Real Estate has been sold with the exception of six parcels; some sales have not been perfected; the accounts are in adjustment, and it is estimated that \$20,000 will cover this item.

(d) Estimated to realize about \$25,000.
 (e) In the Public Accounts this is stated as \$1,150,000.01.

It is expected that within the next twelve months most of the assets will be realized.

January 31st, 1875.

STATEMENT

Of the Receipts and Payments of the Dominion of Canada, from
the 1st July, 1874, to the 20th February, 1875.

RECEIPTS.	—	PAYMENTS.	—
	\$ cts.		\$ cts.
Customs	9,634,610 63	Interest on Public Debt and charges of management	3,613,060 01
Excise.....	3,318,792 82	Sinking Fund	302,706 67
Post Office	681,014 43	Premium Discount and Exchange...	43,743 82
Revenue from Public Works.....	419,088 84	Civil Government	574,227 02
do Railways.....	728,666 65	Administration of Justice	275,056 32
Bill Stamp duty	158,182 21	Police.....	34,884 70
Interest on Investments.....	332,478 14	Legislation	164,809 31
Miscellaneous.....	295,923 75	Penitentiary.....	200,603 58
		Art, Agriculture and Statistics.....	4,778 57
		Census	13,769 27
		Emigration and Quarantine	128,597 83
		Pensions	39,174 96
		Superannuation	40,468 03
		Militia and enrolled forces	604,361 41
		Mounted Police, Manitoba.....	151,400 41
		Dominion forces, do	86,884 89
		Public Works and buildings.....	1,130,693 38
		Ocean and River Steam Service.....	265,274 93
		Light-house and Coast Service.....	292,991 85
		Fisheries	39,375 26
		Geological Survey and Observatories	59,907 01
		Marine Hospitals and Sick Mariners.	30,002 08
		Steamboat Inspection.....	6,374 57
		Subsidies to Provinces	3,748,431 44
		Indians	183,100 00
		Miscellaneous.....	46,032 63
		Boundary Surveys.....	795 00
		Customs.....	382,003 99
		Excise.....	114,455 28
		Weights and Measures	24,142 75
		Culling Timber.....	71,861 02
		Public Works.....	1,327,405 00
		Post Office	871,348 96
		Dominion Lands, Manitoba.....	86,204 28
		Minor Revenues	9,125 45
Total.....	\$15,568,766 50	Total	\$14,968,051 68

ARTICLES OF AGREEMENT

Entered into between ASA BELKNAP FOSTER and HER MAJESTY QUEEN VICTORIA, (represented by the Minister of Public Works of Canada,) for the construction and working of the Georgian Bay Branch of the Canadian Pacific Railway.

THIS INDENTURE, made this Twenty-Seventh Day of February, in the year of Our Lord one thousand eight hundred and seventy-five, between the Honorable Asa Belknap Foster, of Waterloo, in the County of Shefford and Province of Quebec (hereinafter throughout called the "Contractor) of the first part; and Her Majesty Queen Victoria, represented herein by the Minister of Public Works of Canada (hereinafter throughout called The Minister) of the second part.

Whereas by the Canadian Pacific Railway Act, 1874, it is amongst other things in effect enacted, that a Railway to be called "The Canadian Pacific Railway" shall be made from some point near to and south of Lake Nipissing to some point in British Columbia on the Pacific Ocean, both the said points to be determined and the course and line of the said Railway to be approved by the Governor in Council; And it is by the said Act in effect further enacted, that a branch of the said Railway shall also be constructed from the point indicated as the proposed Eastern terminus of the said Railway to some point on the Georgian Bay, both the said points to be determined by the Governor in Council; And further in effect, that the Branch Railway above mentioned shall for all intents and purposes be considered as forming part of the Canadian Pacific Railway, and as a distinct section of the said Railway, and shall be subject to all the provisions in the said Act made with respect to the Canadian Pacific Railway, except in so far as it may be otherwise provided for by the said Act;

And whereas the Governor in Council, by Order, of the nineteenth day of February instant, was pleased to determine the Eastern point from whence the Canadian Pacific Railway shall be made as that laid down on the map of the Huron and Ottawa Territory annexed to the said Order, being a point near to and south of Lake Nipissing, that is to say, as near as may be in the centre of four Townships lettered A, B, C and D,

shewn on the said map, and lying to the east of the northerly continuation of the Bobcaygeon Road, and to the north of a line passing through Lake Burnt;

And whereas the Governor in Council, by the said Order, was further pleased to determine that the branch of the Railway in the said Act firstly mentioned should be constructed from the point hereinbefore indicated as the proposed Eastern terminus of the said Railway to a point on the Georgian Bay, being on the Harbor at the mouth of the river French, being about eighty-five miles in length, the points and approximate route and course being shewn on the said map, which said points were respectively determined by the Governor in Council as hereinbefore mentioned;

And whereas in further pursuance of the said Act, the materials and manner of and in which the several works forming part of the said Branch shall be constructed and the mode of working the Railway, are hereinafter contained as part of this contract:

And whereas in further pursuance of the said Act, tenders for the construction of the said branch, and the rolling stock thereof, and the working of the same, on such terms and conditions as by the Governor in Council were deemed just and reasonable, and subject to the provisions of the said Act contained respecting the same, and which are hereinafter set out as part of this contract, were called for; and whereas one N. C. Munson, of Boston, in the United States of America, tendered for the performance of the same at the price and upon the terms and conditions herein mentioned, and incorporated herewith as part of this contract;

And whereas the said N. C. Munson, by assignment, dated on the twentieth day of January now last past, transferred his tender and all his interest therein and thereunder to the Contractor;

And whereas the Contractor (party hereto) thus assumed the said tender of the said N. C. Munson as being the tender of him the Contractor; And whereas the Contractor has given satisfactory evidence that he possesses a capital of at least four thousand dollars per mile of the contract herein contained, and of which twenty-five per cent in money, that is to say: one thousand dollars per mile for eighty-five miles, being the sum of eighty-five thousand dollars, has been deposited to the credit of the Receiver General in the Ontario Bank, being one of the chartered Banks of the Dominion, which said Bank has been designated for that purpose by the Governor in Council, as security for the completion of the contract.

Now THIS INDENTURE witnesseth, that in consideration of the sum of money and of the proceeds of the lands hereinafter agreed and covenanted to be respectively paid, and of the lands to be conveyed to the Contractor, his heirs, executors, administrators and assigns, according to the nature and quality thereof, by Her Majesty, Her Heirs or Successors, in manner hereinafter mentioned, he, the Contractor, doth hereby for himself, his heirs, executors and administrators, covenant, promise and agree to and with Her Majesty, Her Heirs and Successors, in manner following, that is to say:—

1. The Contractor shall and will well, truly and faithfully make, build, construct and complete the Branch Railway hereinbefore mentioned and to be known as the Georgian Bay Branch of the Canadian Pacific Railway from the point indicated for the proposed Eastern terminus of the Canadian Pacific Railway, being a point near to and South of Lake Nipissing, that is

to say, as near as may be in the centre of four townships, lettered A, B, C and D, as shewn on the map hereinafore mentioned, and of which a copy is hereunto annexed, and lying to the East of the Northerly continuation of the Bobcaygon Road and to the North of a line passing through Lake Burnt to a point on the Georgian Bay, being on the harbor at the mouth of the river French, being about eighty-five miles in length, the points and approximate route and course being shewn on the said map hereunto annexed, and all the bridges, culverts and other works appurtenant thereto, and will perform all the engineering services whether in the field or in preparing plans, or other office work, to the entire satisfaction of the Government.

2. To locate and construct the line on as straight a course as possible between the points indicated, with only such deviations as may seem absolutely indispensable to avoid formidable engineering obstacles, subject to the approval of the Engineer. The general plans for bridges, culverts, and other works, to be subject to the approval of the Engineer, and endorsed by him as sufficient, before being proceeded with, and that he, the Contractor, will be responsible for the capacity and sufficiency of all bridges, culverts, and other water ways; and in the event of the number of waterways proving insufficient, he will repair all damages and construct such additional works as may be found necessary, and as the Engineer may direct.

3. That the gradients and alignment shall be the best that the physical features of the country will admit of, without involving unusually or unnecessarily heavy works of construction; with respect to which, the Engineer will decide, but that in no case will the gradients exceed one per hundred ascending westerly, or one in two hundred ascending easterly; and that the Engineer shall in all cases decide where the maximum gradient will be allowed. The general engineering features of the Branch railway shall be as in the specifications hereinafter contained; and the said specifications shall be strictly adhered to, unless, on good reason being shewn, the Governor in Council may sanction any departure therefrom.

4. That he the Contractor will provide wharf accommodation at the terminus at River French, of such an extent as the Engineer may consider necessary for the traffic, but the entrance to the harbor is to be made safe for vessels by the Government.

5. That the cost of surveys and of locating the line shall be part of the consideration or contract price allowed to the Contractors.

6. That inasmuch as the Government will provide steel rails, either delivered at the harbour of Montreal or at the mouth of River French, he, the Contractor, will take such rails at cost as part of the monies payable to him under this contract.

7. That he will construct the said Branch in conformity with the Canadian Pacific Railway Act, 1874, and subject to all its provisions, except as to part of sub-section four (4) of section eight (8), which provides for the land appropriated having a certain frontage on the railway, and that inasmuch as the Dominion Government may not become the proprietors of land on the line of this branch, he, the Contractor, will in such case receive the land to be appropriated in respect of this contract in some portion of the territory owned by the Dominion; or otherwise in accordance with the terms of the said Act.

8. That he will furnish profiles, plans and bills of quantities of

the whole line, before the work is commenced; and before payments are made, he will furnish such further returns as may be required to satisfy the Engineer as to the relative value of the work executed.

9. The Minister may keep and retain fifteen per cent. of the proportion of money earned by the Contractor for twelve months after the whole branch and the several works thereof have been substantially completed, and until the Engineer certifies that all failures or defects in the work that may have been discovered during that period have been permanently made good.

10. That he, the Contractor, will build, construct and complete the said Branch in all respects in accordance with the specifications hereinafter contained, that is to say :

The Railway shall be a single track line with a gauge of four feet, eight inches and a-half with sidings.

Where maximum gradients are indispensable, they shall not exceed one per hundred ascending westerly, and one in two hundred ascending easterly.

Except at termini, no curve shall be sharper than 1,910 feet radius, but curves of this radius will not be allowed unless easier curves be unobtainable.

In all wooded sections, the land must be cleared to the width of 66 feet on each side of the centre line. All brush and logs must be completely burned up, and none must be thrown into the timber land adjacent to the space in process of being cleared.

All stumps must be grubbed out, within the limits of cuttings under three feet in depth, or embankments less than two feet in height.

All stumps must be close cut, where embankments are less than four feet and more than two feet in height.

Wherever settlements may exist, the railway must be enclosed with substantially built farm fences.

Road crossings, with cattle guards and sign-boards, shall be formed wherever required.

The width of cuttings at formation level shall be 22 feet, embankments 18 feet.

Where the line passes through flat sections of country, the road-bed shall be raised not less than 30 to 40 inches above the surface of the ground. As a general rule, the roadway must be formed in embankment, and as little in cutting as practicable.

Efficient drainage must be provided either by open ditches or otherwise, so as to prevent water standing within four feet of the level of the road-bed at sub-grade.

All earthworks in any way exposed to a water-flow must be thoroughly protected by rip rap or stone pitching.

All bridges, culverts, and other structures must be of ample size and strength for the purpose intended. Piers and abutments of bridges and culverts must be of massive stone masonry, made of durable and suitable materials, thoroughly permanent in character, and in every essential particular equal to the best description of masonry employed in similar railway work in the Dominion.

The greatest care must be exercised in securing sound foundations for

works of masonry; the walls must in every case be carried down to such depths as will obviate the least danger to the masonry from frost.

Before any masonry is proceeded with, precautionary steps must invariably be taken, by boring or otherwise, to ascertain the nature of the strata underneath the intended walls, and set at rest any doubts with regard to the stability of the structure.

Should the sub-stratum reached in digging foundation pits appear in any respect unsatisfactory, steps must immediately be taken to reach a sound bed for the footings of walls, by excavating to a greater depth, or by forming an artificial foundation, by means of piling, concrete, or in such manner as may be deemed most expedient under the circumstances which may be found to exist. To prevent delays, general plans of artificial foundations, applicable in ordinary cases, shall be prepared, and approved by the Engineer.

To guard against damaging results from frost, all walls supporting embankments of earth, such as wings of culverts and abutments of bridges, must be backed with loose small-sized stone filling to a thickness of three or four feet, to prevent the retention of moisture near the masonry.

Mortar, where employed, shall generally be composed of fresh ground, good hydraulic cement, thoroughly incorporated with approved proportions of clear, sharp, large-grained sand.

All masonry must be erected under competent supervision, and to the satisfaction of the Engineer.

In cases where suitable stone for masonry cannot be procured until the railway is opened, without involving an unreasonable expense, structures of timber may be formed for carrying the rail-track in the meantime. When such timber structures are employed, they must be of sufficient strength, and of such size and character as will admit of the erection of the permanent masonry structures, at the cost of the contractor, after the line is in operation.

The Contractor will not be required to make the bridge superstructure of iron; it will be sufficient to construct them of durable timber of an approved design. While bridge piers and abutments will be formed in the first place to support timber work, they will be constructed so that without rebuilding they may be adapted for iron spans.

The rails shall be of steel, weight 90 tons to the mile, of approved section, and with the most approved fish or scabbard-joints.

The roadway must be well ballasted with clear gravel or other suitable material not less than 3,000 cubic yards to the mile.

Sidings, equal in length in the aggregate to not less than four per cent. of the length of the railway must be provided.

Station and terminal accommodations (including engine sheds, turntables, shops and machinery), must be provided, sufficient for the traffic and requirements of a railway of the length of the one now contemplated.

Rolling stock, equal in the first place to \$2,500 per mile, must be provided, and the description and capacity of the locomotives and other rolling stock to be such as from time to time may be determined by the Governor in Council, and to be thereupon construed as part of this contract.

A telegraph line fully equipped for working the railway must be provided.

The Contractor shall, before a final certificate be granted, finish up

cuttings and embankments, dress slopes to an angle at which, in the opinion of the Engineer, they will permanently stand, repair all damages from any cause to any of the works, and complete everything intended to be done to carry out the true spirit of this contract, whether the same may be expressed or not, in a creditable and workmanlike manner, and to the entire satisfaction of the Engineer.

All slips or slides in embankments or excavations, and all failure and defects in any of the works, which may take place within a period of twelve months after the completion of the line, shall be made good at the Contractor's cost.

11. The Contractor shall provide all proper tools, plant and materials for the execution of the works and the sufficiency of the same; and the entire responsibility in respect of the centring, scaffolding, and all other means used for the fulfilment of this contract, whether such means may or may not be approved or recommended by the Engineer; and the Contractor shall alone suffer loss, and shall indemnify and hold harmless, Her Majesty and any officer or servant from loss arising, and shall run all risk of accidents or damages, from whatever cause they may arise, until the completion of this contract. The Contractor shall also be responsible for all damages claimable by the owners or occupants of land arising from loss of crops or cattle, or injury thereto respectively, sustained by any cause or thing connected with the construction of the work, or through any of his agents or workmen; and he shall be responsible for all damage which may be done to property or persons through the blasting of rocks or other operations carried on by them; and he shall assume all risks and contingencies that may arise during the progress of the works, and shall make good all defects and failures, whether from negligence on his part or of his agents, or workmen, or from bad workmanship, or the use of improper materials; and he shall hold harmless and indemnify Her Majesty from all claims, losses or damages, in respect thereof. The Contractor shall, subject to the approval of the Engineer as to the same, make all necessary temporary provision during the progress of the works, for the owners or occupants of lands crossing the line of Railway, and shall provide the necessary accommodation for the passage of the public at the intersection of roads or highways; and shall also make such provision until fences be erected, as may be necessary to prevent the straying of cattle upon the line of Railway. In the event of any bad materials being delivered or worked up or any bad work being executed at any time, the same shall be immediately removed on notice being given by the Engineer, and the work shall be reconstructed at the expense of the Contractor in strict conformity with this Contract, and the said specification, and to the entire satisfaction of the Engineer. The Contractor shall employ as many competent agents and foremen on the whole works as may be considered requisite by the Engineer, and the said agents and foremen shall be regularly and constantly present on the works for the purpose of effectually overseeing the same, and receiving instructions from the Engineer. The Contractor shall respect and preserve, in their true and original position, any bench marks, hubs, all centre, slope, reference, and all other stakes and marks placed or made by the Engineer on or near the line of work; and shall adopt every means in his power to prevent the same being burned in the clearing or altered, removed or destroyed at any

time, and whenever required by the Engineer, he shall furnish the necessary assistance to correct or replace any stakes or marks which, through any cause, may have been removed or destroyed. The Contractor shall not encourage, but shall take all lawful means in his power to prevent the sale of spirituous and intoxicating liquors on or in the vicinity of the line of Railway. Should any work, material, or thing of any description whatsoever, be omitted from the said specification or this Contract, which, in the opinion of the Engineer, is necessary or expedient to be executed or furnished, the Contractor shall, notwithstanding such omission, upon receiving written directions to that effect from the Engineer, perform and furnish the same. All the works are to be executed, and materials supplied, to the entire satisfaction of the Engineer ; and the Engineer shall be the sole judge of the work and material, and his decision, on all questions in dispute with regard to the works or materials, or as to the meaning or interpretation of the specification or the plans or upon points not provided for, or not sufficiently explained in the specification or plans, or this contract, is to be final and binding on all parties.

12. The Contractor shall commence the works embraced in this Contract by the first day of June next, from and after the date hereof, and shall diligently and continuously prosecute and continue the same, and the same respectively and every part thereof shall be fully and entirely completed in every particular to the satisfaction of the Engineer, and fully equipped for working on or before the first day of January, in the year of Our Lord one thousand eight hundred and seventy-seven, time being declared to be material and of the essence of this Contract, and in default of such completion as aforesaid on or before the last mentioned day, the Contractor shall forfeit all right, claim or demand to the sum of money or percentage herein agreed to be retained by the Minister of Public Works and any and every part thereof as also to any moneys whatever which may be, at the time of the failure of the completion as aforesaid, due or owing to the Contractor, and the Contractor shall also pay to Her Majesty, as liquidated damages, and not by way of fine or penalty, the sum of one thousand dollars for each and every week, and the proportionate fractional part of such sum for every part of a week, during which the works embraced within this Contract, or any portion thereof, shall remain incomplete, or for which the certificate of the Engineer shall be withheld, and the Minister of Public Works may deduct and retain in his hands such sums as may become due as liquidated damages, from any sum of money then due or payable or to become due or payable thereafter to the Contractor.

13. The Engineer shall be at liberty, at any time before the commencement or during the construction of any portion of the work, to make any changes or alterations which he may deem expedient in the grades, the line of location of the Railway, the width of cuttings or fillings, the dimensions or character of structures or in any other thing connected with the works whether or not such changes increase or diminish the work to be done or the expense of doing the same, and the Contractor shall not be entitled to any claim by reason of such changes. The Engineer shall have power to dismiss any foreman, workman or other person employed, whom he may deem unfit for the duties assigned him, or who may in the opinion of the Engineer be guilty of slighting the work or of wilful disobedience of orders, or improper or disorderly conduct,

and the Contractor shall forthwith supply the places of all such men so dismissed and shall not employ them again on the works.

14. The Contractor shall, by himself, his agents and workmen, faithfully carry on the works until completion, and shall not sell, assign or transfer this Contract to any person or persons whomsoever, without the consent of the Governor in Council first had and obtained.

15. The Minister shall have the right to suspend operations at any particular point or points or upon the whole of the works, and in the event of such right being exercised so as to cause any delay to the Contractor, then an extension of time equal to such delay or detention, shall be allowed him to complete the Contract, but any such delay shall not vitiate or void this Contract or any part thereof or the obligation hereby imposed or any concurrent or other Bond or Security for the performance of this Contract, nor shall the same entitle the Contractor to any claim for damages. If at any time during the progress of the works, it should appear that the force employed, or the rate of progress then being made, or the general character of the work being performed, or the material supplied or furnished are not such as to ensure the completion of the said works within the time stipulated, or in accordance with this Contract, the Minister shall be at liberty to take any part or the whole work out of the hands of the Contractor, and employ such means as he may think fit to complete the works at the expense of the Contractor, and he the Contractor shall be liable for all extra expenditure incurred thereby; or the Governor in Council shall have power at his discretion to annul this Contract. Whenever it may become necessary to take any portion or the whole work out of the hands of the Contractor or to annul this Contract, the Minister shall give the Contractor seven clear days' notice in writing of the intention to do so, such notice being signed by the Minister or by any other person authorized by him, and the Contractor shall thereupon give up quiet and peaceable possession of all the works and materials as they then exist; and without any other or further notice or process or suit at law, or legal proceedings of any kind whatever, the Governor in Council in the event of his annulling this Contract may direct the Minister to proceed to re-let the same or any part thereof, or employ additional workmen, tools and materials, as the case may be, and complete the works at the expense of the Contractor, who shall be liable for all extra expenditure which may be incurred thereby, and the Contractor shall forfeit all right to the percentage retained and to all money which may be due on the works, or securities deposited, and he shall not molest or hinder the men, agents or officers of the Minister from entering upon and completing the said works as the Minister may deem expedient. If at any time it shall appear to the Minister that the security of the works is endangered or the peace of the neighborhood is likely to be disturbed or any other difficulty likely to arise by reason of the men being left unpaid, the Minister may pay any arrears of wages so far as he can ascertain to be due on the best information he can obtain, and charge the same as a payment on account of this Contract.

16. Any notice or other paper connected with this Contract may be served on the Contractor by being left at his domicile, or by being directed to him through the Post Office at his last known place of business, and any notice or other paper so left or directed shall to all intents and purposes be considered legally served.

17. The Contractor shall furnish such information of the progress of the works as may be required by the Minister, and such statistical details, accounts and information as may be required from him after completion.

18. That he the Contractor will, upon and after the completion of the Branch Railway, truly and faithfully keep and maintain the same and the works and rollingstock thereof in good, sufficient working and running order, and he the Contractor will work the said Branch, subject to the approval of the Governor in Council who may from time to time establish the mode and regulations of working the same, including the accommodation to be afforded for passengers and freight, the rates chargeable to and for the same respectively, the number and description of trains to be run during each day, and in all other respects incidental to the working of the said Branch.

19. In case of the failure of the Contractor at any time before or after the completion of the Branch Railway to perform this contract according to the true intent and meaning hereof, the Contractor shall in addition to all other penalties and forfeitures hereinbefore contained, forfeit the said Branch Railway, rolling stock, works and appurtenances, which shall thereby and upon a declaration of such forfeiture by the Governor in Council, vest absolutely in Her Majesty, Her Heirs and Successors.

20. That prior to the opening of the said Branch Railway a traffic arrangement and agreement to grant running powers on terms to be approved by the Governor in Council shall be made between the Contractor in respect of the Branch Line and the Canada Central Railway Company, the Northern Colonization Railway Company, and the Kingston and Pembroke Railway Company respectively. And inasmuch as the Northern Colonization Railway Company and the Kingston & Pembroke Railway Company, and such other Companies as may have the termini of their systems on or towards Lake Huron are to be secured running powers for their trains over such portion of the Canada Central Railway as is subsidized by an Order of the Governor in Council granting a subsidy to said Company, dated the fourth day of November, 1874, now last past, from the point of intersection of their respective lines with the portion of the said line, subsidized, or from within five miles of the said subsidized portion. Therefore all such Companies shall have these running powers continued from the point of intersection of the subsidized line westward over the said Branch Railway on equitable terms—provided that such terms may be mutually agreed upon by the Contractor and the several Companies above named or to be hereafter designated as aforesaid, and in the event of a disagreement the conditions shall be settled by Arbitration, one Arbitrator to be selected by the Contractor, one by each Company, and one by the Governor in Council, and the decision of such Arbitrators, or any two of them, to be final.

21. That the Governor in Council shall have the power at any time to suspend the progress of the work until the then next Session of Parliament.

22. That there be reserved to the Governor in Council the right to purchase under the authority of Parliament the said Branch Railway, on payment of a sum equal to the actual cost of the same, and ten per cent in addition thereto—the subsidies in lands or money granted or paid by the Government for the construction of the said Branch being first returned or deducted from the amount to be paid, the lands sold being valued at the full amount the Contractor may have received from the sale of such lands as

may have been sold ; and Her Majesty doth hereby for Herself, Her Heirs and Successors, covenant, promise and agree to and with the Contractor, his heirs, executors, administrators and assigns, according to the nature and quality thereof, in manner following, that is to say :—

(1.) To provide the right of way and lands required for stations and terminal works.

(2.) That the Branch Railway shall upon its completion be the property of the Contractor, and shall be worked by and for the advantage of the Contractor, under such regulations as may from time to time be made by the Governor in Council in respect thereof and as regards the rates chargeable for passengers and freight, the number and description of trains to be run, and the accommodation to be afforded for freight and passengers; subject nevertheless to the working of the same and to the running powers to be granted to other Railways and Companies thereupon and to the right of the Government to purchase the said Branch as herein respectively contained.

(3.) That the price or consideration to be paid to the Contractor shall be at the rate of ten thousand dollars for each mile of the Branch Railway, and that such sum shall be paid to the Contractor as the work progresses, by monthly payments, in proportion to the value of the work then actually performed (according to the estimates of the Engineer) as compared with the value of the whole work contracted for, including rolling stock and all things to be done or furnished by the Contractor; and except money arising from the sale of lands as hereinafter provided, no further sum of money shall be payable to the Contractor as principal, but interest at the rate of four per cent per annum for twenty-five years from the completion of the work on the sum of \$7,500 for each mile of the Branch Railway shall be payable to the Contractor, and guarantees for the payment thereof shall be given from time to time to the Contractor in like manner and proportion and on like conditions, as payments are to be made on the principal sum above mentioned; and that the same shall be the price of, and be held to be full compensation, excepting, however, the proceeds of lands and the lands hereinafter mentioned, for all the works embraced in, or contemplated by this Contract, or which may be required in virtue of any of its provisions or by law, and that the Contractor shall not upon any pretext whatever, be entitled by reason of any change, alteration or addition made in or to such works, or in the said map and specification herein contained, or by reason of the exercise of any of the powers vested in the Governor in Council or in the Minister or Engineer, or by "The Canadian Pacific Railway Act, 1874," by this Contract or by law, to claim or demand any further or additional sum, for extra work or as damages or otherwise, the Contractor hereby expressly waiving and abandoning all and any such claim or pretension to all intents and purposes whatsoever, but the Minister shall be entitled to retain in his hands, out of the monies hereinbefore mentioned, fifteen per cent thereof, pursuant to the ninth section of this contract.

(4.) That twenty thousand acres of land for each mile of the Branch, shall be appropriated in alternate sections of twenty square miles each along the line of the said railway, or at a convenient distance therefrom, each section having a frontage of not less than three miles, nor more than six miles on the line of the said railway, and that two-thirds of the quantity of land so appropriated shall be sold by the Government at such prices as may be from

time to time agreed upon between the Governor in Council and the Contractor, and the proceeds thereof accounted for and paid half-yearly to the Contractor, free from any charge of administration or management, the remaining third to be conveyed to the Contractor, and that the said lands are to be of fair average quality, and not to include any land already granted or occupied under any patent, license of occupation or pre-emption right; and when a sufficient quantity cannot be found in the immediate vicinity of the railway, then the same quantity, or as much as may be required to complete such quantity shall be appropriated at such other places as may be determined by the Governor in Council, and inasmuch as the Dominion Government may not become the proprietors of land on the line of this Branch, the land may be given to the Contractor in some portion of the territory owned by the Dominion.

(5.) That the said blocks of land to be appropriated as aforesaid, shall be designated by the Governor in Council as soon as the said Branch railway is finally located: Provided that all such payments of the proceeds of lands sold, and conveyances of lands to be granted shall be so made and granted from time to time as the work of construction is proceeded with in like manner and proportion, and on like conditions as the money and guarantees above mentioned, and subject to any conditions of the contract as respects the construction or the working of the railway after completion.

26. In this contract the words "Her Majesty" shall mean Her Majesty Queen Victoria, Her Heirs and Successors. The words "The Minister" shall mean the Minister of Public Works for the time being. The words "The Contractor" shall mean the hereinbefore mentioned the Hon. Asa Belknap Foster, and his Heirs, Executors and Administrators and each and every of them jointly and severally. The words "The Work" or "The Works" shall, unless the context require a different meaning, mean the whole of the work and materials, matters and things required to be done, furnished and performed by the Contractor under this contract. The words "The Engineer" shall mean the Engineer-in-Chief for the time being, under "The Canadian Pacific Railway Act, 1874," and shall extend to and include any of his assistants acting under his instructions, and all instructions or directions given by those acting for the Engineer-in-Chief will be subject to his approval. The words "Branch," "Branch Line," "Branch Railway" shall mean the said Georgian Bay Branch of the Canadian Pacific Railway.

27. This contract shall be in all respects subject to the provisions of the herein first cited Act, and also in so far as they may be applicable, to the provisions of "The Railway Act, 1868."

IN WITNESS WHEREOF the Contractor has hereunto set his hand and affixed his seal, and the Minister of Public Works acting herein on behalf of Her Majesty has hereunto set his hand and affixed his seal the day and year first above written.

Signed and sealed by the said party } (Signed,) A. B. FOSTER, [L.S.]
of the first part, in presence of

(Signed,) HUGH RICHARDSON.

Signed and Sealed by the said Minister } A. MACKENZIE, [L.S.]
of Public Works, and Countersigned } F. BRAUN, [L.S.]

by the Secretary in presence of }
(Signed,) H. A. FISSAULT.

Secretary

COPY of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council, on the 4th November, 1874.

The Committee of Council have had under consideration the application of the Canada Central Railway Company for the subsidy proposed to be granted to Railway Companies under the terms of the Act, 37th Vic., cap. 14, entitled "An Act to provide for the construction of the Canadian "Pacific Railway," and they advise that a subsidy of \$12,000 per mile be granted to the said Company, to aid in constructing their line from the vicinity of the Village of Douglas Westward to the Eastern end of the Branch Railway, proposed to be built from Georgian Bay by the Government, being about one hundred and twenty miles, upon and subject to the following conditions, namely :

1st. That the road shall be built upon a line to be approved by the Minister of Public Works, but which may be defined generally as ascending the Valley of the Bonnechere from the vicinity of the Village Douglas *via* Golden Lake and Round Lake, thence by as direct a line as may be found to Burnt Lake, and thence to the proposed terminus of the Government Railway, at about the 85th mile from Georgian Bay.

2nd. That the Company shall within one month from the ratification of this Order in Council by the House of Commons, satisfy the Minister of Public Works that they have entered into a *bonâ fide* contract or contracts for the Building of the Railway, and have provided sufficient means with the Government bonus to secure the completion of the line on or before the first day of January, 1877, and also that the Company shall, from the date of such contracts, make continuously such progress as will justify the hope of the completion of the line within the time mentioned.

3rd. That the Company shall enter into an agreement to grant running powers on terms to be approved by the Governor in Council to the Northern Colonization Railway Company. The Kingston and Pembroke Railway Company from the point of intersection of their respective lines, provided such point of intersection is on the subsidized line or within five miles of the same, and also to such other Companies as may have the termini of their systems on or towards Lake Huron, and may be designated or approved by the Governor in Council as entitled to such running powers, provided that the terms of such running powers may be mutually agreed upon by the Canada Central Railway Company and the other Companies named, and in the event of a disagreement, the conditions shall be settled by arbitration, one arbitrator to be selected by each Company, and one by the Governor in Council.

4th. The Government or lessees of the Government line from Georgian Bay to the Western terminus of the subsidized line, or any future owners of said line, shall possess running powers on said Railway on similar terms to the Companies designated.

5th. That payment of the subsidy shall only be made on the completion of the Railway in sections of not less than twenty miles, each payment to be made on the certificate of an Engineer, to be appointed by the Government, that a section or sections has or have been completed ; payment may,

however, be made of an amount equal to the subsidy on twenty miles, on work extended over a larger distance, which in value will be equivalent to not less than twenty-five miles of finished roadway; payment will also be made on rails delivered at any point of the line to be constructed, to the extent of seventy-five per cent. of the value thereof, such rails to become the property of the Government until they are laid on the road for use.

The grant to be operative only after the ratification of this Order in Council by resolution of the House of Commons.

Certified.

W. A. HIMSWORTH,
Clerk, Privy Council.

RETURN

To an ADDRESS of the HOUSE OF COMMONS, dated 17th February, 1875 :—
 For a Return of all Tenders for the construction of the Georgian Bay Branch of the Canadian Pacific Railway, with Orders in Council, Correspondence and all papers relating thereto.

By command,

R. W. SCOTT,

Secretary of State.

DEPARTMENT OF SECRETARY OF STATE,
 OTTAWA, 5th March, 1875.

OTTAWA, March 5th, 1875.

SIR,—I beg to transmit copies of Tenders and Correspondence in relation to the Georgian Bay Branch of the Canada Pacific Railway, as called for by an address of the House of Commons, dated the 17th ult.

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

F. BRAUN,
Secretary.

E. J. Langevin, Esq.,
 Under Secretary of State,
 Ottawa.

Form of Tender No. 1

The undersigned hereby tender to construct the Georgian Bay Branch of the Canadian Pacific Railway, in accordance with the General Conditions and Specifications submitted, and dated Ottawa, November 16th, 1874, and to execute a Contract for the same on the following conditions, namely :—

1st. The payment, as per Cap. 14, Vict. 37, Section 8, Sub-section 3, of a sum per mile of ten thousand dollars.

2nd. A quantity of land equal to twenty thousand acres per mile, and in the event of the maximum quantity of land allowed by the Act, viz :—20,000 acres per mile, not being sufficient,

3rd. A guarantee of four per cent. on a sum of forty thousand dollars per mile for twenty-five years.

The undersigned bind ourselves to complete the construction of the said Railway to the satisfaction of the Department of Public Works for the consideration above named, without extras of any kind, and within the time stated.

And we propose to give security to the _____ and satisfaction of the Government as sureties for the due fulfilment of this tender.

JOHN WARDROP & CO.,
Brockville.

19th December, 1874.

(Witness.)

We, the above-named, offered as sureties, hereby agree to execute such Bond or other Document as may be required by the Department of Public Works for the due performance of a Contract, in accordance with the several Conditions and Specifications, &c., upon which the above Tender is made.

Name.
Address.
Name.
Address.

(Witness.)

OTTAWA, December 19th, 1874.

SIR,—I have the honor to enclose herewith a tender of the Ontario and Pacific Junction Railway Company for the construction of the Georgian Bay Branch of the Canadian Pacific Railway.

In case you should require any further information the Company will be happy to furnish it from Toronto.

I have the honor to be,
Your obedient servant,
J. D. EDGAR.

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

CANADIAN PACIFIC RAILWAY—GEORGIAN BAY BRANCH.

Memorandum to accompany Tender of the Ontario and Pacific Junction Railway Company.

According to the conditions of tender for the construction of the Georgian Bay Branch of the Canadian Pacific Railway, it is necessary to accept 20,000 acres per mile as part of the Government aid, before asking for any Government guarantee of interest. From the fact that the land is not to be located along the line of this branch, this company have felt the difficulty of organizing a comprehensive plan for settlement of the lands upon which to base their financial scheme. They are, therefore, willing, in case their tender should be accepted, to release and relinquish to the Government all claim to receive any portion of the proceeds of the sales of the two-thirds of the land grant, which is to be sold by the Government for the benefit of the contractors, and also to abandon all claim to any land grant. They make this proposal because they are of opinion that while under the circumstances of this branch the land is difficult for them to deal with, yet it will prove of much value to Government, and will go far towards reimbursing their guarantee of interest.

J. D. EDGAR,
For the Ontario and Pacific Junction Railway Company.

Form of Tender No. 2.

The undersigned hereby tender to construct the Georgian Bay Branch of the Canadian Pacific Railway, in accordance with the General Conditions and Specifications, submitted and dated Ottawa, November 16th, 1874; to provide for the continuous working of the line; to afford the accommodation required for other Railways in accordance with the regulations to be adopted by the Governor in Council; and to execute a Contract for the same, on the following conditions, namely:—

1st. The payment, as per Chap. 14, 37 Vict., Sec. 8, Sub-section 3, of a sum of ten thousand dollars.

2nd. A quantity of land equal to twenty thousand acres per mile, and in the event of the maximum quantity of land allowed by the Act, viz:—20,000 acres per mile, not being sufficient,

3rd. A guarantee of four per cent. on a sum of thirty thousand dollars per mile for twenty-five years.

The undersigned bind ourselves to complete the construction of the said Railway to the satisfaction of the Department of Public Works, without extras of any kind, within the time stated, and secure the continuous working of the same for the consideration above named.

And we propose James David Edgar, of the city of Toronto, Barrister, and David Galbraith, of Toronto, Merchant, as sureties for the due fulfilment of the Tender.

J. D. EDGAR,

President, Ontario Pacific Junction Railway Co.

JOHN TURNER,

Secretary-Treasurer, Ontario Pacific Junction Railway Co.

R. E. Munroe, Witness.

We, the above-named, offered as sureties, hereby agree to execute such Bond or other Document as may be required by the Department of Public Works for the due performance of a Contract in accordance with the general Conditions and Specifications, &c., upon which the above Tender is made.

J. D. EDGAR,

Toronto.

D. GALBRAITH,

Toronto.

Charles Ritchie, Witness.

Form of Tender No. 2.

The undersigned hereby tender to construct the Georgian Bay Branch of the Canadian Pacific Railway, in accordance with the General Conditions and Specifications, submitted and dated Ottawa, November 16th, 1874; to provide for the continuous working of the line; to afford the accommodation required for other Railways in accordance with the regulations to be adopted by the Governor in Council; and to execute a Contract for the same, on the following conditions, namely:—

1st. The payment, as per Chap. 14, 37 Vict., Sec. 8, Sub-section 3, of a sum of ten thousand dollars.

2nd. A quantity of land equal to twenty thousand acres per mile, and in the event of the maximum quantity of land allowed by the Act, viz:—20,000 acres per mile not being sufficient,

3rd. A guarantee of four per cent. on a sum of seven thousand and four hundred dollars per mile for twenty-five years.

The undersigned binds himself to complete the construction of the said Railway to the satisfaction of the Department of Public Works, without extras of any kind, within the time stated, and secure the continuous working of the same for the considerations above named.

And I propose Hon. James M. Stone, of Boston, and Edward Thompson, of Boston, as sureties for the due fulfilment of the Tender.

N. C. MUNSON,
Boston, Mass.

Ed. Lalonde, Witness.

Ottawa, Dec. 19th, 1874.

We the above-named, offered as sureties, hereby agree to execute such Bond or other Document as may be required by the Department of Public Works for the due performance of a Contract in accordance with the General Conditions and Specifications, &c., upon which the above tender is made.

Name.
Address.
Name.
Address.

(Witness.)

Form of Tender No. 2.

The undersigned hereby tender to construct the Georgian Bay Branch of the Canadian Pacific Railway, in accordance with the General Conditions and Specifications, submitted and dated Ottawa, November 16th, 1874; to provide for the continuous working of the line; to afford the accommodation required for other Railways in accordance with the regulations to be adopted by the Governor in Council; and to execute a Contract for the same, on the following conditions, viz:—

1st. The payment, as per Chap. 14, 37 Vict., Sec. 8, Sub-section 2, of a sum of ten thousand dollars,

2nd. A quantity of Land equal to twenty thousand acres per mile, and in the event of the maximum quantity of land allowed by the Act, viz:—20,000 acres per mile, not being sufficient,

3rd. A guarantee of four per cent. on a sum of twelve thousand and five hundred dollars per mile, for twenty-five years.

The undersigned binds himself to complete the construction of the said Railway to the satisfaction of the Department of Public Works, without extras of any kind, within the time stated, and secure the continuous working of the same for the considerations above named.

And I propose H. S. Foster, of Knowlton, P. Q., and T. A. Knowlton, of Waterloo, P. Q., as sureties for the due fulfilment of the Tender.

A. B. FOSTER,
Waterloo, P. Q.,

H. A. Alden, Witness.

Ottawa, Dec. 19th, 1874.

We the above named, offered as sureties, hereby agree to execute such Bond or other Document as may be required by the Department of Public Works for the due performance of a Contract in accordance with the general Conditions and Specification, &c., upon which the above Tender is made.

H. S. FOSTER,
Knowlton, P. Q..
T. A. KNOWLTON,
Waterloo, P. Q.

H. A. Alden, Witness.

Form of Tender No. 1.

The undersigned hereby Tender to construct the Georgian Bay Branch of the Canadian Pacific Railway, in accordance with the General Conditions and Specifications submitted, and dated Ottawa, November 16th, 1874, and to execute a Contract for the same on the following conditions, namely:—

1st. The payment, as per Chap. 14, 37 Vict., Section 8, Sub-section 3, of a sum per mile of ten thousand dollars.

2nd. A quantity of land equal to twenty thousand acres per mile, and in the event of the maximum quantity of land allowed by the Act, viz :—20,000 acres, per mile not being sufficient,

3rd. A guarantee of four per cent. on a sum of one hundred thousand dollars per mile for twenty-five years

The undersigned binds himself to complete the construction of the said Railway to the satisfaction of the Department of Public Works for the consideration above-named, without extras of any kind, and within the time stated.

And proposes to deposit cash or debentures to the full amount of \$4,000 per mile as security for the due fulfilment of this tender.

C. E. ENGLISH,
Toronto.

William Roaf, Witness.

December 19th, 1874.

We the above-named, offered as sureties, hereby agree to execute such Bond or other Document as may be required by the Department of Public Works for the due performance of a Contract, in accordance with the several Conditions and Specifications, &c., upon which the above Tender is made.

Name.
Address.
Name.
Address.

(Witness.)

Or I will execute the within mentioned work as within provided, for the sum of seventy thousand dollars per mile, payable as the work progresses, in the ordinary way, instead of the payments within mentioned.

C. E. ENGLISH.

Dated 19th Dec., 1874.

(Witness.)

Form of Tender No. 2.

The undersigned hereby tender to construct the Georgian Bay Branch of the Canadian Pacific Railway, in accordance with the General Conditions and Specifications, submitted and dated Ottawa, November 16th, 1874; to provide for the continuous working of the line; to afford the accommodation required for other Railways in accordance with the regulations to be adopted by the Governor in Council; and to execute a Contract for the same, on the following conditions, namely:—

1st. The payment, as per Chap. 14, 37 Vict., Sec. 8, Sub-section 3, of a sum of ten thousand dollars.

2nd. A quantity of land equal to twenty thousand acres per mile, and in the event of the maximum quantity of land allowed by the Act, viz :—20,000 acres per mile not being sufficient,

3rd. A guarantee of four per cent. on a sum of one hundred and ten thousand dollars per mile for twenty-five years.

The undersigned binds himself to complete the construction of the said Railway to the satisfaction of the Department of Public Works, without extras of any kind, within the time stated and secure the continuous working of the same for the considerations above named,

And proposes to deposit cash or debentures to the full amount of \$4,000 per mile, as security for the due fulfilment of the Tender.

C. E. ENGLISH,
Toronto,

William Roaf, Witness.

19th December, 1874.

We the above-named, offered as sureties, hereby agree to execute such Bond or other Document as may be required by the Department of Public Works for the due performance of a Contract in accordance with the general Conditions and Specifications, &c., upon which the above Tender is made.

Name.
Address.
Name.
Address.

(Witness.)

Form of Tender No. 1.

The undersigned hereby Tender to construct the Georgian Bay Branch of the Canadian Pacific Railway, in accordance with the General Conditions and Specifications submitted, and dated Ottawa, November 16th, 1874, and to execute a Contract for the same on the following conditions, namely:—

1st. The payment, as per Chap. 14, Vic. 37, Section 8, Sub-section 3, of a sum per mile of ten thousand dollars.

2nd. A quantity of land equal to twenty thousand acres per mile, and in the event of the maximum quantity of land allowed by the Act, viz.,—20,000 acres, per mile not being sufficient,

3rd. A guarantee of four per cent. on a sum of ninety thousand dollars per mile for twenty-five years.

The undersigned binds himself to complete the construction of the said Railway to the satisfaction of the Department of Public Works for the consideration above-named, without extras of any kind, and within the time stated.

And proposes to deposit cash or debentures to the full amount of \$4,000 per mile, as security for the due fulfilment of this Tender.

C. E. ENGLISH,
Toronto.

William Roaf, Witness.

19th December, 1874.

We, the above-named, offered as sureties, hereby agree to execute such Bond or other Document as may be required by the Department of Public Works for the due performance of a Contract, in accordance with the several conditions and Specifications, &c., upon which the above Tender is made.

Name.
Address.
Name.
Address.

(Witness.)

Or I will execute the within-mentioned work as within provided, for the sum of Sixty-five Thousand dollars per mile, payable as the work progresses, in the ordinary way, instead of the payments within mentioned.

C. E. ENGLISH.

William Roaf, Witness.

Dated 19th Dec. 1874.

Form of Tender No. 1.

The undersigned hereby Tender to construct the Georgian Bay Branch of the Canadian Pacific Railway, in accordance with the General Conditions and Specifications submitted, and dated Ottawa, November 16th, 1874, and to execute a contract for the same on the following conditions, namely :—for \$50,000 per mile, payable on the usual terms, or for

1st. The payment, as per Chap. 14, Vict. 37, Section 8, Sub-section 3, of a sum per mile of ten thousand dollars.

2nd. A quantity of land equal to twenty thousand acres per mile, and in the event of the maximum quantity of land allowed by the Act, viz.,—20,000 acres, per mile not being sufficient,

3rd. A guarantee of four per cent. on a sum of seventy-five thousand dollars per mile for twenty-five years.

The undersigned binds himself to complete the construction of the said Railway to the satisfaction of the Department of Public Works for the consideration above-named, without extras of any kind, and within the time stated.

And proposes Debentures and Real Estate as security for the due fulfilment of this tender.

William Roaf, Witness.

JAS. H. DEAN,

Fort Perry, 19th Dec., 1874.

We the above-named, offered as sureties, hereby agree to execute such Bond or other Document as may be required by the Department of Public Works for the due performance of a Contract, in accordance with the several Conditions and Specifications, &c., upon which the above Tender is made.

Name.
Address.
Name.
Address.

(Witness)

PACIFIC RAILWAY—GEORGIAN BAY BRANCH.

Form No. 1.		Acres of Land per Mile.	Guarantee on
			\$
A.	John Wardrop & Co., Brockville.....	20,000	40,000
E.	{ Jas. H. Dean, Port Perry.....	20,000	75,000
	{ C. E. English, Toronto.....	20,000	90,000
	{ C. E. English, Toronto.....	20,000	100,000
Form No. 2.			
B.	J. D. Edgar, Ontario and Pacific Junction Railway.....	20,000	30,000
C.	N. C. Munson, Boston.....	20,000	7,400
D.	N. B. Foster, Waterloo.....	20,000	12,500
E.	C. E. English, Toronto.....	20,000	110,000

Opened by T. TRUDEAU.

F. BRAUN, *Secretary.*

CHICAGO, BURLINGTON AND QUINCY RAILROAD,
BURLINGTON, IOWA STATION, Jany. 8th, 1875.

DEAR SIR,—I write you for information in reference to the "Georgian Bay Branch," Canadian Pacific Railway. Will you kindly inform me whether the parties to whom the contract for building was awarded, have or intend to sub-let the whole or any portion of the work. If you are not in possession of the desired information, please put me in communication with the contracting parties.

Very truly yours,

CHAS. A. CAMERON,

F. Braun, Esq.,
Secretary, Public Works Department,
Dominion of Canada.

Box 803, Burlington,
Iowa.

OTTAWA, Jany. 14th, 1875.

SIR,—In answer to your communication of the 8th inst., asking information in reference to the probable disposition by the contracting parties of the works on the Georgian Bay Branch Railway. I beg to inform you that contracts for said works have not yet been awarded.

I have the honor to be, Sir

Your obedient servant,

C. A: Cameron, Esq.,
P. O. B. 803, Burlington,
United States.

(Signed,) F. BRAUN,
Secretary.

DEPARTMENT OF PUBLIC WORKS,

OTTAWA, January, 1875.

Memorandum.

The undersigned reports that tenders have been invited for the Georgian Bay Branch of the Canada Pacific Railway in two forms, as follows :—

Form No. 1.—To include the delivery of the railway completed to Government.

Form No. 2.—To include the construction of the Railway, and and its working after completion upon certain regulations as to accommodation for connecting railway lines, and otherwise to be established by Government. The road subject to such regulations to remain the property of the contractors.

That said tenders are all based on the following conditions as to remuneration :—

1st.—The payment, as per Cap. 14, Vic. 37, Sec. 8, Sub-sec. 3, of a sum of \$10,000·00 per mile.

2nd.—A grant of 20,000 acres of land per mile.

3rd.—A guarantee of 4 per cent., for 25 years, on a sum to be named by the parties tendering, in the event of said quantity of land per mile not being sufficient.

That the following is a list of the tenders received :—

<i>Form No. 1.</i>	Guarantee required on
John Wardrop & Co., Brockville	\$40,000
James H. Dean, Port Perry	75,000
C. E. English, Toronto... ..	90,000
C. E. English, Toronto.....	100,000
<i>Form No. 2.</i>	
J. D. Edgar, Ontario and Pacific Junction Railway	30,000
N. C. Munson, Boston.....	7,400
A. B. Foster, Waterloo	12,500
C. E. English, Toronto.....	110,000

The undersigned, therefore, recommends that the offer of N. C. Munson, of Boston, be accepted, said offer appearing to be most advantageous.

Respectfully submitted.

(Signed,)

A. MACKENZIE,

Minister of Public Works.

MEMO.—This Report was approved by a Committee of the Honorable the Privy Council, on the 4th February, 1875.

BOSTON, MASS.,

January 28th, 1875.

SIR,—We beg to inform you that we have transferred the Tender for the construction of the Georgian Bay Branch of the Canadian Pacific Railway to the Hon. A. B. Foster, who has acquired all the interest we hold in the Tender sent in by us.

Your obedient Servant,

N. C. MUNSON.

The Hon. A. Mackenzie,
Minister of Public Works, Ottawa.

CANADA CENTRAL RAILWAY CO.

SECRETARY AND TREASURER'S OFFICE,

OTTAWA, February 3rd, 1875.

SIR,—I beg to inform you that I have acquired the interest of N. C. Munson in the Georgian Bay Branch of the Canadian Pacific Railway, and herewith enclose a transfer and am prepared to enter into Contract for same.

Yours truly,

A. B. FOSTER.

Hon. A. Mackenzie,
Minister of Public Works, Ottawa.

RETURN

To an ADDRESS of the HOUSE OF COMMONS, dated 17th February last, calling
 "for a copy of the Memorandum of the Chief Engineer of the Canadian
 "Pacific Railway, referred to in a report of the Honorable the Privy Council,
 "approved by the Governor General, on the 7th June, 1873."

By Command,

R. W. SCOTT,

Secretary of State.

DEPARTMENT OF THE SECRETARY OF STATE,
 OTTAWA, 10th March, 1875.

CANADIAN PACIFIC RAILWAY.

OFFICE OF THE ENGINEER IN CHIEF,
 OTTAWA, May 29th, 1873.

Memorandum.

With regard to operations for the present season, the undersigned recommends that the following be undertaken.

The Western Section.

1. An exploratory survey from Howe Sound to Kamloops or some convenient point of the North Thompson.
2. An exploration between Tête Jaune Cache and the Quesnel Lake.
3. A re-survey from Moose Lake to Tête Jaune Cache on the opposite bank of the Thompson.
4. With respect to the railway in British Columbia the Government having announced a decided preference for Esquimault as the terminus, whether Vancouver Island be reached by bridge or ferry; and as the time for selecting lands for railway purposes in British Columbia expires on the 20th July next, it becomes important to secure, either by an extension of time, or otherwise, all the vacant agricultural and mineral lands along the probable line for the railway on Vancouver Island. Should the Government consider this advisable, the limits of the reservation may be sufficiently well described as a strip of land twenty miles in width along the eastern coast of Vancouver Island between Seymour's narrows and the Harbor of Esquimault.

The Eastern Section.

5. An exploration between Lake Nipissing and the upper part of the Montreal River, to gain information respecting the country, in order to ascertain how the eastern terminus as defined by statute could best be reached.
6. Continue the surveys between Red River and Lake Superior in order to connect lines already surveyed, amend others and add to the information already acquired, with the view of establishing the very best and shortest line for the railway between Red River and Lake Superior, at the same time utilizing as great a length as possible of the main line.

(Signed),

SANDFORD FLEMING.

REPORT

OF THE

CHIEF ENGINEER OF PUBLIC WORKS

ON THE

NAVIGATION OF THE RIVER ST. LAWRENCE

BETWEEN

LAKE ONTARIO AND MONTREAL.



OTTAWA:

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REPORT
OF THE
CHIEF ENGINEER OF PUBLIC WORKS
ON THE
NAVIGATION OF THE RIVER ST. LAWRENCE
BETWEEN
LAKE ONTARIO AND MONTREAL.

OTTAWA, 9th July, 1874.

THE SECRETARY OF PUBLIC WORKS.

SIR,—I duly received your letter, No. 15,314, relative to the subject of increasing the capacity of the St. Lawrence Canals, and deepening, where necessary, the bed of the river between them, so as to admit of vessels drawing 12 feet of water passing freely from Montreal to Lake Ontario.

The letter, it may be stated, refers chiefly to the practicability and cost of effecting the object; but I was, both at the time and subsequently, informed that it was very desirable that the whole matter should be as fully considered and dealt with as circumstances would permit.

With a view of carrying out these instructions, the necessary surveys and examinations have been made, and such available information collected as seems to bear on the various leading points connected with the subject.

It may be premised that there are few questions, if any, of greater importance to North America than that of speedy and cheap transportation between the grain-producing regions and the sea-board.

All existing means of transport for the constantly-increasing surplus agricultural products are entirely inadequate to meet the requirements, even at the present time, when only a comparatively small part of the lands are under cultivation.

It has been estimated, by some who are considered competent authorities, that the means of transit cannot be found for more than two-thirds of the marketable commodities raised by farmers, and that the other third has, in some cases, to be in a great measure wasted; whilst the two-thirds disposed of frequently does not bring to the producer more than one-third of what it costs the consumer, the balance being absorbed by commissions, freight, &c.

This state of matters has existed for years, and at intervals has been urgently brought before the country by the addresses of commercial men, shippers, grain-dealers and public bodies.

In November, 1870, a royal commission was issued authorizing certain gentlemen to inquire into matters connected with the inland navigation of Canada, and its further development, on such a scale as would be likely to attract a large share of the trade of the great western country; these gentlemen reported the result of their inquiry in February following, in a document which was laid before the Legislature then in session.

Since that time, as heretofore, the question has continued to occupy a prominent position before the public, and has been discussed at various times, and from different stand-points, through the commercial press.

It has thus become the settled conviction of all, that the exigencies of Western trade demand a less expensive means of transport than supplied by those channels into which it has been directed; and that the improvement of water routes, especially of great rivers, are more likely to afford the necessary facilities than any artificial means human ingenuity has yet devised.

The Rivers St. Lawrence and Mississippi are, as has been frequently described, the great highways provided by nature to convey from the interior to the sea-board the productions of the vast fertile regions of North America.

The Mississippi River and its tributaries have been estimated by some authorities as affording fully 20,000 miles of inland navigation, and as draining an area of 1,226,600 square miles, or nearly one-half the territory of the United States. It is said to be 3,160 miles in length from its source to where it debouches into the Gulf of Mexico; but if the Missouri River be considered as a continuation of the Mississippi, the entire length would be 4,491 miles.

The river has an extremely winding course, but flows generally in a southerly direction, passing through ten independent States of the American Union; it is from 2,200 to 5,000 feet in width from its outlet up to the mouth of the Ohio River, a distance of 1,145 miles.

The average surface inclination is about $3\frac{1}{2}$ inches per mile, but in summer the descent is only $2\frac{3}{4}$ inches per mile. Long-continued fall rains have the effect of raising the level at New Orleans from 15 to 20 feet, and from 35 to 40 feet at the mouth of the Ohio River. Vessels of light draught can ascend about 600 miles above the latter place; thence upwards to the Falls of St. Anthony, or about 2,200 miles from the Gulf; vessels adapted to a shoal water navigation are advantageously used.

The Ohio River is navigable for 975 miles above its junction with the Mississippi and at periods of high water vessels sometimes ascend nearly 240 miles farther.

The States of Pennsylvania, Maryland and Virginia have constructed boat canals with a view of ultimately connecting them, either directly or by railway, with the Ohio River.

The States of Ohio and Indiana have boat canals in operation, which connect Lake Erie with the Ohio River.

The States of Illinois and Wisconsin have also constructed canals, and adopted other means of forming water communication for boats between Lake Michigan and the Mississippi River.

It is nevertheless generally admitted that this immense river, which is the recipient of so many other navigable streams of great volume, passes—towards its outlet, through a country where the climate is very unfavorable to the transportation of grain or other agricultural products, and consequently for such purposes it cannot be looked upon as a route at all likely to be selected, no matter what improvements were made, or connections formed with it.

In an elaborate report, dated March, 1858, to the Harbor Commissioners of Montreal, by the Hon. W. J. McAlpine and James P. Kirkwood, Esq., Civil Engineers, on the subject of Western Trade, these gentlemen state that the Ohio and Mississippi rivers "are broad and very shallow in ordinary low water, obstructed by sand-bars and by snags on the lower half of the voyage. The channels are tortuous, and in some places very changeable, and can only be navigated by steamboats of a peculiar character, having small draft of water, and propelled by powerful machinery, which must be made as light as possible, and cannot therefore be adapted to the economical use of fuel," &c., &c.

"Vessels from the port of New Orleans would have an increased length of voyage to reach European ports compared with those sailing from the northern eastern Atlantic ports."

“ The climate of the lower country injuriously affects most of the products of the north-west, and diminishes their value when shipped by that route,” &c., &c.

These statements are acknowledged by many as correct ; still, some have different views and are disposed to urge upon the United States Government the adoption of the following lines, viz:—

The enlargement and extension of the Illinois and Michigan Canal to the Mississippi at Rock Island ; the completion of the work on the Illinois River ; improvement of the Ohio River, and also the Tennessee or Atlantic and Great Western route ; together with the construction of the Fort St. Phillip Canal at the mouth of the Mississippi River, and such other improvements as may be required to form good navigation to the Gulf of Mexico.

There is, however, good reason to believe, as stated in the report above quoted, that in consequence of the limited size of, and great lockage on, some of these disconnected water lines, “ the determination of the question of the best route for the water-borne trade to or from the west is reduced to a comparison between the routes through the State of New York, and that along the St. Lawrence.”

The basin of the great inland seas on this continent, of which the River St. Lawrence is the natural outlet, has been estimated as draining an area of over 400,000 square miles—the lakes and river alone being computed at from 73,000 to 94,000 square miles. The area of the territory tributary to the commerce of the lakes, including the available portion of our recently acquired north-western possessions, may fairly be assumed at 600,000 square miles.

The lakes are not only said to be the largest body of fresh water, but actually to contain more than one-half the fresh water, on the globe.

They are so deep, and so situated, that even during the heat of the summer months, their cooling and healthful influences are admitted ; and it is well known that they form channels of navigation through a region where the air is less injurious to confined masses of grain than even that of the Atlantic.

The river has a north-easterly direction, and as a whole, passes through a more favorable climate for the transport of agricultural products than the lower part of the western route above described.

From the Atlantic *via* the Straits of Belle Isle, the river and lakes to Duluth, at the head of Lake Superior, the distance is about 2,400 miles, of which there are at present in the aggregate to the lower end of Lake Erie, 70 $\frac{3}{4}$ miles of canal, and a total rise at different points, afterwards described, of 544 $\frac{1}{2}$ feet, overcome by means of 54 locks.

The stretches of navigable water that the lakes, River St. Lawrence, and its tributaries afford, may be fairly assumed at fully 4,000 miles; and at the present time the main line can be navigated by vessels of 500 tons burden throughout, and those drawing 20 feet of water can ascend to Montreal, a distance of 986 miles from the Atlantic.

In 1847, this route was opened to the trade, and in 1865 a 20 feet channel between Quebec and Montreal was completed, and since these dates no interruption to traffic in either case has taken place other than such as result from natural causes.

At an early day the desirability of a water communication with the West became impressed upon some of the leading men of New York State, but it was not until the year 1816 that the scheme assumed anything like a definite shape, when it was concluded that by forming a navigable channel between Lake Erie and the Hudson River, the control of the western trade would be secured to the State.

This extensive undertaking was at the time considered by many as chimerical, with the means then at command; nevertheless, the perseverance of its promoters, and those favorable to it, eventually succeeded in overcoming all opposition, so that the works of the first Erie Canal were commenced in 1817, and the line opened throughout in 1825.

The predictions of the most sanguine advocates of the scheme were, immediately on the completion of the works, found to be more than realized. An extensive, productive and healthy region was opened for settlement at a time when many of the cities, towns and lands in Europe were becoming overcrowded, so that a tide of immigration, without a parallel in history, flowed rapidly into this new country.

This vast territory, which, within the past half century was a wilderness, now raises an annual grain crop of a thousand millions of bushels, besides yielding such quantities of other agricultural products as supply the wants of its own people, (numbering nearly one-third the population of the United States), is now pressing to be relieved of an enormous tonnage of surplus food.

Still the line of settlement is yet a long way from the western boundary of the fertile region, and it is stated on good authority that even in that part of it which furnishes the principal supply, there are not yet more than one-fifth of the available lands under cultivation.

The extensive and equally valuable possessions in Manitoba and the West, which now form part of the Dominion of Canada, when they are sufficiently developed, as

they will undoubtedly be ere long, together with those above mentioned, render it extremely difficult to conceive how adequate means can be provided for the cheap transport of the masses of vegetable and animal food that must find their way to Eastern markets and European countries.

For twenty years after the first Erie Canal was opened it had no rival routes to contend with; indeed business was secured to it under certain conditions fixed by the State, so that there was really no competition whatever, except what might exist among the carriers themselves.

Matters are now, however, in a very different position, there being not only a larger time-saving and cheaper water route available, but there are numerous lines of railways which connect the lake region with the Atlantic seaboard, and have proved to be formidable competitors with water lines of limited capacity, for the Western trade.

The restless activity of railway managers, together with the scientific and mechanical skill brought to bear by them, has removed many difficulties, and introduced such improvements in construction and equipment as have enabled articles of less value to be profitably carried for considerable distances by rail.

In the year 1855, flour and grain from the West first began to be delivered at New York by rail, and since that time this mode of transport has continued to increase rapidly. The Erie Canal, however, in 1859, during the seven months it was open, moved more freight than the whole of the New York railways did for the whole year, and carried fully double the quantity of vegetable food that was done by both the New York Central and Erie Railways.

But the canal, in 1862, appears to have done more business than it ever did before or has done since; whilst the railway traffic has so rapidly increased, that the New York Central and Erie lines carried, in 1872, fully double what went by way of the Erie Canal.

A great difference of opinion exists as to how this state of matters has been brought about; but those well able to deal with the question, and disposed to view it simply as it presents itself, attribute the cause to the limited capacity, and great length of the water route.

The canal is 350½ miles in length, between Buffalo and Albany, with elevations of fully 654 feet to overcome, which is effected by means of 72 locks, each of which is 110 feet in length, and 18 feet in width. The greater number are double, one tier being used to lock in one direction, and the other the reverse, or otherwise, as circumstances may require.

They are estimated as capable of passing boats of 220 tons burden, but those used seldom exceed 213 tons, which seems to be fully as large as the depth, or sectional area, of the canal will admit, as may be inferred from numerous official documents.

On page 53 of the Report of the Auditors of Canal Tolls, &c., for 1872, it is shown that the time required for a boat to pass between Buffalo and Albany in 1871 and 1872 was *eleven days*, whereas from 1854 to 1862, when the boats were of less dimensions, the time occupied between the same places was only *eight and a half days*.

The traffic returns annually submitted to the Legislature show that the vastly increased trade of the West has not found any greater outlet by this route than it did ten years ago.

In fact doubts are reasonably entertained by many that its capacity for the movement of freight is not nearly as large as the calculations of theorists have represented.

From experiments made in 1867 to determine, during 24 consecutive hours, the lockage capacity, &c., of lock number 30, situated near Schoharie Creek, it appears that 127 eastward and 71 westward bound boats passed the double lock within the time stated, or equal to 99 boats in one direction, thus making an average of fully $14\frac{1}{2}$ *minutes* for each boat.

With a like object in view, another practical test was a few years ago made, it is said under unusually favourable circumstances for such a purpose. There having been a break on the Middle Division of the canal, on each side of which several hundred boats had accumulated, it was resolved that when the repairs were completed, a trial of the lockage capacity at that place should be made. To enable this to be properly done, the double locks were fully manned, and the boats were flushed into and out of them; in this manner locking was carried on continuously for three days and nights.

The result of this test seems to have been, that it took an average of *seventeen minutes* to lock eastward bound boats, and *nine minutes* for those westward bound with little or no cargo on board.

It was also ascertained that it took one-third more time to lock boats during the night than in the day.

These facts led to the conclusion that an uninterrupted navigation of 220 days would give the canal a capacity for carrying eastward bound freight of 3,812,000 tons, with boats of 200 tons cargo, but as the movement is frequently irregular, the boats of less size, and unavoidable delays occur, the practical capacity for eastward bound freight for one season, even with the locks doubled throughout, would, it is believed, scarcely exceed *three and a half millions of tons*.

This would, however, require a considerably greater number of lockages than has ever taken place with boats of the larger size now in use.

It may be observed that as the size of the boats increase, the number of lockages diminish.

In 1847 with boats of 67 tons average load, there were	21,978	Eastern lockages.
1852 " 80 " " "	20,198	" "
1862 " 167 " " "	17,488	" "
1872 " 190 " " "	14,017	" "
1873 " 213 " " "	12,480	" "

To lock 200 ton boats at same rate as was done at time
of test without any allowance for casualties there
would be.....18,635 " "

In 1862 there were 2,917,094 tons delivered at tide water from the Erie Canal; this, as previously stated, is the largest business ever done in any one year.

Many seem to entertain the idea that because the canal has done so much for trade in the past, its influence in that direction should be proportionately felt in the future, and that by doubling the balance of the locks, removing certain bench walls from the prism, making the depth fully seven feet, together with the introduction of towing by steam, the demands of commerce would be fully met.

It may be remarked that the tonnage capacity of a canal is determined more by the size and number of vessels that can pass the locks, than the sectional area of the prism, so long as the latter is of sufficient dimensions not to present any greater resistance to the vessels than would be experienced in moderately open water.

The extent of the lockage capacity is by some believed to have been reached, whilst others, without giving anything like conclusive reasons, are of a different opinion; all must, however, admit that the number of boats that can be passed through a lock within a few hours, or even a few days, when everything is in good order and circumstances are favorable, can scarcely be accepted as representing the operations of an entire season.

There seems to be no great delay experienced at the western end of the route, even with the existing facilities of passing vessels, those which occur being generally towards the eastern end (where the locks are for the most part double), and after the traffic from the lateral channels has been received. These various matters have a tendency to recall the significant fact that although the general increase of movement might have been participated in, yet the through tonnage has never exceeded that of 1862, whilst the general transportation by rail since that time has been more than trebled.

It will be evident that the way-business must continue to have the same outlet as at present; consequently it may be reasonably concluded that the canal has nearly, if not altogether, reached its maximum capacity for through freight, unless the locks and channel throughout can be very considerably enlarged beyond their present dimensions.

This question has also been discussed, and although a variety of opinions are

still held, it has, other than the mere clearing out of the channel, been in a great measure abandoned by the *State*, on the concurrent advice of those who are familiar with the circumstances connected with the canal, and who are looked upon as authorities on such matters.

Public attention has, however, been given to other lines; still it is remarkable that whether land or water routes, wheresoever their starting points may be, they are all expected to have a direction leading towards New York city, the great *entrepôt* of the continent, where the principal capitalists reside, who either control the main lines of transportation, or can, in some measure, influence those who have that power.

A route from Oswego to Troy *via* Oneida Lake, called the "Oneida Ship Canal," has been under the consideration of and favorably reported upon by the Hon. W. J. McAlpine.

This proposed line is stated to be 191½ miles in length from Oswego to Troy—168½ of which would be canal, and 23 miles of small lake navigation. Oneida Lake is understood to be 122 feet over the level of Lake Ontario, and 60 feet below the summit level of the Erie Canal at Higginsville, from which there is a descent of 427 feet to Troy, making altogether a lockage of 600 feet. The locks are proposed to be made 185 feet in length between the gates, 20 feet wide, and to have 9 feet water on the mitre sills.

The canal is estimated to cost \$25,000,000, and follows nearly, if not altogether, the same route as was recommended before the present Erie Canal was constructed. At that time it was urged, the most serious objection against the "Ontario route" is that it would inevitably enrich the territory of a foreign power at the expense of the United States. A barrel of flour is now transported from Cayuga Lake to Montreal for \$1.50, and it cannot be carried to Albany for less than \$2.50," &c.

A branch canal of limited dimensions from Oswego to Syracuse, was, however, made and opened about the time that the construction of the Welland Canal admitted of vessels passing freely between Lakes Erie and Ontario.

The important question of water supply to the "Oneida Ship Canal," is not even alluded to, except by the Oswego Board of Trade, although the line is to enter the summit level of the Erie Canal, which has been for many years represented by the Canal Commissioners and Engineers in charge, as so deficient of water at certain seasons as to materially retard the passage of boats, and occasionally threaten to wholly prevent navigation for a time.

This unfavorable state of matters would, of course, be very considerably increased by drawing the supply both ways for a "ship canal," so that those who have given attention to this part of the subject, might naturally infer from the

reports of the Canal Commissioners, above mentioned, that doubts might reasonably be entertained of success in that respect.

Another and more easterly route has been for the past quarter of a century kept before the public through the untiring efforts of the Hon. John Young, of Montreal, who has, from time to time, furnished such information, both statistical and otherwise, as has convinced many of its importance.

This route follows the line of the existing canals and River St. Lawrence to nearly opposite Lachine, where, from a point a little above Caughnawaga, it takes a slightly winding course to a place about $9\frac{1}{2}$ miles from the upper entrance of the Chambly Canal. For the distance between the points above mentioned (20 miles), it is proposed to form a canal, and to enlarge and deepen the upper part of the Chambly line. From St. John upwards to the foot of Lake Champlain, a distance of 23 miles, the River Richelieu, which varies from 7 to 9 feet at low water, is to be deepened and made of a width suited to the contemplated scale of navigation.

From Rouse's Point to Whitehall, a distance of 111 miles, Lake Champlain is said to have a good depth of water.

The enlargement of the Champlain Canal, so as to form a continuation of the route for large vessels to the Hudson River, and the improvement of that river to Troy, has been for some time under the consideration of business men, and has to some extent occupied the attention of the New York Legislature.

This line has been recommended as forming the best route from the West to the New England States, which are said to consume nearly, if not altogether, as much flour and other breadstuffs as are exported from New York, and also as forming an advantageous inland ship channel from the West to the seaboard at the city of New York.

In a letter to the *Oswego Board of Trade on Cheap Transportation*, in which the advantage of the Caughnawaga Canal route is compared with that by Oswego and Oneida Lake, it is shown by a number of interesting and ingeniously prepared tables that the latter is superior to any other water line hitherto projected between the lakes and the Hudson River.

This conclusion appears to have been arrived at from certain theoretical computations relative to speed upon particular portions of other routes, and also of freight, rather than from the actual time occupied, or the rates known to have been paid.

In the letter above referred to it is stated in reply to an inquiry as to the class of vessels intended to navigate the proposed "Oneida Lake Route" that—

“The employment of lake sailing vessels and steamers from Chicago to New York by the Oneida Lake route, is not contemplated, for the reason that the Canal enlargement from Oswego to Troy, together with the improvements of the Hudson River, would have to be made of at least equal depth and dimensions with the enlarged Welland Canal, thus largely increasing the cost of such enlargement and improvement.

“Besides the large sailing vessels and steamers (with their more costly appointment, and greater number of officers and men) are not adapted to the safe and economical navigation of long reaches of canal, and narrow river navigation, such as exist between Oswego and New York.”

A Committee of the Oswego Board of Trade states, in a communication to the Committee of the Senate of the United States on Routes of Transportation, that—

“The embarrassment attending the navigation of the canals and rapids of the St. Lawrence, made the competition of that route carried on by such vessels comparatively unfelt by the routes through Buffalo and Oswego. The recent introduction of facilities for transshipment at Kingston and the transfer of grain at that point to large barges destined to Montreal, there to be put on board ocean vessels, has changed all this.

“This route now draws more heavily year by year upon the business both of Buffalo and Oswego, and has proved by the experience of the last two years, that grain destined to Liverpool, can be carried cheaper by that, than by any other route, and this too with the disadvantage of being obliged to use vessels carrying 18,000 bushels through the Welland Canal, against those carrying from 30,000 to 50,000 by the way of Buffalo.

“How greatly this advantage will be increased when the enlargement of the Welland Canal is completed, will be readily understood. Unless our Government, adopting the wise policy of our provincial neighbours, shall make corresponding improvements in our routes of transportation, we shall see our foreign grain export finding its way to market over foreign territory, and in foreign bottoms, enriching our commercial rivals at our expense.”

In the Appendix to the Report of the Buffalo Board of Trade for 1869, it is stated “that every bushel of wheat carried from Toledo *via* Montreal to Liverpool, has an advantage over the Buffalo route of *four cents*.”

Another Buffalo authority remarks that, “The end of the prosperous road is in sight, and unless something is done promptly to provide against the impending exigency, the Erie Canal will in time fall away from its present high position, and be represented by the Canadian route,” &c., &c.

“In 1868-69 there was discovered a gradual but certain decline in the eastward tonnage movements on the Erie Canal, in favor of the Canadian route, and the railways.

“The reduction of tolls in 1870 for a time not only checked the decline, but produced a healthy increase, bringing back to the canal something of its former status. But the past season’s business indicates that the present schedule of tolls, and without an improvement somehow in the canal, so as to reduce the cost of transportation, another period of decline in it may certainly be anticipated, and the season of 1873 will be classed as the first in the downward scale.”

These statements, made by commercial men, whose interests would lead to a very different conclusion, if at all warranted by circumstances, might be supplemented by still more forcible extracts from the proceedings of the Boards of Trade, and other public bodies of the West, who are directly and deeply concerned in obtaining the means of speedy and cheap transportation.

Similar views are also beginning to prevail even in New York, as may be seen from the printed copy of an address delivered by the Hon. W. J. McAlpine, before the Chamber of Commerce, of that city, in May last, in which it is stated:—

“But when we consider that the western products are now delivered on Lake Ontario, so as to compete with the Erie Canal at Buffalo (and soon to be delivered cheaper), and that there is only 180 miles of river navigation to tide-water (at Montreal), we will begin to realize that no improvement of the Erie Canal from Buffalo can save to New York, at least, the diversion of the exporting portion of the products of the West to foreign countries. * * *

“It is claimed by the Canadian authorities, that the food imported from the West into New England (equal in quantity to that which is exported to foreign countries) can be delivered by the St. Lawrence route, and the Gulf and coast vessels, cheaper than by the New York canals.”

E. H. Walker, Esq., Statistician of the New York Produce Exchange, states, “When the Canadian canals are so much enlarged as to pass vessels of about 1,200 tons measurement, carrying 1,600 tons cargo, the City and State of New York must be prepared to meet a competition between Lake Michigan ports and Montreal, of rates of freight not exceeding *three dollars and a half per ton*, which is about ten cents per bushel for wheat;” and in a subsequent communication remarks, that “the vessels now navigating the Welland Canal of 400 to 450 tons measurement, carried wheat from Chicago to Kingston at an average price of eleven cents per bushel of sixty pounds in 1870, and twelve cents in 1871, the price frequently being eight and nine cents per bushel, &c. There can be no reasonable doubt if wheat has been transported at these rates with present facilities, that vessels of 1,000 or 1,200 tons measurement, carrying 1,300 to 1,600 tons cargo, can do it for \$3.50 per ton from

“Chicago to Montreal. The partial introduction and use of large class vessels on the lakes has diminished the average rates of lake freight, from Chicago to Buffalo, three cents per bushel,” &c., &c.

“The average rate of freight from Chicago to New York for the three years ended with 1872, was \$6.99 per ton, including canal tolls \$1.05 per ton, and the carriers’ profits, and adding Buffalo shipping and transfer charges 70 cents per ton, makes the average charge \$7.69; with present tolls and present canal facilities, against prospective rates of \$3.50 per ton from Chicago to Montreal. The tolls cannot well be reduced, even under a ‘free canal policy,’ below 70 cents per ton, which are now \$1.05 per ton. This would take 35 cents per ton from \$7.69, leaving \$7.34 against \$3.50 by the St. Lawrence route.”

These quotations, from public documents, convey an idea of the opinions entertained by gentlemen presumed to be in possession of the necessary information, and who are looked upon in the State of New York as authorities competent to pronounce on matters of this kind.

Their favorable impressions of the St. Lawrence route, and the probable effect its improvement would have on the course of trade, is, under the circumstances, an evidence that they have endeavored to treat the subject fairly, and their opinions may therefore be looked upon as having been duly considered.

Within the past few years, the question of route and means of securing cheap transportation has been discussed, as already stated, from various stand-points, and although it has generally been conceded that the improvement of the water routes would afford the most certain and permanent relief, still there are various opinions as to the extent and manner in which the object could be best effected,—some being in favor of a deep water channel, and the adoption of means for passing large vessels from the upper lakes to the seaboard, whilst others represent that lake sailing vessels are not adapted to river and canal navigation.

These views have obtained to a greater extent within the past few years, as will be evident from discussions in commercial journals both in Canada and the United States, based chiefly, in both cases, on successful and continuous trials of barge transportation.

This question occupied the attention of the Canal Commission, but had not then (1870) that degree of prominence before the public which it has since that time assumed; nevertheless, it seems to have been one of the points on which the Commission disagreed among themselves, as may be seen from the majority and minority reports, dated respectively 24th and 28th February, 1871.

These documents contain much interesting and valuable information, compiled from various reliable sources, bearing on the rapid increase and course of trade, and its tendency towards the St. Lawrence.

There is, however, good reason to apprehend that the estimated cost of enlarging the canals to the capacity recommended cannot be equally relied upon; but it could scarcely be expected that anything like correct information in that respect could have been supplied, inasmuch as no examination of the river had been up to that time made with a view to such a draught of water.

It was not until midsummer of 1872 that surveys of the St. Lawrence between Prescott and Montreal were authorized, and it is only recently that the necessary charts and plans were prepared. On a close examination of these documents it was found that the probable cost of the enlargement would be considerably more than *double* the amount represented; this, together with the difference of opinion that exists relative to vessel and barge transportation on canals and rivers, led to a circular letter being addressed to Boards of Trade, shipowners, forwarders and other persons directly interested, asking information on certain points, and inviting them to state their views on the subject.

This, under the circumstances, was looked upon as the best course to pursue, inasmuch as the Canal Commission only printed quotations from, or an abstract of, the replies that had been received by them, and no access could then be had to the original documents; moreover, it was believed the important question of cost carried with it such weight as might have a tendency to modify, or even entirely change, opinions previously given.

The invitations, it may be stated, were responded to promptly, and, with one exception, courteously; the replies for the most part agree in substance with those given by the Commission and the letters they received, the originals of which were a few weeks ago sent to this office by an officer of the House of Commons.

The letters as a whole contain much valuable information of different degrees of importance; still, for the most part, all have been of service, and will be freely used without further acknowledgement, except in special cases.

It is well known that the impression prevails amongst ship-owners, grain-dealers, and others connected with forwarding, that large vessels can carry freight profitably at less rates than small vessels, and so general has this belief become that it has passed into a sort of recognized axiom that "the larger the vessel used, the cheaper the freight can be carried."

This view has long obtained amongst practical men; so that the tendency towards large vessels has been continuously growing wherever there has been sufficient business to be done, and the circumstances warranted,

It is represented as holding good on the ocean, the lakes, and wherever it has been tried, and is used as one of the main arguments in favor of the St. Lawrence as the cheapest and most favorable route from the food-producing regions of the West to the Eastern States and European markets.

It is at the same time true, that an effort has recently been made to show that this proposition is a fallacy, and that the use of large vessels has not reduced the rates of freight, nor do they carry cheaper than the smaller ones.

To establish this position, comparisons have been made between the freight rates of certain lines for a series of years, showing that they have increased, not only as regards the quantity carried, but on the registered tonnage of the vessels.

There are doubtless many interesting matters evolved by the researches and arguments brought to bear on this question; still the facts remain that labor has advanced, the cost of vessels and their equipments increased, and the quantity of grain to be carried is annually becoming greater. This state of matters, it is true, does not prove either theory, still it leads to the conclusion that the old idea contains such an element of truth as cannot very consistently be ignored. At all events, it seems to be so evident to practical business men, that they are ready and willing to invest large amounts of capital annually in the construction of vessels of still greater tonnage capacity than those previously employed on the lakes.

This fact is well known, and it is presumed few persons will be disposed to believe that a class of gentlemen, whose shrewdness is proverbial, would be likely to persevere in such a course without good prospects of its being all but certain to prove successful.

As an evidence of the increase of large vessels employed on the Upper Lakes, it may be said that in 1845 all the vessels engaged in the grain trade could have passed through the Welland Canal.

In 1854 there were 37 propellers, of an aggregate of 20,181 tons register, which could not descend to Lake Ontario. In 1864 there were 70 propellers, of a total registered capacity of 50,101 tons, that could not pass through the Welland Canal. This year (1874) there are 122 propellers, engaged in the Upper Lake trade, of 114,192 tons register, none of which can go lower down than the foot of Lake Erie.

It is however proper to remark that within the past few years there has been a difference in the American mode of measurement, which has had the effect of increasing the registered tonnage of vessels about *twenty per cent.* so that for the purpose of comparison this should be added to the tonnage of each of the two first mentioned periods, thus:—

1854.	1864.	1874.
Registered tonnage 20,181.	Registered tonnage 50,101.	114,172
Present standard 24,217.	Present standard 60,121.	.....

The latter is equal to about *one-sixth* of the *entire tonnage* of lake vessels in 1873, or when the length of voyage is considered the relative proportion is greater.

A correct list of the sail vessels and their respective tonnage, that could not pass through the present Welland Canal, could not be obtained, but there is clear evidence of there being at least 30 of such vessels in 1873.

There were also in 1864, on the Upper Lakes, 12 steamers registered at 9,812 tons, and in 1874 there are 19 steamers registered and measured of 12,345 tons capacity, which could not descend to Lake Ontario.

It may be further stated that there have been brought into use within the past few years, a great number of large barges, some of them with motive power within themselves; but the majority have masts and sails, and are towed through the Lake by powerful tugs, with from three to five in a tow.

These craft vary from 200 to 1000 tons burden, and are stated by an acknowledged authority connected with the American Underwriters to number fully 1,500; but as their dimensions are not given, it is uncertain how many of them could not pass through the present Welland Canal.

It is however stated, on what is believed to be good authority, that a considerable number of them could not do so, which, together with the large propellers, steamers and sail vessels above mentioned, establish in some measure the general statement that there are from one-fourth to one-third of the tonnage employed in the Western trade unable to descend lower than the foot of Lake Erie.

The enlargement of the Welland Canal will doubtless change this state of matters so materially that the bulk of the water-borne trade can descend to Lake Ontario, and the chief competition for it will commence there, instead of at the lower end of Lake Erie as at present.

Thus the main point of divergence would be changed, but the rivalry will continue to be very little, if at all, diminished, unless the St. Lawrence route is so much improved as to excel the proposed Oswego and Oneida Lake Barge Canal, as much as the existing canals are superior to the Oswego and Erie Boat Canals.

In short, if the St. Lawrence navigation from Prescott to Montreal were not enlarged and improved, the expenditure on the Welland might fairly be considered to be quite as much for the benefit of Oswego as it would be for the people of Canada.

But when the main line of the Dominion Canals is made of uniform dimensions throughout, the inviting programme prepared for the people of Oswego will be somewhat disarranged, and even were it possible for the United States Government to carry out the barge canal project, the relative position of matters would be very little changed.

It is quite true that the St. Lawrence Canals have never done anything like the extent of business which they might have been reasonably expected to do from their situation, connections and capacity; still it should be borne in mind that they were not opened for over 20 years after the Erie Canal had been in successful operation, and New York had become the commercial metropolis of North America, and naturally made great efforts not only to retain, but to attract a still greater share of the trade.

This may be inferred, if not fully shown, by the fact, that now when the advantages possessed by the route to Montreal, are even on its present scale acknowledged as superior to the New York lines, the flow of trade is only slowly drawn towards it; still the growth is steady and likely to be continuous, and it is mainly due to the constantly increasing quantity to be moved, and the efforts of those directly interested in its success.

In short, experience clearly shows that although commerce will eventually seek the shortest, cheapest and quickest lines of communication, there may be circumstances which render the changing of its course extremely difficult when a route has been once established; and especially to induce a foreign country to relinquish even a share of a profitable trade peculiarly its own and the bulk of which it has hitherto accommodated.

It may also be remarked that highly-colored descriptions of the severity of the climate, and dangers of the river and gulf navigation, together with under-rating what has been done to overcome natural difficulties, have had a tendency to injure the Canadian route in the estimation of our neighbors, who are much less disposed to exhibit defects in their own lines than to contrast their best points with the worst side of those of their competitors.

The latest evidence of this will be found on page 86 of the proceedings of the "National Convention of the American Cheap Transportation Association," where a paper read before the Dominion Board of Trade, in January, 1873, "in reference to deck loads" is made to do duty as condemnatory of the *Northern Route*.

Although the unfavorable representations made a quarter of a century ago relative to the navigation of the lower St. Lawrence were doubtless to some extent true, it should be borne in mind that the condition of matters since that time has been greatly changed.

Light-houses have been constructed on many of the headlands and salient points of the coasts and islands, beacons and land-marks, fog-whistles and signal guns established, and other arrangements made for the guidance and benefit of vessels. These improvements, together with a better knowledge of the route, enable large fleets of both sail and steam-vessels to frequent the ports of Quebec and Montreal from early in May to the last of November each year as regularly and safely as those trading to any other port on this continent.

There are, however, some writers on this subject who do not seem to be aware of these facts, or if they are, do not care to notice them, as they still continue to describe, in strong terms, dangers that have practically ceased to exist, while the best features of rival routes are placed in the foreground, and their capacity for traffic described as much greater than they could by any possibility properly accommodate.

This course, to say the least of it, appears to have nothing to recommend it, the extent of trade is ample to occupy all the lines, and the great pressure of business will doubtless soon lead to the solution of the question, which is the most advantageous.

It is well known that none of the canals have paid the interest of the money expended in their construction, or indeed very little more than the working expenses connected with them. Still, few who compare the past with the present condition of Canada will doubt but that they have been of far greater benefit to the country than the aggregate amount of their cost.

This is so generally admitted, that all who have given attention to the subject approve of the decision to enlarge the Welland Canal to dimensions capable of admitting a larger class of vessels to pass between Lakes Erie and Ontario, and by this means obtain and secure, if possible, a greater share of the Western trade.

It being, as already stated, believed by many engaged in forwarding, that large vessels are more profitable than small ones on all channels between places that are a considerable distance apart.

In this connection, it may be further observed that the tendency is not only towards larger vessels, but that the tonnage of lake propellers is increasing in a greater ratio than that of sail vessels, so that many who have carefully considered the question are inclined to believe that propellers, from the regularity and shorter time they occupy in the voyage, will in a great measure supersede sail vessels.

It is stated to be more profitable for sail vessels loaded with grain to tranship their cargo at Kingston, than to proceed with it to Montreal, and it is well known that any vessel, steam or sail, with a draught of more than nine feet, must lighten before passing through the St. Lawrence Canals.

In fact so long as the existing relative condition of the canals, as to draught of water continues, there must be somewhere on the river a transshipment of part of the cargo of deep-laden vessels. This is not a matter of choice on the part of ship-owners, but of necessity; and consequently is no evidence that it would be resorted to in case of their being the same draught of water throughout.

It is doubtless better for sail vessels to proceed no further than their sails can be serviceable, but it does not follow that it would be more advantageous for propellers to transfer their cargoes to other craft on any part of the route, provided it could be

delivered at its destination, or aboard of the ocean vessel without otherwise breaking bulk.

If it be correct that the latter class of vessels, or others propelled by steam, are likely in time to do the principal business, it seems that it would scarcely be judicious to restrict them to *six-sevenths* of the voyage between Chicago and Montreal, when they might advantageously go the whole distance in like manner, as many of them do at present.

It is quite true that in the past, return cargoes have been comparatively light, but were a large share of the export trade drawn to the St. Lawrence, there is every probability that a fair share of the import trade to the West might follow the same channel.

There is further good reason to believe that traffic between the Maritime Provinces and Lake Ontario would be promoted by the class of vessels suited to the lower portion of the river, being able to pass through the canals without breaking bulk.

But great as the sea export of grain might be, it would scarcely be equal to the quantity required to supply the wants of the New England States, a large portion of which might also be carried *via* the St. Lawrence, as it could be delivered cheaper on Lake Champlain than by any other route.

It is said on very good authority that this could be done even now, if frequent transshipment could be avoided.

This question has in part been long before the public, and as a whole has lately begun to attract the attention of representative bodies, there having been during last winter a scheme, before the New York Legislature at Albany, for the construction of a ship canal between the Hudson River and Lake Champlain, with a view of forming a continuation of the proposed Caughnawaga Canal. For the latter, the Dominion Parliament at a late session extended the charter, granted some years ago, so that there seems to be a movement in the direction of opening up a line of communication between the rivers St. Lawrence and Hudson.

Were this done there is reason to believe that breadstuffs for export, or consumption in the New England States, could be carried from the West at rates that would defy competition, and the St. Lawrence route have the benefit of the trade.

Powerful influences will, however, in all probability be brought to bear in order to defeat this object, lest it should prove prejudicial to the interests of New York, there being a prevailing impression that grain intended for European markets, when once within the range of sea-going vessels, would be unlikely to seek another and distant port for transshipment.

The average rates for the transportation of wheat from Chicago to Montreal by the lakes and River St. Lawrence: and from Chicago to New York, via Buffalo, Erie

Canal and Hudson River, also *via* Oswego Canal and Hudson River to New York; for the undermentioned years, were as follows:—

	Chicago to New York via Buffalo.	Chicago to New York via Oswego.	Chicago to Montreal.
1862	26.33	26.27	19.70
1863	22.90	22.63	16.24
1864	28.36	28.46	19.87
1865	26.62	27.23	19.42
1866	30.36	31.45	24.08
1867	22.36	22.35	15.37
1868	22.79	22.87	16.15
1869	23.12	23.13	15.82
1870	17.10	18.44	14.75
1871	20.24	21.27	16.85
1872	24.25	23.47	19.29

The above prices are taken from the Report of the Auditor of Canal Tolls, &c., of the State of New York, with $4\frac{1}{2}$ cents added to Oswego or Kingston rates, for freight to Montreal. The prices are therefore in United States currency.

It will be seen from the table that wheat was carried from Chicago to Montreal, up to the close of 1869, at from 6 to $7\frac{1}{2}$ cents per bushel less than it was delivered at New York.

In 1870, the Erie Canal tolls were reduced one-half, or $3\frac{1}{10}$ cents per bushel; since that time the freight rates to Montreal have varied from $3\frac{1}{2}$ to 5 cents less per bushel than those to New York.

The time occupied by a propeller from Chicago to Montreal varies from eight to ten days, and to make the round trip it takes from nineteen to twenty-one days.

In the year 1871, ten propellers belonging to the "Northern Transportation Company" made 119 round trips between Chicago and Ogdensburg, or an average of about twelve trips each; there were, however, three of the number that made thirteen round trips each during the season.

Freight from Chicago *via* Erie Canal and Hudson River, takes from twenty to twenty-two days to reach New York.

In short, it appears that the freight and charges on wheat are about 20 per cent. less to Montreal than they are to New York, whilst the difference in time from Chicago is from eleven to twelve days in favor of the St. Lawrence route.

This view of the matter is clearly brought out by a writer on "Cheap Transportation" in the *Montreal Gazette*, who states, in one of a series of letters, that "if two propellers be started from Chicago at the same time, loaded with grain for the Liverpool market, one *via* the St. Lawrence to Montreal, which delivers cargo to ocean steamers, and the other *via* Buffalo and the Erie Canal to New York, the cargo *via* Montreal will

"arrive in Liverpool and be sold before the cargo *via* the Erie Canal is cleared from the Port of New York."

The advantages of the River St. Lawrence as a line of communication will compare no less favorably by the import trade. A merchant residing in Chicago may telegraph an order to New York for goods, and on the same day send a similar order to Europe, and within three weeks find that the European goods are safe on his shelves, or, it may be, a large portion of them sold, whilst those from New York are not yet delivered.

Heavy and bulky articles, or indeed anything sent westward from Burlington, Vermont, or other parts of the Eastern States, can be carried cheaper and more expeditiously by the River St. Lawrence than by any other water route.

These facts clearly indicate that no matter to what extent the controlling influences of New York may at present operate, they must eventually yield to the pressure from the *Western producing States*, which will scarcely continue to submit to have their grain heavily taxed for the benefit of lines of transportation, solely because they lead through a particular State desirous of monopolizing a trade it is unable to accommodate.

Questions leading in that direction have been frequently discussed, and are now rapidly gaining ground.

A few years ago a Western trader published a series of letters, in which it is stated that "whether exported to Europe or to other countries, or consumed in the Eastern States, the great and important principle remains, that the price the Western producer or farmer gets for his wheat or other grain, is the price it sells for in the consuming market, less the charges for transport, handling, &c—no matter whether that market be in Europe, Canada or the Eastern States, and every cent which can be saved in that transport is so much added to the value of every bushel of grain now produced, or will ever be produced, in these grain-growing States of the North-west."

It is not however the benefits our neighbors are likely to derive from an uniform and continuous line of navigation for large-sized vessels, being opened from the lakes to ocean ports, that is a matter of so much concern to us, as the advantage it would, in all probability, be to the Dominion.

There are few who, having carefully considered the subject, will be disposed to look upon the mere sale, purchase or exchange of commodities, or even the profits arising from the carrying trade itself, as the only benefits derived from commerce.

The building and equipment of vessels employ a large amount of mechanical and skilled labor; besides those ultimately engaged as navigators, and in other branches of

the service, form altogether a very large and important portion of the community whose interests would be promoted, and the country profit very considerably by their success.

The desirability of an enlarged scale of navigation having been it is presumed determined, the question next in order seems to be the greatest depth that can be obtained within the limits of a reasonable outlay.

It is well known that the level of the River St. Lawrence is liable to considerable fluctuations, the lowest known stage of which must of course be the principal guide if the channel is to be available at all times during the season of navigation.

The lakes within the past 55 years have had a variation of about five and a half feet between extreme high and extreme low water in calm weather, but there does not appear to have been anything like an absolute change in the mean level within the time stated.

In 1819, 1848 and 1872, the waters of the great lakes were lower than at any other time, of which a record could be found; their height in 1848 and 1872 is from well authenticated registers kept at different places. That for 1819 is from a record kept at Cleveland, Ohio, and consequently is strictly applicable to Lake Erie only, but as the relative variations of the normal levels of the lakes in other cases correspond, it may fairly be inferred they would be likely to have done so in 1819, hence it is presumed the water of Lake Ontario that year was several inches lower than it has ever been since that time.

In 1838, 1853, 1859, 1862 and 1870 Lake Ontario was at a higher level than at any other time within the period mentioned. According to the record kept at Oswego, the water was $2\frac{1}{2}$ inches higher in May, 1870, than it was in 1838, or any of the intermediate years.

The difference of levels at the same place between the low water of 1848, and high water of 1870, has been clearly established as fully five feet; but between the low water of 1819 and the high water of 1870 it is quite probable that the difference was about $5\frac{1}{2}$ feet.

At Port Colborne in April, 1859, the water was 7 feet 10 inches higher than it was in November, 1872.

In June, 1870, the water at Port Dalhousie was 5 feet 5 inches over the level of November, 1872; and in May, 1870, the water in the Bay at Toronto was 5 feet $3\frac{1}{2}$ inches higher than it was on March 19th, 1872.

The variations of the lake levels are of several kinds, all of which have more or less influence on the fluctuations of the river:—

1st. There is the general rise and fall referred to, extending over an irregular series of years, and with no uniformity of either increase or decrease, but representing a range of about $5\frac{1}{2}$ feet between the extremes of the normal levels of the lakes from about 1819 to the present time.

2nd. There is an annual rise and fall of from ten to twenty inches, which is entirely distinct from the variations above mentioned, and is due chiefly to the quantity of snow and the rain fall. High water generally takes place in June, and low water in September.

3rd. The action of long-continued strong winds changes the surface level of the lakes by depressing one portion and raising another, in proportion to the intensity and duration of the storm, but modified to some extent by the configuration of the coast.

Other sudden fluctuations have been observed at various times on the lakes, which cannot be attributed to either of the causes above mentioned, but no satisfactory explanation of them or of those under the first heading, has ever been given.

The River St. Lawrence is more or less affected by all these variations of the lake levels; but those under the *third* head, being the most frequent and sudden, are therefore more observed.

As an instance of the latter it may be stated that on the 9th June, 1852, a strong westerly wind had the effect of raising the water at Gallop's Lift Lock, 23 inches in less than six hours. At this height it continued for about two hours, when the wind ceased, and in the following six hours the water fell twenty inches, or within three inches of the height it was (14 hours before) at the time first mentioned.

The variations of the water-level at different places on the river are not uniform, that is to say, the rise and fall at all places are not alike.

This fact is arrived at from the daily register kept at the different stations, the result of which is shown in the following table:—

Canals.	Upper Entrance of Canals.			Lower Entrance of Canals.		
	No. of Lock.	Variation of normal water levels.	Variation between extreme high and low water.	No. of Lock.	Variation of normal water levels.	Variation between extreme high and low water.
		Ft. In.	Ft. In.		Ft. In.	Ft. In.
Galops	27	4 6	4 11	25	5 9	7 7
Rapide Plat	24	4 10	6 9	23	5 0	6 4
Farran's Point	22	3 0	5 0			
Cornwall	21	3 10	4 8	15	3 0	
Beauharnois	14	2 6	3 3	6	3 4	
Lachine	5	3 2	7 2			

It will be seen by the third column that the variations of the normal water levels of the river do not correspond with those of the lakes; and that those at the various places where registers are kept are quite different.

But although these elevations vary considerably, the relative difference between high and low water is still greater, as will be seen from the fourth column.

It will also be observed by the sixth and seventh columns that the fluctuation of the river levels below the respective rapids is greater than at a point a short distance above them.

Long, wide, and nearly level stretches of the river, such as Lake St. Francis appear to be less subject to variations (ice jams excepted) than where the width is less, and the reaches comparatively short.

Without, however, entering further into this part of the subject, it may at once be stated as a fact bearing directly on the question of canal enlargement, that the low water levels on the sills of the locks at the respective places mentioned, were in 1871 and 1872 as follows:—

	Galops Guard Lock.	Lower Entrance Iroquois Canal.	Rapide Plat Guard Lock.	Lower Entrance Rapide Plat Canal.	Farran's Point Canal.	Cornwall Canal Guard Lock.	Lower Entrance Cornwall Canal.	Beauharnois Canal, Guard Lock.	Lower Entrance Beauharnois Canal.	Lachine Canal Guard Lock.
Lock	27	25	24	23	22	21	15	14	6	5
	Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.
	8 1	9 3	6 7	7 0	7 9	8 3	9 0	10 10	9 3	9 1

These depths being on the sills of the locks, it will be evident that they must be sunk from about $5\frac{1}{2}$, $4\frac{1}{2}$ to $1\frac{1}{4}$ feet, to enable vessels of 12 feet draught of water to pass freely.

It is well known that the upper reaches of the canals are the longest: that is to say, the summit level has been in all cases extended as far as circumstances would admit, so that to carry out the enlargement, they must invariably be deepened, and at the entrances, lowered $6\frac{1}{2}$, $5\frac{1}{2}$ to $2\frac{1}{4}$ feet, in order to obtain the necessary depth, which it is considered should be at least 13 feet below the low-water level of 1872.

This being the case, it became necessary to obtain correct information relative to the depth of water, nature of the bottom, &c., at all those places between the canals where shoals or other impediments to navigation were known to exist.

The channel from Lake Ontario to Prescott being represented on the charts as deep, and generally understood to be good, attention was first directed to those stretches of the river between the latter place and Lachine.

As it was believed that although there is a sufficient depth of water for vessels suited to the present scale of navigation, still there are a few places where the bottom would have to be lowered and the channel improved to enable vessels of greater draught to pass at low stages of the river.

These places, in descending order, are:—

1st. Where the channel at present used crosses from the south to the north side of the river, about three quarters of a mile above the entrance to the Galops Canal, or some other channel in that vicinity.

2nd. At a few isolated places in Lake St. Francis, and especially within a stretch of one mile, commencing about 2,000 feet above the head of the Beauharnois Canal.

3rd. Near the lower end of Lake St. Louis, and at intervals within a distance of about four and a half miles above the upper entrance of the Lachine Canal, in the vicinity of where the *Light vessels* are at present moored.

These, although not really formidable obstructions, are nevertheless of such a nature that their removal will be attended with considerable difficulty and expense in comparison with the extent of work to be done.

It is, therefore, proposed to draw attention to them in the order above stated, together with such suggestions in connection with the different matters as are considered warranted by the circumstances.

1st. As regards the obstruction to a deep water channel between Prescott and Galop's Rapids, it may be said that for a distance of about three miles above the latter there is a series of islands between which there are channels of more or less capacity. The main one, or what is called the steamboat channel, from the upper end of these islands for about two and a half miles, is on the south, or American

side of the river. It then follows an oblique direction towards the north side, between Adams and Pier Islands, where, for a distance of about 2,000 feet, the depth of water varies from ten and a half to thirteen feet, when the elevation is such that there is nine feet of water on the mitre sill of the guard lock.

Farther to the eastward on the same stretch the water is deeper, but the current is so strong that it is barely possible for a powerful steamer, without anything in tow, to use it.

This part of the river is by some called "Flat Rock Shoal," the bottom being of limestone, with a comparatively smooth surface; on which there are, however, occasional patches of boulders and loose rock.

The channel above this is good, and is marked out by buoys; but in the vicinity of Chimney Island Reefs the current is strong, which renders the place in dark foggy weather embarrassing to those in charge of vessels.

It was, however, found that there is a deep but narrow channel between the south shore and the reef, that might at times be advantageously used by upward-bound vessels.

On examining the Raft or Middle Channel, it was found that its lower end crosses "Flat Rock Shoal," but at the head of Pier Island it leaves this line and takes a westerly course in deep water that terminates suddenly near a bar situated between Chimney and Drummond Islands. This bar is about 1,000 feet in width, and is of boulder stone overlying very hard material; on it there was found a depth of nine to eleven feet water, with a strong cross current; thence upwards there are several small shoals and patches of boulders, before reaching the line of the South Channel opposite Chimney Point.

A northern route was also carefully examined, leading in a straight line through Munro's Bay towards Tuttle's Point, in the general direction of the river. Thence it takes a north-westerly direction to near the lower end of Spencer's Island, then it follows a south-westerly course between Drummond's and Spencer's Islands, at the upper end of which it winds round to a course bearing direct to the light-house on Windmill Point.

On this route there are several places where the channel would have to be deepened, and others where it would have to be both widened and deepened.

The first of these shoals in ascending order is opposite Duck Island, where for a distance of about 1,600 feet the depth of water varies from five and-a-half to twelve and-a-half feet, and the bottom consists of boulder stone embedded in mud and clay.

Above Tuttle's Point, a bar 400 feet in length extends across the line, with a depth of from five to ten feet of water over it; the lower portion of this bar is of lime-

stone rock in position, the surface of which is from eight to ten feet below the same water line; the upper part consisting of gravel and boulders. The rocky part of this shoal continues up stream 600 feet for about half the width of the channel, with a depth of eleven and-a-half to thirteen feet of water over it.

Thence upwards to a little beyond Spencer's Island the channel is sufficiently deep; but at a few places projecting points would have to be removed to give the full width of 200 feet throughout.

From the place last mentioned to the deep water off Chimney Point, the proposed line of channel crosses three different shoals—one 700 feet, another 550 feet, and the third 400 feet in length.

On the largest of these there was found to be an average of about eight and-a-half feet of water; and on the other two the mean depth was about ten and-a-half feet.

These shoals consist chiefly of large boulder stone and gravel overlying indurated clay.

As the middle channel of the *three*, thus described, crosses "Flat Rock Shoal," besides requiring a large extent of deepening and improvements at the upper entrance to render it available, there is reason to believe that the consideration of the question of route may fairly be limited to what are called the south and north channels.

The respective lines of which at the lower end intersect each other in Munro's Bay, and at the upper end near a point opposite Chimney Point.

To make the northern route thirteen and a half feet deep opposite Tuttle's Point, fourteen feet deep through the shoals above Spencer's Island at extreme low water, and a width of 200 feet throughout; together with constructing the necessary light-houses and beacons, placing buoys, &c., would probably cost as follows:—

	Cubic Yards,	
Blasting and removing rock	12,900	} \$432,000
Removal of boulder stone, gravel, &c.....	75,400	
Removal of hard clay, gravel, &c.....	13,000	
Lights, beacons and buoys.....		14,000
		\$446,000

If the channel was made one foot less in depth than that above stated, but of the same width throughout, the cost would be reduced about \$85,000, thus leaving the probable outlay for obtaining the lesser draught of water \$361,000.

The deepening of the southern or present steamboat channel to fourteen feet below extreme low water line, and for a width of 200 feet through "Flat Rock Shoal," together with the construction of light-houses and beacons, placing buoys, &c., would approximately cost as follows:—

	Cubic Yards.	
Blasting and removing rock.....	} 28,500	\$500,000
Removing boulders, gravel, &c		12,000
Lights, beacons and buoys		\$512,000

To make a channel of the width [above stated, but only thirteen feet deep at extreme low water, would cost about \$192,000 less; or involve an approximate outlay of \$320,000.

The north channel would possess the advantage of being so sheltered near its lower end by the main shore and Duck Island, and higher up by Spencer's and Drummond's Islands, that it would be somewhat like a canal of large dimensions.

It could be formed without any interference with the existing steamboat channel, and when made would be in comparatively smooth water, not subject to cross or other currents.

But from the winding course it would necessarily have to follow, the line would require to be marked out for day service, and well lighted up for the passage of vessels at night; still it would shorten the distance about two-thirds of a mile between the head of the Galop's Canal and Prescott.

The south channel would have the advantage of being much wider, in some respects straighter, but paradoxical as it may appear, it would be longer than the northern one, whilst there would be a considerable current at the upper end, and a strong one across "Flat Rock Shoal" at the lower end.

It is quite probable this channel, whether improved or not, would continue to be used by passenger steamers when descending, and that rafts would still take the middle channel; but the northern route, if improved, would doubtless be the best for the main line of navigation.

The fact, however, having been ascertained that a sufficient depth of water can be secured, in this vicinity, for about the respective amounts above stated, the question as to the absolute line to be adopted might for the present be judiciously left open.

The deepening and improvement of the channel in the vicinity of Boulton's Island and Point, where boulder stones, overlying sand and hard pan form the bottom; and is of course the material which for a considerable extent will have to be removed, although in the river, is in a great measure, part of the Galop's Canal, and will subsequently be referred to in that connection.

In descending, the next place in the river proper, where a shoal was found, or is known to exist, is about two miles below the foot of Rapide Plat Canal, at a place called "Willards," where there are large accumulations of boulder stone, &c., on

which, at ordinary low water, the depth does not exceed from six to eight feet. At this place a considerable improvement could be made by the removal of part of this shoal, but it is not absolutely necessary to do so, as there is a channel in the vicinity sufficiently deep, although it is somewhat crooked and indirect. (See Appendix marked A.)

2nd. Channel through Lake St. Francis, &c.

From the outlet of the Cornwall Canal to Glengarry Point, near head of Lake St. Francis, a distance of fully five miles, there are for the most part two different channels, the principal one of which is fully 700 feet wide throughout, and at least twenty feet deep. From the latter place to the "Narrows," and south of Clark's Island, a stretch of two and a-half miles, there is a water-way thirty feet deep and 1,200 feet wide, north of what is called Grass Island. Thence to Summer's Island one and one-quarter miles, there is a depth of fully twenty-two feet and a width of 500 feet north of Craig's Island. From Summer's Island, three and three-quarter miles to Squaw Island, there is a width of 1,200 feet and a depth of twenty feet except at the places and for the extent mentioned below, viz. :—

1st. A shoal of boulder stone, &c., abreast of St. Francis Island, called the "Middle Ground" on which the depth below the assumed low-water line is seven feet, and the material to be removed to give a depth of fourteen feet would be about 10,500 cubic yards.

2nd. There is what is called the "Highlander" shoal lying towards the northern side of the channel, and abreast of L'Islet, with about ten feet of water over it, so that to obtain a depth of fourteen feet would require the removal of 1,450 cubic yards, chiefly of boulder stone.

3rd. Removing part of north side of "Horse Back" shoal, and the south-west point of "Squaw Island Flats," which in the aggregate would amount to about 2,500 cubic yards of clay.

At other places, as above stated, the water is sufficiently deep, but these shoals from their position, would doubtless be found dangerous to vessels at night, or in foggy weather, unless marked out in a manner that would be likely to cost fully as much as their removal.

From Squaw Island (one mile South-west of Lancaster light) to the floating light at the Traverse, three and three-quarter miles, the channel is 1,150 feet wide, and over twenty-six feet in depth.

Thence it crosses Lancaster Bar, through what is called the South Gully, towards the south shore near Dupuis Point, a distance of one and one-half miles, in which the least depth of water is twenty feet, and least width 700 feet.

From opposite the latter place (Dupuis' Point,) three-fourths of a mile west of Cherry Island, the channel is fully 1,800 feet wide, and at least twenty-three feet deep throughout, straight for about five and three-quarter miles, or until nearly abreast of the light-house on McKee's Point, which is a little over twenty-three miles from the foot of the Cornwall Canal.

Vessels bound to the Beauharnois Canal generally cross Port Louis Flats at a point about one and a-half miles to the westward of McKee's light, but those intending to descend the rapids follow the north, or deep-water channel, to the foot of the lake.

At periods of low water, or indeed at any other time, vessels drawing twelve feet water, as contemplated for the enlarged scale of navigation, could not cross Port Louis Flats, consequently the north channel must be used for at least two miles below McKee's Point, when a course may be steered for fully six miles towards the light situated about one mile and a third above the head of the Beauharnois Canal.

From opposite Grosse Point to within about 2,000 feet of the canal entrance, a distance of one mile and a third, the present channel is at many places narrow, intricate, and difficult to navigate even by the class of vessels now in use.

This locality, it may be stated, is open to the sweep of westerly winds, hence the water-way to be at all times servicable should be nearly straight, or at all events have flat, easy curves, and be from 250 to 300 feet wide, and have a depth of not less than from thirteen and a-half to fourteen feet under low-water mark. In doing this, the ten feet water line at the first bend above the canal entrance might be assumed as the south side of the enlarged new channel, and the south side of the pier on which the upper or red light stands as the north side of the line; thence curving gently to the north through the shoal off Grosse Point.

To carry out this proposition, the work to be done, and the approximate cost would be as follows:—

The shoal first in ascending order would require the removal of 31,000 cubic yards clay and gravel in which there are fully twenty-two per cent. boulders.

Second shoal, 46,000 cubic yards clay and gravel, including eight per cent. boulders.

Third shoal, 61,000 cubic yards indurated clay and gravel, including thirty-four per cent. boulders.

Fourth Shoal, 3,000 cubic yards clay and gravel.

The probable cost of executing these works, together with lights, buoys, and beacons, would amount to \$430,000.

There is, however, reason to believe that the difficulties connected with the existing approach might be obviated by making the entrance either at Knight's

Point, or at Grosse Point, and continuing the line downwards to the south of the Village of Valleyfield until it enters the basin, situated about a mile and a third below the guard locks. See Appendix marked B. & C.

3rd. Lake St. Louis, &c., &c.

From the lower end of the Beauharnois Canal to the upper lightship in Lake St. Louis, a distance of about ten miles, the channel is at no place less than 2,000 feet wide and its least depth is twenty-three feet.

The lightship referred to is moored near the upper part of a series of detached shoals, which occupy a very considerable space in width, and extend downwards to near the foot of the lake, a distance of about four miles.

A careful hydrographic survey, made of the lake, especially that portion of for five miles above Lachine, indicates that the shoals are of irregular height and dimensions, generally with deep-water openings between them.

Still they are so situated that there is no direct channel through, or amongst them adapted to the enlarged scale of navigation.

In fact the line at present used seems to be only one that will admit vessels of nine feet draught passing at low stages of the water, and to do even this pilots have to keep an unusual distance outside the range between the lights.

It is believed that the upper light is probably in the best position that can be selected, but the middle one should stand further to the south, otherwise the channel should be on the south side of it.

The position of the lower light might also be changed advantageously for the new line, and be so placed that the north side of the channel, after the necessary improvements have been made, will form one continued straight line up to the middle light.

To admit of this arrangement being satisfactorily carried out, all shoal patches and the points of any shoals that project into, or in any way interfere with a channel of 600 feet in width, should be entirely removed to a depth of fourteen feet below low water line.

To do this from the entrance of the Lachine Canal upwards, would require the removal of about 165,000 cubic yards of material, of which there would be 110,000 cubic yards of indurated clay, mixed so far as could be ascertained with about forty per cent. of boulder stones; the other 50,000 cubic yards would be of ordinary clay and sand overlying at irregular depths a hard class of material.

The probable cost of this work, including buoys, &c., would be about \$520,000.

See Appendix marked D.

From the foregoing, it will be seen that the probable expense of deepening, widening, straightening, lighting and buoying out the channel, between Kingston and the head of the Galops Canal—from Morrisburg to the head of the Cornwall Canal—and though Lake St. Francis and Lake St. Louis, would amount in the aggregate to \$1,520,000.

LACHINE CANAL.

From the position of this channel of communication it will be evident that it has to accommodate the trade both of the Ottawa and the St. Lawrence rivers; consequently its capacity should, if possible, be greater than that of any other division of the canal system.

It is fully seven and a-half miles in length from the head of the guard lock, at Lachine, to the lower end of the outlet lock at Montreal harbor; between these points the difference of level is about forty-four and three-quarter feet, which is overcome by means of five locks.

The two at the lower end are built to admit vessels drawing sixteen feet water, and are placed 580 feet apart.

The third lock is about one mile above the second, and the fourth one mile and three-quarters above the third, and the fifth about four and one-third miles above the fourth; these three locks were built to pass vessels drawing nine feet water.

The bottom of what may be called the summit reach was originally made with a declivity of *one inch and five-sixteenths*, as sufficient to give a full supply of water, and at the same time afford a uniform depth at its lower end as well as at the guard lock.

But the demand for water leased from the second, third, and fourth reaches to supply mill power, is such, that frequently when there is nine feet ten inches water on the lower mitre sill of the guard lock, the depth at the lower end of the upper reach is only at its proper height, or nine feet on the breast wall.

By deducting one inch for the effects of cross currents produced by the supply races, would make a surface declivity of ten and five-sixteenth inches, or equal to two and three-eighth inches per mile, or a current of one and one-eleventh ($1\frac{1}{11}$) miles per hour, and at some of the bridges it is found to be considerably more.

This strong current is found to seriously retard the upward passage of vessels, and is no less injurious, although in a different way, to those downward bound.

Ascending vessels require much additional towage power, and those descending by losing steerage way are less manageable, consequently large vessels experience considerable difficulty in passing each other, which occasionally leads to accidents and delays.

Allowing such a volume of water to be used for mill power on so important a line of navigation was, doubtless in the first instance a mistake, to correct which would now be attended with great expense, and probably cause more damage to the locality than circumstances warrant.

Large amounts of capital having been invested in mills and factories of various kinds, upon the continuous and successful operations of which several thousands of employés and their families, in a great measure, if not wholly, depend.

The present canal is eighty feet wide at bottom, and ten feet deep; and the "Rock Cut" is 100 feet wide, so that in both cases the sectional area is 1,000 square feet.

The channel, if enlarged to the dimensions stated in your letter, of 100 feet in width at bottom, and thirteen feet deep, would have a sectional area of 1,638 square feet, which would diminish the current at least one-third, and render the movement of vessels easier in both directions.

It should, however, be borne in mind that in carrying out the enlargement, the greater depth required must be obtained solely by lowering the bottom, as any interference with the levels above the second and third locks would be very injudicious, and the level above the fourth lock cannot possibly be changed.

For 200 feet below the lock at Côté St. Paul, the bottom is rock, and for fully two miles of the upper reach the cutting is through the rock, and for the other two and a-half miles there is reason to believe that rock will be found at a depth varying from ten and a-half to twelve feet under the present water level.

The bottom of the basin at Lachine is also rock, through which the channel has been formed to a width of 100 feet, and of the depth required at low water for the present scale of navigation.

If, therefore, the same line was continued, the channel would have to be deepened generally about three feet, an undertaking that could not be proceeded with during the season of navigation any more than the work connected with lowering the bottom of the upper reach.

It may further be stated that the probability of being able to do the kind of work required between the guard lock and river during winter is extremely doubtful, whether tried through the ice, or an attempt be made to unwater a part, or the whole, with a view of enabling the excavation to proceed in the ordinary way.

To meet the case with a probability of success, it has been proposed to form a new entrance to the south of the existing, one by means of a pier of similar construction to that on the southern side of the present basin, commencing near the shore at a place about 200 feet south of the old structure, and keeping in a line parallel to the latter up to the first bend, then following a course leading a little more out into the river, and continuing upwards along the northern side of a shoal, to a distance of about 6,200 feet from the starting point.

Alongside of this pier, for a stretch of fully 3,000 feet at the upper end, there would be a sufficient depth and width of water-way, except for a short distance opposite the extreme end of the old pier, where a projecting point of rock (300 by 100 feet) would have to be removed so as to make the channel at that place 300 feet in width.

The lower or landward half of this pier for a distance of about 3,200 feet from the shore would require to be made water-tight, and the new and old structures connected by a cross dam placed in deep water, and formed in such a manner that the whole of the enclosed space below it could be laid dry, so as to admit of the deepening of that part of the channel being proceeded with as ordinary rock excavation.

The construction of the pier and coffer dams, together with the excavation, and all the works connected with deepening the channel, is estimated by Mr. Sippell to cost about \$591,500.

By the adoption of this plan the works could be carried on without in any way interfering with the traffic to or from the canal, and when completed would afford a greater extent of both harbor and basin accommodation than could be obtained in any other way.

In continuation of it a new cut would require to be made on the south side of the present line, and a guard lock constructed in such a position as not to interfere with the present supply race.

It is, however, proper to state that the pier would be some distance out in the swift water of the river, and that it is all but certain there would be considerable difficulty in unwatering the landward portion of the channel, while the removal of such a quantity of rock by underwater work would doubtless be a very formidable undertaking.

But although the adoption of this plan would enable the principal difficulties connected with the entrance to be overcome, it would by no means obviate the necessity of emptying the canal for two or more winters to admit of widening and deepening the "rock cut," and other places where the bottom could not otherwise be removed.

The sinking of the channel would, of course, render necessary the lowering of

the culverts above and below Côte St. Paul Lock as well as the rebuilding of the abutments and piers of the swing bridges, works which could only be done when the canal is laid dry, or at least those parts of it where the culverts and bridges are situated.

It may, however, be stated that these remarks do not necessarily apply to the culvert originally constructed for passing the main pipes of the Montreal Water Works, the top part of which could, with the consent of the corporation, be removed entirely, and the space over and around the pipes be filled with clay, as was done with the two large mains which were laid across under the canal in April last.

The culvert situated between St. Gabriel Lock and Wellington Street Bridge might without any public inconvenience be dispensed with, as it has been nearly, if not altogether, superseded by the sewage system brought into use on the south side of the canal; except for the purpose of carrying off the waste from the sugar refinery, which can be advantageously disposed of through the sewers on that side.

In fact an agreement to that effect was made about twelve years ago, between the Government and the Corporation of Montreal, in which provision is made for the culvert being at any time closed.

The drawing off the water so frequently and for so long periods would doubtless, as already stated, be attended with serious consequences to the mills and factories which depend on the canal for motive power: it being confidently stated that the mere maintenance of the persons who would be thrown out of employment, together with that of their families, would at the very moderate rate of twenty-five cents per day each, amount in the aggregate to \$7,500 daily. See Appendix E.

The strong current before referred to would, doubtless, be considerably diminished by the enlargement of the channel to the capacity authorized; still, to obtain this advantage, a very large expenditure would have to be incurred, the business of an important portion of the community seriously deranged, and many thrown out of employment, who it is to be feared, would be found unprepared for such an occurrence.

To ascertain whether another and less objectionable course could be adopted without materially augmenting the necessary outlay, it was deemed advisable to make a careful instrumental survey and examination of that part of the adjoining country which appeared most favorable for changing the upper portion of the route.

It is therefore proposed briefly to draw attention to the results of this survey, and submit, for consideration and comparison, the probable relative advantages and disadvantages of the respective schemes.

The difficulties connected with increasing the capacity of the present channel, commence at the point where it leaves the River St. Lawrence at Lachine and continue downwards to at least the place where the River St. Pierre is carried under it by means of an inverted syphon-culvert.

If, therefore, from a point in the neighborhood of Lachine, where there is deep water at or near the shore, a new and independent line could be formed downwards to a proper distance below the culvert above mentioned, many perplexing matters would be avoided, and the operations could be carried on at the time and in the manner most suitable for such an undertaking.

As already stated, this canal receives both the trade of the St. Lawrence and the Ottawa rivers, consequently its capacity should be greater than that required for either; in fact if these canals are intended to be made merely of the dimensions necessary to accommodate the anticipated trade, it may fairly be urged that the Lachine Canal should be nearly, if not altogether, as large as both of them.

In view of the delays and inconvenience which arise from want of space, it is proposed that from the basin above the second lock upwards, to near the Grand Trunk Railway swing bridge, the channel should be increased to 200 feet by the removal of as much of the bank on the northwest side as may be necessary to give the additional width.

It is contemplated to resume possession of the plot of ground now used for and in connection with the saw mill adjoining the north-west side of St. Gabriel Lock, with a view of removing a large portion of the land to secure a channel-way of the width stated.

The island situated a little higher up and leased by the "Montreal Transportation Co.," is likewise to be resumed and part of it removed.

A connection between the second and third reaches is intended to be formed by a lock constructed on the north-west side of the existing one, and in the position best suited for access by both upward and downward-bound vessels.

There is good reason to believe that the whole of the excavation on this portion of the line can be done during the summer months without in any way interfering with the passage of vessels or the flow of the water.

From the railway bridge upwards it is proposed to form a new and continuous line to connect with the River St. Lawrence, at a point in the vicinity of the railway wharf situated near the upper end of the Village of Lachine.

This line will be parallel to that of the present canal for a distance of fully four and one-quarter miles, and generally so close to it that the two channels will only be separated by a bank of sufficient width for a towing path, and the new one will be formed by a single range of embankment built along its north-west side.

From the starting point at the railway bridge, to the lock at Côte St. Paul, a distance of a little less than a mile, the material excavated from the prism will be in excess of the quantity required to make up the bank.

At this place a new lock, of the same lift as the present one, and a little to the north-west of it, is to be built on what is shown by the borings to be a rock foundation.

Thence upward to the lower end of the "rock cut," a distance of about three and one-quarter miles, the earth and clay excavation necessary to form a channel 100 feet wide at bottom, will be insufficient to make up the outer embankment; the surface of the ground being at a few places lower than canal bottom, and at others about that height, whilst throughout the quantity of rock to be removed will be about one-ninth of that of the earth and clay excavation including borrowed material.

The line then follows along through the low ground north of the Village of Lachine to the place before mentioned, as near the railway wharf, a distance of about two and one-third miles. This part of the route would generally be a thorough cut, in the formation of which the quantity of rock excavation would be about double that of ordinary earth or clay, and the latter double the quantity (180,000 cubic yards) of indurated clay and boulders.

In order to carry out this proposition, the line of the Montreal and Lachine railway, for a distance of nearly two miles, would have to be moved to the north-west, and arrangements made for it to terminate at or near the same place as it does at present.

This would doubtless be better for both lines of traffic, than to construct a swing bridge over the canal to carry the business of the railway.

There would, however, be two or probably three swing bridges required for ordinary travel, and the roads leading to them would most likely have to be slightly changed, so that the crossings could be made nearly at right angles.

Wharves would have to be built at the entrance, of such an extent as would if possible accommodate both the canal and railway business.

A guard lock, of course, would have to be constructed, and a regulating weir built, and raceways formed for admitting the supply.

The probable cost of the new line, from the Grand Trunk Railway Bridge upwards, made to a sectional area of 1,469 square feet, is estimated by Mr. J. G. Sippell, the officer under whose direction the surveys were conducted, at \$2,312,000. From the same point (the Grand Trunk Railway Bridge) upwards, the probable cost of enlarging the present canal to a sectional area of 1,469 square feet, together with the deepening and improvement of the present entrance, is estimated

by the gentleman above mentioned at \$2,123,000. But if an entire new entrance is made, he estimates its cost, together with that portion of the line above referred to, at \$2,164,000.

It may here be stated that although the bottom width of a canal is a matter of great importance, its sectional area is no less so; especially if there is a much larger volume of water passing through it than is required for navigation, as is constantly the case in the Lachine Canal. It is, therefore, believed that whatever shape the cross section of the canal may have, its sectional area should be at least 1,638 square feet, which is equivalent to a bottom width of 100 feet and a depth of thirteen feet, with side slopes of two horizontal to one vertical.

To make the present canal of this capacity would, in addition to the quantities shown in the estimates above referred to, be equal to removing a prism of earth or rock (as the case may be) thirteen feet in width for the full depth and length of the cutting, which for the enlargement, would make the necessary outlay for that kind of work thirty per cent. greater than represented.

To make the sectional area of the new route 1,638 square feet, also, would add about twelve per cent. to the quantity of line excavation and nearly a like percentage to the cost.

These matters, together with the fact that the estimates appear to be based for the most part on low rates, lead to the conclusion that the amount would be nearer correct if they were increased at least twenty per cent.

This would make the probable cost of the new portion of the line nearly.....	\$2,780,000
The enlargement of the present canal from the same place upwards, making an entirely new entrance at Lachine, would, by the addition, be about.....	<u>2,600,000</u>
Difference.....	\$ 180,000

These estimates of the amounts required to carry out the different schemes, show that the enlargement would be slightly the cheapest, but a comparison in many respects is in favor of the new line, especially for $4\frac{1}{2}$ miles above the Grand Trunk Railway Bridge.

A few of the more important advantages of which, may again be briefly brought under notice as follows:—

1st. The works connected with it could be proceeded with at the time and in the manner best suited for carrying on such operations.

2nd. Navigation would in no way be interrupted, nor would either public or private interests suffer, from the works being conducted in the way and at the rate likely to prove most successful.

3rd. There would be no necessity whatever for emptying the canal, or of interfering in any way with the rights or privileges of lessees of hydraulic property.

4th. When completed the channel would be free from objectionable currents, and could be navigated by vessels at the minimum of expense.

From the Grand Trunk Railway Bridge downwards to the south-west angle of the slip situated below Wellington Street Bridge, the channel as previously stated is proposed to be made 200 feet in width.

On the western side of which, between the latter place and St. Gabriel Lock, two basins 150 feet apart, have been recently constructed, each 150 feet wide and 750 feet long at right angles to the canal.

It is contemplated that two other basins of like dimensions shall be formed to the southwards of those above referred to, and that a space of 300 feet shall be left between the upper two, for the convenience of landing lumber and other bulky articles.

The western end of the upper basin to be made into docks for vessels requiring repairs, &c.

The widening and deepening of this portion of the canal, constructing basins and graving dock, building a new lock and regulating weir at St. Gabriel, forming raceway, excavating channel, removing part of island, &c., are estimated to cost \$958,000.

In this connection it may be stated that there is now under contract, and in progress, what is known as "Wellington Basin," intended to be 1,250 feet in length, 225 feet in width, and have a depth of nineteen feet.

It opens into the present main basin, which is to be enlarged by the removal of the triangular piece of land lying north of the road between Wellington Street Bridge and the waste weir situated west of the mill property leased.

This space, as well as a wide channel towards the outlet, are to be made nineteen feet in depth, and all other parts of the present basin are to be made thirteen feet deep.

The formation and construction of another entrance to the canal from Montreal harbor, on the outer or river side of the existing one, is also under contract and in progress.

It embraces the construction of two lift locks, arranged so as to have eighteen feet water on the mitre sills, and the formation of a basin 540 feet long, situated between the locks.

These works, together with a regulating weir, bridges, lock gates, roads, &c., are estimated to cost \$1,300,000.

It is also considered proper to state that it is proposed to make another deep-water basin of like dimensions, and parallel to the one now under contract, the probable cost of which, embracing privileges to be acquired, and paying for improvements made on the property, would amount to about \$600,000.

When the basin accommodation above referred to shall have been provided, there will be 5,500 lineal feet of wharfage for vessels drawing eighteen feet water; and the new wharfage adapted for upper lake vessels only, together with that at present in use, will in the aggregate be fully 10,000 lineal feet.

The estimated expenditure required for the execution of the various works above enumerated, will therefore be as follows:—

Formation of a new line of canal from Lachine to the Grand Trunk Railway Bridge.....	\$2,780,000
Works between the latter place and Wellington Street Bridge.....	958,000
New entrance from canal to Montreal Harbor, including two locks, and intermediate basin, &c.; Also, Wellington Basin, and forming channel to it.....	1,300,000
Forming second deep-water basin.....	600,000
Total.....	\$5,638,000

After the foregoing part of this Report had been prepared, authority was granted (in October last) to have the necessary arrangements made for placing the works under contract, and steps were at once taken with a view to that object.

It was, however, soon ascertained that a great part of the land through which the new line would pass, was controlled by parties who not only attached great importance to its position themselves, but had succeeded in impressing others with greatly exaggerated notions of its value.

In fact, land that a few years ago could have been bought for \$120 per acre, and which at the time the canal survey commenced was not valued at more than from three or four hundred dollars an acre, has been recently disposed of, at a credit sale, at the rate of from eleven to eighteen thousand dollars per acre.

These enormous prices are stated to have been "bid" for property situated on the North side of the canal, and between the Grand Trunk Railway Swing Bridge and Côte St. Paul Road.

Above the latter place land had not gone up to rates quite so surprising, although

portions of it were represented to have been disposed of at from eight to ten times its value for any known purpose to which it could be applied.

In order to obtain more full and reliable information relative to the value set upon the lands, Mr. Sippell, the local officer, was in the early part of November requested to "call upon the principal land owners through whose property the proposed new line would pass, and ascertain from them, personally, the price they would be disposed to sell the land required for that purpose, &c., &c."

On this information having been collected, it was submitted in detail, giving the quantity and price asked for the land, and stating that the respective parties were in the first instance informed of the purpose for which it might be required.

In this statement the strip of land lying between the Railway Bridge and Côte St. Paul Road, containing about 29½ English acres, is set down at.....	\$425,740
From the latter place up to Leishman's Point, North of the Village of Lachine.....	674,141
Total.....	<u>\$1,099,881</u>

At the end of the statement it is intimated that the prices asked cannot be maintained, and therefore an approximate estimate amounting to \$580,180 is submitted as the sum that would have to be paid, if the land were taken for canal accommodation in the usual way.

In this connection it may be stated that in the general estimate previously referred to, the probable value of all the lands necessary for the proposed new line from the Grand Trunk Railway Bridge upwards, to Leishman's Point, above the Village of Lachine is put at \$73,905.50; an amount which in less speculative times, it is believed, would have been ample for every purpose connected with obtaining the right of way.

In short, property, in some unusual way, has been run up to such excessively high rates, that in my opinion the circumstances do not warrant any one in advising the Department to entertain, in the remotest degree, the idea of paying out of the public funds such exorbitant prices.

It may be observed, that although the land for a distance of fully two and a half miles above Côte St. Paul Road is low, it is by no means advantageously situated for the construction of a canal.

For about one-third of the distance the bottom is of black muck, or other porous material, at some places of considerable depth.

This would, of course, have to be removed down to a solid foundation, and the space afterwards be made up with clay in such a manner as to render the lower part of the bank secure.

To do this the trench would of course have to be unwatered, which at a dry, favorable time could be readily done; but as the low ground is frequently flooded, and sometimes for entire seasons is wet, that to get rid of the water at such times would be an extremely difficult undertaking.

Another, and still more troublesome matter, which would involve a considerable outlay, is the fact of a large portion of the bottom being rock, in which there are numerous fissures and open seams, likely to admit the water of the canal escaping under the banks, and thereby damaging the adjoining property. This could only be avoided by excavating the bottom considerably lower than required for the channel, and afterwards covering the entire space to a depth, and in a manner that would be certain to guard fully against such an occurrence.

It may also be stated that there being very little material in the vicinity suitable for making a water-tight bank, it would have to be hauled an unusually great distance, and it is to be feared under very unfavorable circumstances.

The only places where a sufficient quantity could be obtained, would be either in the neighborhood of Côte St. Paul Road, or the high ground north of the Grand Trunk and Lachine Railways, or on the south side of the existing channel.

To guard against some of these difficulties was doubtless one of the objects contemplated in locating the present canal along the more elevated ground where material for banks could be taken from the excavation, and a good foundation for them obtained.

At Leishman's Point, the proposed upper terminus of the route, there is a good depth of water at a comparatively short distance from shore; but there is no natural basin or harbor accommodation; nor can any be formed in that vicinity within the limits of a reasonable expenditure. Even such wharfage space as could be formed beyond that required by the Lachine Railway (which has the first right) would be wholly inadequate to meet the wants of trade connected with an ordinary line of navigation.

These facts, together with difficulties likely to be encountered in crossing or changing the line of the Montreal and Lachine Railway, and several less important matters observed in course of a re-examination of the proposed route, led to the conclusion that neither the interests of navigation, nor those of the general or local public, would be consulted by the formation of a canal that would connect with the River St. Lawrence at a point north of the Village of Lachine.

The obstacles before mentioned, which stand in the way of making a new and independent line of canal parallel to the present one, together with the uncertainty of being able to secure properly that part of it through the low ground, pointed

clearly to the desirability and importance of having a further and closer examination made, with a view to the enlargement of the existing channel.

To this duty, the attention of the officer in immediate charge of the works was directed, with a special request to bear in mind the following matters:--

The formation of a water-way around the south end of Wellington Street Bridge, of such a capacity that its area, jointly with that of the two present openings, shall be at least four-fifths of the sectional area of the prism on what is called the summit level.

From the bridge mentioned, to St. Gabriel Lock, the channel to be made of a mean width of 200 feet, with side slopes of one to one, faced with stones placed at right angles to the slope. The additional width near the bridge to be taken off the south side and below St. Gabriel, the width to be increased on the north side.

A new lock to be built at St. Gabriel, nearly parallel to the present one, and placed, if possible, so as to admit of making a raceway between it and the factories on the north side of the canal, or forming a tunnel between the old and new locks; otherwise ascertaining whether any better way can be adopted for regulating the water levels.

The south side of the Island, above the lock at St. Gabriel, to be taken off, instead of the north side, as originally proposed, and only such a width taken off the next island above as may be necessary to make the channel of the full width.

From St. Gabriel Lock to that at Côte St. Paul, the channel to be made a mean width of 175 feet, and the widening to be taken chiefly off the south side.

All the swing bridges to be made so as to cover two openings of sufficient width for the passage of vessels; and on the north and south sides of them, as well as at the present Grand Trunk Railway Bridge, water-ways are to be formed of such dimensions that the sectional area of all the openings in each case shall be sufficient to allow the free and unrestricted flow of the water.

The new lock at Côte St. Paul to be on the north side of, and parallel to, the present one; a regulating raceway, to be made on the north side, or an arched culvert built between the old and new locks for that purpose.

From Côte St. Paul upwards to the present guard lock, the prism of the canal to be made of a mean width of 150 feet, or a sectional area of 1,950 feet, which is nearly double the capacity of the present canal.

Through the present basin at Lachine a line was to be examined with a view to a new entrance north of the present one, and the location of a new guard lock on the north side of the present structure.

An estimate based on the foregoing general instructions, together with a like class of information for several other projected lines, was recently submitted by Mr.

Sippell, a copy of all of which is given in Appendix II. In referencè to these estimates, it may be stated, that the last item in all of them, called Section No. 13, being for cutting a channel through the shoal below the lower light ship, is strictly speaking connected with the river improvements, and has therefore been embraced in the estimate for deepening the channel through Lake St. Louis.

It may also be stated that the enlargement and improvements proposed between Wellington Street and the Grand Trunk Railway Bridges embraced in sections numbered three, four, and five, amounting together with a proportion of the allowance for contingencies, &c., to the sum of \$963,400, is common to all these estimates.

It may further be observed that the "eleventh section," in all cases includes the work stated to be required up to a point where the river entrance commences, except on what is called Leishman's Point line, the twelfth section of which includes the guard lock, supply weir, bridges, and about one-third of a mile of the canal; amounting in the aggregate to \$482,000.

According to the estimates referred to, the enlargement of the present canal from the railway bridge up to the bank of the river, at a point on the upper side of the road, which crosses above the guard lock at Lachine, will cost about \$2,705,447.

They also show that a new line from the Grand Trunk Railway Bridge up to the bank of the river at Leishman's Point at the Village of Lachine; would cost \$3,283,654.

Hence the new line from the railway bridge to Leishman's Point, would cost \$578,207 more than the enlargement of the present canal between the railway and the river bank near the present guard lock.

In comparing the probable cost of carrying out these two different projects, it should be borne in mind, that there are about 940,000 cubic yards of earth and clay excavation to be done, for the enlargement above the railway bridge, which may fairly be considered as sufficiently extensive, to warrant a contractor procuring the best class of machinery for doing the work. Under the impression that the greater part of the earth and clay excavation, can in this way be advantageously done during the season of navigation, and the material deposited on the low ground in rear of the north bank about half way between Côte St. Paul and Lachine, it is believed that the estimated cost of this class of work, might safely be reduced \$200,000 at least.

It may also be stated that in the estimate above referred to, for the enlargement, side walls along the line between the points before mentioned, together with the excavation for them, are set down at \$507,886, whereas in the estimate for the enlargement referred to in the first part of this report, slope walls for the entire line are stated to cost \$186,300, to which, for the reasons then given, twenty per cent. was added, making the amount \$223,560.

Believing that the slope walls referred to in the first estimate, when increased as above stated, are all that is required, it is considered that at least \$200,000 may fairly be deducted from the amount of the recent estimate for side walls.

Thus making a reduction in the item of earth excavation, together with that for side walls, of \$400,000.

This would make the probable outlay necessary for the enlargement of the present canal, between the railway bridge and the river bank, a little above the head of the present guard lock at Lachine \$2,305,447.

The principal arguments in favor of a new line from the railway bridge upwards, as well as those against it, having been brought under notice, and also the objections to the enlargement of the present canal; it is now proposed to submit the chief points in favor of the latter plan, viz. :—

1st. There would be no uncertainty connected with the bottom, or formation of the banks, nor risk of damage to adjoining property from leakage.

2nd. The canal could be enlarged without the Department being at the mercy of property holders, who entertain such extraordinary ideas of the value of land.

3rd. The principal part of the clay excavation could be advantageously done by machinery during the open season, and all the work over water-surface could also be carried on at the most favorable time.

4th. The future outlay for working expenses, maintenance and management, would doubtless be very much less for one large canal, than for two of lesser dimensions.

The examination made with a view to a new entrance, through the basin at Lachine, showed that a very good line could be obtained, but that its formation would be very expensive, and at the same time destroy the present accommodation afforded to the timber trade.

It is, therefore, believed that the plan (already described) of forming a new harbor and basin to the south of the existing line, or some modification of that plan, is the best that can, under the circumstances, be adopted.

By carrying it out a good entrance will be obtained, and fully forty acres area of additional harbor and basin space rendered available for any line leading in a direction towards the present guard lock.

From the estimates submitted by Mr. Sippell it appears that
 the cost of the improvements from Wellington street up
 to the Grand Trunk Railway Bridge amounts to..... \$963,400

From the latter place upwards, for a distance of four and two-fifths miles, a new canal to be formed, which, together with the right-of-way now valued by him at \$362,888 (but for which the owners ask \$755,310) is estimated at..... 1,479,314

At or near the point above mentioned the line enters the present canal, then follows it a distance of full five-sixths of a mile, when it crosses the channel and continues in a thorough cut past the new site for a guard lock to the river bank and lower end of new basin, all of which is estimated to cost..... 1,508,600

New entrance to Montreal harbor, locks and basins, under contract, and basin contemplated 1,900,000

\$5,851,310

To this estimate, and the plan represented by it, the following objections may fairly be made:—

1st. Prices are put upon the land, which, although far above its value, are much less than the rates that would doubtless have to be paid for it.

2nd. For the preparation of the bottom and foundation of the banks through the low ground, and long haul of material, a much greater allowance should have been made.

3rd. If the items above referred to were embodied in the estimate, the probable expenditure would be shown greater than that for the enlargement as a whole, whilst the necessity of emptying the canal for at least one winter would still remain, inasmuch as there is nearly one mile of the proposed line in the present channel where the bottom is rock.

Another estimate submitted by Mr. Sippell, shows the approximate cost of forming a new line for about three and one-tenth miles, improving and enlarging the other parts of the present channel, to be as follows:—

From Wellington Street upwards to the bridge for Côte St.

Paul Road, enlarging present channel, &c..... \$1,725,694

Thence upwards for a distance of three and one-tenth miles, a new canal is to be formed, which, together with the right-of-way valued at \$119,880.25 (but for which the owners ask \$250,670) is estimated to cost..... 704,896

At or near the point above mentioned the line enters the present canal, then follows it a distance of fully five-sixths of a mile, where it crosses the channel, and continues in a thorough cut past the site for a new guard lock to the river bank and lower end of the proposed new basin, all of which is estimated to cost.....	1,508,600
New entrance of canal to Montreal harbor, locks and basins, under contract, and basin contemplated.....	1,900,000
	<u>\$5,839,190</u>

To this estimate, and the design contemplated in it, similar objections may be made as to the preceding one. *i. e.*, as to the probable cost of the right-of-way that a greater allowance should have been made for preparing the bottom, foundation or banks and haul of materials, and the necessity that would still exist for drawing off the water for at least one winter.

The probable outlay required to enlarge the present canal throughout to the dimensions above stated, and the formation of a new entrance at Lachine would be as follows:—

From the Grand Trunk Railway bridge to the river bank at Lachine, with channel through the summit level made a mean width of 150 feet.....	\$2,305,447
Forming a new entrance and basin south of the present pier at Lachine.....	751,500
Works between Wellington Street and Grand Trunk Railway bridges.....	963,400
New entrance from canal to Montreal harbor, including two locks, intermediate basin, etc., also Wellington Basin, and forming deep-water channel to it.....	1,300,000
Forming second deep-water basin.....	600,000
	<u>\$5,920,347</u>

By the first of these estimates it will be seen that to form a new stretch of canal four and two-fifths miles in length, and do all the other works indicated, will require about the same expenditure as shown by the second estimate in which there are only three and one-tenth miles of new canal, and for the third or enlargement of the present line throughout, the cost will be about the same as for either of the two other schemes.

But if the land has to be paid for at the prices set upon it by the owners, even if no unusual difficulty is experienced in making a water-tight channel through the

low ground, the cost of carrying out either of the two first-mentioned projects would considerably exceed the expenditure necessary for the enlargement.

The design embraced in the first estimate calls for an additional swing-bridge to be built for the Grand Trunk Railway, and another at Côte St. Paul road, both of which would of course have to be worked and maintained, and, as already stated, the outlay for working expenses would be much less for one large canal than for two of smaller dimensions.

At the same time it is deemed proper again to remark that the emptying of the canal for one year would enable the works connected with either of the first two designs to be carried out: whereas, the water would have to be drawn off for probably three winters to carry out the plan of enlargement.

If the latter was completed, and the canal 150 feet mean width on the summit level, the present rate of current would be diminished one-half, so that to supply the same volume of water as now in use would cause no inconvenience whatever.

If the suggested new piece of canal was made, it would, by affording additional surface area, be of advantage, but would be, comparatively, of little other benefit, whilst the risks connected with it would be greater than those on the improved old line.

The main features of the different projects having been, it is believed, fairly and fully represented, it may now be stated that if the right-of-way could have been acquired at anything like moderate rates, or even treble what the land was valued at when the survey commenced, I would still have advised the new line from the Grand Trunk Railway Bridge upwards to be made.

The condition of matters has however changed so completely, that there is reason to believe such a course would now be very injudicious.

After having endeavored to consider the question in every way in which it presents itself, and being fully convinced of its importance as well as the difficulties which have to be met, it appears to me that the best course to adopt, under all the circumstances, will be to enlarge the present line of canal throughout to the dimensions on which the third estimate is based.

I therefore advise that the necessary authority be granted, for proceeding with the works on this basis, so that working drawings, &c., can be prepared, and operations commenced at the earliest possible time.

Mill owners who must, of necessity, be deprived of water-power during the winter months, might be exempted from paying water rent for the time the enlargement is in progress, or assistance might be given them to provide steam power to drive their machinery when water cannot be supplied.

It may here be stated that, in the latter end of September last, a letter was received from the Department requesting an examination to be made of certain documents relating to the construction of a canal on that part of the north shore of the River St. Lawrence, between Côteau Landing and the Cascades, with a view of enabling its relative advantages, and probable cost to be compared with those of the enlargement and improvement of the present line of the Beauharnois Canal.

This being a matter of importance, involving great difference of opinion, and as its investigation would be likely to occupy quite a length of time, it has been considered proper to leave the question at present in abeyance rather than delay submitting information that has a direct bearing on other divisions of the canal system.

CORNWALL CANAL.

This was the first constructed, and is the largest of the existing series of what is known as the St. Lawrence Canals. It is about $11\frac{1}{2}$ miles in length, 100 feet wide at bottom, and 150 feet at the water-surface where formed through cutting; but at all the road culverts under it, and at the swing bridge at Cornwall, the water-way is considerably reduced.

On the line there are six lift locks, and a guard lock, built and arranged so as to overcome a difference in the water-level of about 48 feet.

The locks are 200 feet in length between the gates, fifty-five feet wide in the chamber, and on the sills throughout there is a depth of nine feet water except at extremely low stages of the river.

At the lower end of the canal three of the locks are so situated, that between the one at the immediate outlet (No. 15) and the next in ascending order, the distance is only 331 feet, and the basin between Locks Nos. 16, and 17, is about the same length.

In these short reaches, although they are of considerable width, a good deal of difficulty is at times experienced when two vessels that can freely navigate other portions of the route attempt to pass each other in them.

The lowest water ever observed on the sill of the outlet lock was on the 3rd November, 1872, when it stood for a short time at *eight feet eight inches*.

From the lower end of this lock (No. 15) to the head of No. 17, the distance is about 1,475 feet, thence to the first road culvert or tunnel 1,000 feet, where the surface width of the canal is 110 feet, and the crown of the arch one inch and a-half over the present bottom of the reach, which is generally about one foot under the top of the lower mitre sill of Lock No. 18.

From the tunnel to the swing bridge opposite the town of Cornwall, the distance is 1,900 feet, or from the foot of the lowest lock 4,375 feet.

The opening between the bridge abutments is about fifty-six feet, which is the only

means at present of passing the supply for navigation, and the water-power leased on the north side of the canal, which is used for an extensive cotton factory, a large cloth or woollen factory, and a grist mill.

At a distance of 250 feet below the tunnel, a regulating weir was a few years ago constructed, over and through which the surplus water can be discharged at times when not otherwise required.

The head gates for passing the supply for water-power on the north side of the canal were built by the Government, and still continue, I believe, under the control of this Department. On the south side of the canal, and a short distance above the swing bridge, a grist mill, with other machinery attached, also a saw-mill, have been for many years in operation, and a large cotton factory was recently built, which was only a short time in use when it was destroyed by fire.

On this reach there are water-powers leased and granted, estimated to drive thirty-six runs of ordinary mill-stones, which are understood to mean at least 360 nominal horse power, although it is quite probable that considerably more water is used.

From the head of Lock 17 to, the lower end of Lock No. 18, the distance is 7,025 feet; about 300 feet from the tail of this lock, Wood's Creek culvert passes under the canal at such a height that the top of it is three feet two inches below the present bottom.

The supply to this reach passes over and through a weir, built on the north side opposite the head of the lock, thence by a raceway which enters a short distance lower down on the same level as that of the canal. It is, however, found that the position and direction of the strong current thus produced are very objectionable to upward-bound vessels entering the lock.

The reach between Locks 18, and 19 is, 7,789 feet in length, and the supply to it is maintained in a similar way to that for the level below, except that the weir is below the lock, and in a position which throws the current more directly across the channel.

Between Locks 19, and 20, the distance is 8,333 feet, and from the head of Lock 19, to the road culvert leading towards Barnhart's Island the distance is about 4,650 feet.

This culvert, like all others intended for a roadway, is twelve feet wide and nine feet high; but in this instance the crown of the arch is about three feet nine inches under present bottom, and the canal is only ninety feet wide at top water line.

Lock No. 20, is fully four and three-quarter miles above the outlet, and nearly six and three-quarter miles from the light on the pier at the upper entrance.

Water sufficient to drive ten runs of stones has been leased from the level above this lock, only part of which has been brought into use. The balance of the supply required for the Cornwall level, in addition to that passed as above stated, is furnished

over and through a weir situated at right angles to the lock, at a place nearly opposite the lower quoins.

From this lock, situated at the foot of the summit level, the line for a distance of fully five miles follows along the margin of the river in a tortuous course, doubtless to avoid as much as possible the projecting high points along the shore.

At several places on this part of the route (in the aggregate probably three-fourths of a mile) there are wide stretches of waterway, some parts of which are of considerable depth.

At about a mile above the lock referred to, the road culvert at Mille Roches passes under the canal, and is of such a length and so arranged as to leave the waterway only 100 feet wide at surface, and the crown of the arch about sixteen inches below the present bottom line. Moulinette Road culvert is situated nearly two miles farther up, at which place the canal is 117 feet wide at the water line, and the crown of the arch rises to within fifteen inches of the bottom.

The guard lock is nearly five and three-quarter miles above Lock No. 20, or about one mile below the extreme end of the outer or river pier at the entrance; it is a composite structure, the ends and recesses for the gates being of dressed stone masonry, and the sides which form the chamber are of timber crib-work.

On the landward side of the lock a supply race has been formed twenty-eight feet wide at the water surface, and a regulating weir thirty-seven feet between the side walls built nearly opposite the lower gates.

The breastwall of the weir is carried up to within about two and a-half feet of low-water level, and in it there are six sluiceways, each four by three feet, which, after deducting the thickness of the respective gates, leave the sluice openings equal to an area of sixty-three square feet.

The section of the water-flow over the breast (less the centre pier), being 85 square feet, at the time when there are nine feet of water on the lock sills, gives an aggregate area of only 148 square feet for the water to enter, when all available means are fully open, or less than one-eighth of the sectional area of the canal.

It will be obvious that this means of admitting the supply must be wholly inadequate to the requirements, when it is borne in mind that at low stages of the river, the water above the guard lock is on the same level as that below it, and frequently, during some years, the river level is not more than one foot over that of the canal.

In October, 1872, the depth of water on the lock sills was for a short time eight feet three inches, and in October, 1873, it was one day eight feet seven inches.

These sills having been placed so as to have nine feet of water over them, it will be evident that unless the river is higher than to give that depth, there will be no

“head” on the guard gates; consequently the supply cannot be greater than the limited capacity of the weir will admit, with a flow such as may be produced, by drawing down the summit level at its lower end.

This fact in 1872 was forcibly brought under the notice of those connected with the navigation, as well as the lessees of hydraulic power, the water being then nearly, if not altogether, as low as at any time of which there is a record.

The bottom of this reach, both above and below the guard lock, is only a few inches lower than the top of the present mitre-sills, consequently it must be sunk at least four and a half feet to give a depth of one foot below lock sills placed, so as to admit of vessels drawing 12 feet to pass freely at low water.

By lowering the bed of the canal as above stated, and continuing the slopes at a like inclination as at present, the bottom will be diminished to 82 feet, thus rendering it necessary to increase the width 18 feet in order to obtain the dimensions contemplated.

From the general appearance of the south bank, together with what could be learned of its formation, there is reason to believe that it would be injudicious to interfere with it in any way. The widening must therefore be done altogether on the north side, although the ground is for the most part high, and has every indication of being unusually hard.

The material excavated will generally have to be deposited along the outer or river side of the south bank, and the removal of all that portion of it below ordinary water line, should be done by powerful dredges or excavators, adapted to work in hard material, and such arrangements made that the deepening and widening of the whole can be done, without at any time drawing off the water, or in any way interfering with the passage of vessels during the season of navigation.

To effect these objects, it is quite probable that a number of movable derricks will have to be constructed, and arranged at short distances apart, along the south bank, so as to facilitate the operations connected with depositing the excavated material on the outer or river side.

The deepening and widening of the prism of this reach, to the contemplated dimensions, will require the removal of fully *one million and a quarter* cubic yards of material.

As already stated, the water above and below the guard lock has been frequently on the same level; and for a considerable length of time in seasons of ordinary low water, the river is not more than from ten to twelve inches higher than the canal.

These facts clearly point out the necessity of having the supply race as large as possible; and especially of having the regulating weir with as many sluice openings

in its breast wall, and such an available width and depth of water-way over it, as will when they are open and clear, admit of the full supply entering freely.

At present the centre line of the lock, and that of the canal, are nearly the same, so that there is really only one-half of the surface width of the canal, for the northern half of the lock its embankment and the raceway.

It may also be observed that the ground on the landward side is fully forty feet higher, than the proposed bottom of the reach.

From the depth which the channel has to be sunk, it will be evident that the guard lock must be taken down and a new one built; at the same time a wider raceway formed, and a much larger supply weir constructed.

To admit of this being done, and of the new structures being placed in nearly the same position as the present ones, the water would have to be drawn off for one full winter, a state of matters that should, if possible, be avoided, as it would involve the stoppage of all the mills and factories at Cornwall, and thereby throw a great number of persons out of employment.

By the selection of another site for the lock and weir, this unfavorable result, it is believed, might be entirely avoided, a better class of work secured, and the outlay very little, if any, increased.

There is, however, good reason to believe that any place much below the present structures, could not judiciously be chosen for that purpose, as the present water-level of the canal is several feet higher than that of the river immediately opposite, whilst the bank between them is of a nature unlikely to retain the water, if the level of high stages of the river were extended farther downwards.

Although, as previously stated, the river and canal are for short periods at irregular intervals, on the same level, there are times of much greater length when the former is several feet higher than the latter. At those times the difference between the canal below the guard lock and that part of the river opposite, is really less than at low-water, the long reach being generally maintained at an uniform height by the regulating weir.

This condition of matters would, however, be entirely changed by placing the guard lock lower down, as the high-water level would then be extended along a part of the bank where, in the first instance, great difficulty is said to have been experienced in making it tight, even at the lower level.

It is therefore believed, that whatever advantages could be gained from a more easterly position for the guard lock, they are more than counterbalanced by the risk connected with raising the water on an uncertain portion of the bank.

To meet the case in what is believed to be the least objectionable way, it is pro-

posed to place the new guard lock about a quarter of a mile above the present one, and in such a position as to be on one side of the centre line.

This arrangement, together with cutting from forty-five to fifty feet off the north bank (where there is now within the distance above mentioned a bend in the line of fully more than the width of the present surface water), would give sufficient space for all requirements.

The lock could be placed on either the south or north side of the channel; but if the latter position for it was selected, a bridge would have to be constructed for access to it,—in either case it is believed that the lock can be built during summer, by first cutting off the salient point referred to, and enclosing the necessary space by means of coffer-dams, arranged so that vessels can pass freely on one side of them.

The regulating weir could be built the following season, and the supply during that time be passed through the lock; otherwise, by having everything required, fully prepared, delivered and ready, the weir could be built within a month, at the time when the water is drawn off for spring repairs.

At the upper end of the river bank, a pier of crib-work was a few years ago built, extending up stream about 325 feet, which had the effect of greatly improving the entrance, as well as of raising the water, above the guard lock, fully *five inches*.

There is, however, very little declivity in the surface of the river for a long distance above the upper end of the pier, so that its further extension for any reasonable distance would not have the effect, of raising the water inside, to any appreciable extent. Thus clearly pointing to the fact before mentioned, that in order to obtain the contemplated depth of water, the bottom of the upper reach must be lowered.

It is now proposed to draw attention to the lower entrance, as the place where works no less extensive are likely to be required. The locks there being as already stated, only 331 feet apart, the ordinary class of vessels frequently experience considerable delay, in passing each other between them. This being the case at present, there can scarcely be a doubt but that the difficulty would be increased were the vessels larger, and still more so if the length of the reaches were at the same time diminished.

The latter evidently must be the result on one or both of these reaches, if seventy feet be added to the length of each of the existing locks, no matter to which end the addition is made.

It should also be borne in mind, that the sills and foundation of the outlet lock, except the centre portion of the chamber floor, are at least three feet too high, the lowering of which, there is good reason to believe, will necessitate the taking down and rebuilding of the whole structure.

This lock cannot judiciously be moved any farther out into the river, a fact which leads to the conclusion that to obtain the length of reaches required, the other two locks must also be taken down and rebuilt.

Vessels are unable to pass each other freely in reaches of less dimensions than about two and a half times their own length, which for the class of vessels contemplated, would be a space much greater than could be obtained at anything like a moderate expenditure.

This state of matters does not result altogether from the present relative positions of the locks; but from the fact that an ice jam annually occurs at a short distance below the entrance of the canal, which has the effect of raising the river so that the water at such times passes over the two lower locks.

Under these circumstances it will be evident that the formation and maintenance of such dams as would be necessary, to enable the outlet lock to be laid dry, would be exceedingly expensive, even if the object could be effected at all, between the close of navigation one year and its opening the following spring.

At the times alluded to, the water is not unfrequently raised twenty feet over its ordinary height, and in 1861 it was twenty-one feet higher, than the September level of the preceding year.

In the year just mentioned, a barrier of ice was formed opposite the town of Cornwall, which had the effect of raising the river so that the water backed up through Wood's Creek, Culvert (near lock No. 18), where it entered the canal and raised what is called the Cornwall level, so that at several places it overflowed the banks. At this time the water in that part of the river alluded to was twenty-nine feet above its usual height.

These occurrences clearly indicate that the taking down and rebuilding the lower locks of the Cornwall range, during the winter or early spring months, would be an undertaking attended with difficulties of no ordinary nature; still the bottom of the outlet lock must be lowered, and the relative position of the others must be changed, in order to obtain reaches of the necessary length.

On fully considering the various perplexing matters, that would be likely to arise during the enlargement of this portion of the existing line, and the uncertainty of being able to meet them successfully, it was deemed advisable to make a thorough examination of the locality, in order to ascertain whether a new outlet and an independent cut could be advantageously formed, in the course of which it was found, that about 300 feet south of the present line, there is a place favorably situated for a new entrance, with a good depth of water in the vicinity. It is at the same time to some extent sheltered by a slightly projecting point, on the up stream side, which has the effect of throwing the current outwards and creating a sort of eddy, that render it fully as accessible as any other place in that locality.

From it a line could be continued upwards, nearly parallel to the present range of locks, to a short distance beyond the road culvert before mentioned; in the neighborhood of which the new and old portions of the route would unite. In the execution of this plan the difference of level, between the river, and Cornwall reach, might be overcome by means of two locks, an arrangement that would admit of the intermediate reach being made of such a length as might be required.

By the adoption of this plan the preparation of the foundations, and laying of the lock masonry, could be done during summer, when the work would doubtless be better, and could be more economically carried out, than at any other season of the year.

It would also obviate the necessity of emptying the canal, or in any way interfering with the extensive water powers in operation there.

The lower terminus would, there is good reason to believe, be in fully as good a position for the entrance or exit of vessels as the present one, besides there is a projecting point lying to the north of it, that could be raised and secured in such a manner, as would to a great extent protect it from the effects of ice, when the annual blocking up of the river takes place.

This plan of course would involve the necessity of purchasing all the block of land lying between the canal and the river, or about thirty-four acres; the acquirement of which would, however, fully warrant the closing up of the road culvert, if considered better than to extend it farther to the south.

The present waste weir would also have to be taken down, and another built in a suitable position for the new channel, otherwise the old locks might be converted into regulating weirs, and the channel into a raceway, which, under the circumstances, would probably be the best use that could be made of them.

Experience acquired from the recurrence of the phenomenon above referred to, has led to the removal of the upper works connected with the outlet lock, and to fastening the gates back in the recesses, after the close of navigation each year; but as the lift is only from six to eight feet, there are seldom, even at such times, less than three feet of water in the reach above, or sufficient to prevent any serious scour on the bottom.

At the new entrance lock, although the probability of damage from ice would be much less, it is quite likely that a similar course to that alluded to would have to be adopted, and as the lift would be about equal to the depth of the canal, the reach at such times would be entirely emptied.

To guard against this, it is proposed, when required, to place such a number of stop timbers over the breast wall of the lock as will maintain a depth of from three to four feet in the reach. These timbers to be put in in December and removed early the following spring.

To purchase the land lying between the river and the canal, forming and protecting a new entrance channel, constructing two new locks and a regulating weir, lengthening out the road culvert, or the entire removal of the present structure, forming a connection between the new and old portions of the line, protections of banks, &c., would cost about \$530,000.

To obtain the necessary depth of water in the Cornwall reach, and also in that between Locks Nos. 18, and 19, it is proposed to raise the level in both cases about three feet, instead of attempting to lower the bottom, as the latter would necessitate increasing the width also.

It is believed that the securing, raising, widening and protection required to the banks, by raising the water, would barely cost one-half the amount, that would be necessary to deepen and enlarge the prism.

There is also reason to believe, that it would be found so advantageous to lessees, especially during the time of back-water, that they would scarcely hesitate to raise their flumes, races and head gates, to the proper height, at their own expense.

In adopting this course no apprehension need be entertained, of any interference with private or other property in the vicinity.

It may further be stated that by raising these levels, the bottoms of Locks 18, and 19, would be sufficiently low for the enlarged scale of navigation, so that an addition to the foundation floor, such as would admit of the side walls being made of the full length, would, together with increasing their height throughout, enable the object to be effected.

There are, however, several objections to this plan, some of which may be stated as follows :

1st. The present walls are not in a very good state of repair, arising, in part from the failure of some of the stones, but chiefly from the class of mortar used in their construction.

2nd. The locks are 55 feet in width and must remain so, if the walls are only made longer and higher, which would necessitate a heavier class of gates, require a longer time to fill and empty than a lock of 45 feet wide, and that too without possessing any advantage whatever.

3rd. The work would have to be done in the winter and early spring months, when even at a much greater outlay, it could not be so well executed; besides, in order to effect the object the canal would have to be emptied, which would throw all those dependent upon the water power out of employment.

On considering these various matters, the question naturally presents itself. Can they be met in such a way as to lessen the difficulties, within the limits of a moderate expenditure?

It is doubtless true that the locks are now in the best line and position for the navigation; still others could be built during summer where they would be equally as accessible, after suitable approaches to them have been made.

They could be placed on the north side of the existing structures, nearly in line of the raceways, at least expense; but the selection of any position on that side, would render it necessary to build and maintain a bridge at both ends of each lock, so as to form a continuous towing path. This plan, of course, assumes that the present small supply weirs would be dispensed with, and that the old locks would be used solely for the purpose of regulating the water levels.

By placing the new locks on the south side of those now in use, a considerably greater quantity of excavation would have to be done, some high embankments formed and protected, but the expense and inconvenience of towing path bridges would be avoided.

The work in either case could be done at the most favorable season of the year for such operations, and what is of at least equal importance, without drawing off the water or interfering with navigation.

In short, by adopting the plan of building entirely new locks, they could be made of uniform dimensions, the work better executed, and most, if not all, the objections above enumerated be fully met.

Under the impression that this is the best course to pursue, it may be stated that the examinations made, lead to the conclusion that the south side should be selected as a site for Lock No. 18, but Lock No. 19, will, in all probability, have to be placed on the north side.

The contemplated depth and sectional area of the reach between Locks Nos. 19, and 20, may be obtained either by raising the level, or lowering the bottom and widening the channel, as may be considered best.

By raising the water, the head and fall at Lock 20, would be reduced, consequently the mill property there would be depreciated in value, and at several places the lands on the north side would be flooded. On the south side, the banks being at many places high and comparatively narrow, would have to be widened, strengthened and protected, as well as raised.

The arch of the culvert for the road leading to Barnhart's Island is of a height, that would admit of lowering the bottom of the channel, but the culvert must in either case be lengthened forty feet at least, to obtain the necessary width of water way.

On considering the matter fully, it is believed, that in this instance it would be less expensive to deepen the channel than to keep the water permanently at a higher level.

The present lock (No. 20) being situated at a sharp curve in the line, the approaches to it from either direction for vessels of a large class are unfavorable, and of course would be still more so if the lock was lengthened and the size of the vessels increased. This, together with the fact of its being ten feet wider than required, and the foundation too high in case of lowering the bottom of the reach, to give the full draught of water, point to the necessity of having a new Lock constructed.

Judging from the general appearance of the ground lying between the canal and the river, the new structure could be placed there in such a position that the line and approaches to it would be improved, without incurring much, if any, greater outlay than would be necessary to adapt the present lock to the requirements.

It has been already stated that the bottom of the summit level must be lowered from three and a-half to four and a-half feet; consequently the culverts at Mille Roches and at Moulinette, which are only from fifteen to sixteen inches under the present bottom, must be partly taken down, rebuilt and lengthened.

The bottom of these culverts are already so low that the river backs up into them, whilst the height between the road-way and centre of the soffit of the arch is only nine feet, which barely admits a waggon with a moderately high and wide load to pass.

If that portion of the arch immediately under the channel be lowered three feet, the road under it must also be lowered in order to retain a passage-way of the height above stated. This, together with the required extension of the arches, will render it necessary to cut down, considerably, the inclined parts of the road leading to and from the culverts.

But even to obtain additional head-way, the road cannot judiciously be reduced to an extent that would in any way interfere with the foundations of the abutments, or leave them exposed to the action of frost, or direct influence of back water from the river.

Although the height between the road and intrados of the arch might unavoidably have to be reduced to even less than it is at present, ordinary traffic would nevertheless be in a great measure accommodated, and if necessary arrangements could be made, for bulky articles to be taken from one side of the canal to the other on a ferry scow, provided for that purpose. See Appendix marked F.

Attention having been drawn to the leading matters connected with the proposed enlargement, it may now be stated that an approximate estimate of the amount required to carry out the works would be as follows:

Forming a new outlet for the canal, construction of two new locks, converting present locks into regulating weirs, formation and protection of banks, purchase of land, &c. \$530,000

Raising, securing and protecting banks of levels between Locks Nos. 17, and 18, and between 18, and 19, lowering bottom and widening reach between Locks 19, and 20, constructing <i>three new locks</i> , building piers, abutments, and a new swing bridge at Cornwall, lengthening out road culvert at Maple Grove, &c.	800,000
Deepening and enlargement of summit level, constructing new guard and supply weir, docking at entrance, &c. . .	830,000
	\$2,160,000

Steam vessels of the draught which have hitherto been in use on the River St. Lawrence, when descending at ordinary stages of the water, generally keep the main channel from Prescott to the head of the Cornwall Canal, and passenger steamers for the most part run the rapids and follow the channel the whole way to the harbor of Montreal.

The Lachine, Beauharnois and Cornwall Canals are all used by ascending vessels, but from the head of the latter, at Dickinson's Landing, passenger steamers continue the upward voyage in the river independent and wholly outside of what are known as the

WILLIAMSBURG CANAL.

These canals are situated on the north shore of the river, and were constructed chiefly to overcome the Galops and other rapids of less descent, together with certain stretches of swift water, all of which will be subsequently referred to.

They have been formed by cutting through projecting points, and with the material removed, enclosing bays and indents in the shore-line so as to make in each case a continuous range of bank, between the river and the canal.

Where the current is strong and the water deep, or wherever required by circumstances, the banks have been kept in place by a line of rough crib-work, and along the outer side, as well as at other places where necessary, they are for the most part protected with a facing of stone.

In thorough cutting the channel was made fifty feet wide at bottom, with side slopes of two horizontal to one vertical.

The locks are of a good class of dressed stone masonry, in a fair state of repair; they are 200 feet long between the gates and forty-five feet wide.

Although collectively called the Williamsburgh Canals, they are situated in three different counties (Stormont, Dundas and Grenville), and, being considerable distances

apart, are really in three divisions, and may, together with their relative positions, be briefly described as follows:—

The first of the series in ascending order is known as Farran's Point Canal, which commences at the head of what is called "Big Eddy," near the rapids in the north channel, or about four and three-quarter miles above the upper end of the Cornwall Canal.

In that part of the river, between these places, there is a sufficient depth of water for vessels of the largest class, and the surface declivity is only six-tenths of a foot; but in the bay or eddy above mentioned there is a cross and irregular current very perplexing to those unacquainted with its peculiar action; this a few years ago was especially the case in the vicinity of the lock; but the entrance has been much improved by the construction of a pier on the outer or river side, which has had the effect of changing to some extent the northern part of the current.

The canal is about three-fourths of a mile long, with a depth of not more than seven and a-half feet at extreme low water; it was formed chiefly by cutting into the outer edge of the bank on the north-west side of the river, which at this place varies from fifteen to thirty-eight feet in height over the water surface.

The lock has a lift of three and a half feet, and on its lower sill, during the year 1872, there were frequently not more than seven feet nine inches of water.

It will therefore be evident that the bottom of the reach must be lowered fully five feet, and made of such a width as will admit two of the large class of vessels passing each other freely, and that the lock must either be taken down and rebuilt, or a new one constructed in another position in that vicinity.

But there is reason to believe that no other location for a lock in that neighborhood could be judiciously selected, so that the rebuilding of the present one will be unavoidable, unless the suggestions, subsequently brought under notice be considered worthy of adoption either in part or as a whole, in which case it is probable that the lengthening of the lock may be deemed sufficient.

The upper entrance of this canal is so situated, that the south side of a shoal, which runs obliquely out from the landward side, is at 300 feet above the pier in line with the south side of the channel, and a little higher up it extends a considerable distance beyond that line.

To the southward of the immediate entrance the current is fully three and a half miles per hour, and continues at this rate up to near the foot of Cat Island.

Taking down the lock and constructing a new one of the dimensions proposed, deepening channel, and enlarging it to eighty feet bottom width, and improving the upper entrance would probably cost \$320,000.

From the upper end of this canal to the foot of Rapide Plat, a distance of ten and

a quarter miles, the surface inclination is about 8.29 feet, and through that part of the channel below Cat Island, and north of Sturgeon Point Shoal on the American shore, the current as previously stated is about three and a half miles per hour. Thence for about two miles, to "Pillars," the channel is straight and the water is comparatively still; above this, to opposite "Chrysler's farm," the current is strong in the line of deep water, and navigation is rendered difficult by extensive boulder flats, known as "Casselman's Shoals." These extend out a considerable distance from the north shore, causing vessels to cross and recross the current, and ultimately take a circuitous route on the American side [to the foot of "Goose Neck" Island. The channel then follows along the north side of this Island for nearly a mile, when vessels have to cross over towards the "Churches" on the north shore (about two and a-half miles below Morrisburg); they then continue on that side between the shore and "Willard's Shoal" up to the foot of Rapide Plat.

It should, however, be stated, that at periods of low water a series of shoals, which extend out from the north shore, force vessels out into the strong current, and sometimes necessitate their crossing over to near "Monk's" Island before reaching the canal.

The second division is *Rapide Plat* Canal, which is about three and three-quarter miles in length, and the difference of level between the water at its upper and lower ends is nearly eleven and a-half feet. This elevation is overcome by a lift lock at the outlet at Morrisburg, and near the upper end is a guard lock at which the head of water varies from nothing to four feet, and at periods of extreme low water, such as occasionally occurred in 1872, it was fully two feet lower than would allow vessels drawing nine feet water to pass through the canal. The summit level in this case extends to the outlet lock, which renders necessary the deepening of the entire canal fully five and a-half feet, and the widening of it to about eighty feet at bottom, will also be required, to admit of two vessels passing each other freely.

By taking advantage of several bays on the line, and widening out where practical on the south side, together with enlarging the channel above the guard lock to a width of 100 feet, and a depth of not less than thirteen feet below extreme low water line, would require the removal of about 1,040,000 cubic yards of material.

In October, 1872, there were, for a time, only seven feet water on the sill of the outlet lock, which show that the present foundation is fully five feet higher than it should be for the proposed scale of navigation; consequently, if the same line was continued, the whole would have to be removed and rebuilt at a lower level.

It is, however, deemed proper to state, that a new structure might be advantageously placed on the south side of the existing one, whether viewed in connection with the approach to it from above, or the entrance to it from below.

The overhauling of the present lock, and building another structure in the same

position, would of course have to be done between the closing of navigation one year, and the opening of it the following spring; whereas, an entirely new lock might be built during the summer, when a better class of work could be done, at very little, if any more expense, than would be required to effect a similar object under the most favorable circumstances in the winter or spring months. Moreover, there would be no risk from the breaking of coffer-dams, unwatering of work, or any other probable cause that might retard the operations, and thereby lead to delay in opening navigation, or of otherwise interfering with it; a state of matters it is believed that would fully warrant, if need be, some additional expenditure.

In October, 1872, the river was so low that there were only six feet seven inches of water on the sills of the guard lock, clearly establishing the fact that the bottom will have to be lowered about five and a-half feet to secure a depth of twelve feet at low water.

This, it is scarcely necessary to say, implies the taking down of the entire structure, or the building of a new lock in some other position.

On both these points the remarks above made, relative to the outlet lock, are no less applicable in this case, except that the new lock would have to be on the north side of the present one.

If entirely new locks are built, the present one at the upper end could be used as a supply weir, and that at the lower end be converted into a waste or regulating weir. At all events some provision must be made for both these purposes, and by adopting the course indicated, the expense might fairly be credited to the construction of new locks.

The probable cost of enlarging Rapide Plat Canal to a width of eighty feet at bottom, and a depth of thirteen feet in the reaches; constructions of new locks and forming the present ones into supply or regulating weirs, rebuilding entrance piers, &c., would be about \$820,000.

The rapid which this canal was constructed to overcome, is about $3\frac{1}{2}$ miles long and has a declivity of about eleven and a-half feet, and the channel through it is deep so that vessels drawing twelve feet may use it safely at any stage of the water

From the head of Rapide Plat Canal to Point Iroquois, the distance little over four miles, with a deep channel throughout, uninterrupted by shoals and comparatively straight, with a surface inclination of three and a-half feet.

Ascending vessels generally keep near the north shore for a distance of two miles, to opposite "Pine Tree Point" which is said to be the narrowest part of the River St. Lawrence.

In this vicinity there are no bays or indents in the shore-line of any con

siderable extent, so that vessels are forced out into the current and frequently cross the river three times, within a stretch of little more than half a mile, and then follow along the south shore one and a-half miles to "Point Rockaway," thence cross over to the bay at the lower entrance of Iroquois Canal. There is, however, no real necessity for crossing the river, as the channel from "Pine Tree Point" upwards to the entrance Lock at Iroquois is both deep and wide, and as a whole favorable for vessels either ascending or descending.

The third division embraces what was formerly the Iroquois and Galops Canals, which were at first separated by a considerable stretch of river, but were subsequently joined by a bank forming what is called the Junction Canal. They now form one continuous line of about seven and a-half miles in length, with a fall of 1,481 feet, and are collectively known as the GALOPS CANAL.

The Iroquois section is two and nine-tenth miles long, about one mile of which is through rock, where the cutting varies from one to ten feet in height, the deep portion however is not more than one-fifth of a mile in length.

By the junction of the Galops and Iroquois sections, the water was raised nearly two feet so that there is now a depth of 12 feet throughout this portion of the canal. It has a bottom width of fifty feet in all thorough cuts, with side slopes in clay of two horizontal to one vertical, and in rocks of a quarter to one; towards the upper end of it there are a few stretches of wide but shoal water.

The probable quantity of material to be removed to afford a bottom width of eighty feet, and a depth of 13 feet, would be about 270,500 cubic yards of clay, and 62,000 cubic yards of rock.

The Junction section is nearly two and a-half miles long, and consists chiefly of an embankment formed on the outer or river side, so arranged as to have a sufficient water space inside, and connect the two portions of the canals above mentioned.

The material for that purpose was chiefly taken from two thorough cuts, one situated about the middle and the other near the upper end of the line; between these points there are several long stretches of wide and in some places of deep water.

There are, however, at present, only a few isolated places where the water exceeds 10½ feet, so that the bottom for the most part must be lowered fully two feet, and the width of the thorough cuts, increased to at least eighty feet at bottom.

To do this will require the removal of 233,000 cubic yards of material, chiefly clay, but above Presqu'Isle the bottom at several places consists of boulder stone.

The Galops section proper is about 2½ miles in length, from the lower end of the lift lock at Point Cardinal, to the upper entrance which is in line with the lower ends of Boulton's and Adams' Islands, situated about seven miles below Prescott, and a

short distance above the head of the Galops Rapids. Its course at the inlet bears directly towards the north side of Munroe's Bay, and over certain boulder shoals on which there is a strong cross current, and where considerable difficulty will be experienced in forming a channel of the necessary depth.

The upper end is much exposed to the action of moving ice when the river opens in the spring, and from its being of timber pier work is expensive to maintain.

From the entrance downwards, the embankment which forms the south side of the canal, follows closely along the margin of the river, and was doubtless made up of the material excavated from the prominent points, sloping side banks, &c., through which the channel was cut in order to diminish the curvature; nevertheless, the line is unusually tortuous.

For a considerable distance at the upper end, in and near the rapids, also where the swift water strikes towards the lower end, the embankment is kept in place and protected by ranges of rough cribs, and the outside at other places has been faced with stone.

As a whole it stands well, a circumstance no doubt due to the peculiar nature of the material of which it is formed: being for the most part a sort of indurated clay that within a short time after it has been excavated sand properly placed, assume nearly its original compactness.

At periods of extreme low water there is very little more than eight feet on the sills of the guard lock, so that it will be necessary to deepen the channel fully four feet for vessels of the contemplated draught, and to enable them to pass each other freely the width should be increased to 80 feet at bottom.

This would require the removal of 430,000 cubic yards of material, a large portion of which would be of a very hard nature, and at several places boulder stone would be numerous and in some cases large.

It is now proposed to draw attention briefly to each of the three locks, already casually mentioned as on this Division.

Lock No. 25, situated at the Village of Iroquois has now a lift of eight and a quarter feet, and the one at Point Cardinal, No. 26, has a lift of six and a-half feet; but the head of water at the guard lock varies with the fluctuations of the river, and there are times when the water above and below the gates is on the same level.

When these two sections of canal were first opened, the water below Lock No. 26 and above No. 25, varied in height with the rise and fall of the river; but the joining of them has enabled the intermediate level to be maintained at an uniform height, which has been found not only an advantage to navigation, but also to the water power in use at the respective places.

On the sill of the outlet lock, (No. 25,) at Iroquois, there was in October, 1872, a

depth of nine and a quarter feet, or nearly three feet less than required for the proposed scale of navigation.

But as this lock is built on a comparatively flat ledge of rock, there is reason to believe that the chamber and lower recess floor might be cut down sufficiently low to afford the depth required, without disturbing the side walls, and that the walls might be advantageously extended from the line of the breast wall upwards.

The rock in the bottom was ascertained to be sound and good in the winter of 1851 and 1852, when the lower recess floor and part of that of the chamber was cut down, and the mitre sill laid at a level fully three feet lower than it was originally.

The adoption of the plan suggested would enable the work to be done, for at least from one-third to one-half less than the construction of an entirely new lock.

In this connection it is deemed proper to state that the guard lock (No. 27) at Galops, is also built on a rock foundation, which is about four feet over the level required. This, there is equally good reason to believe, might be cut down and the walls secured in like manner as intimated for the lock at Iroquois—the principal difference being the fact that the structure may be lengthened at the end where the foundation is best suited for that purpose.

When constructing the lock at Point Cardinal (No. 26) it is said that the unequal bearing which the material afforded, springs in the bottom, &c., led to considerable difficulty in forming a good foundation and securing it properly. See appendix marked G.

The present bottom at the sides being about three feet too high for the enlarged scale of navigation, it is to be feared that the lowering of it would in all probability be found equally, if not more troublesome than it was in the first instance to form it; especially as the time for executing the work would unavoidably be limited and confined to the most unfavorable season of the year.

It is therefore proposed to place the enlarged lock immediately on the upstream side of the present one, and on the line best suited for access to it at both ends.

At the place mentioned there is reason to believe a good foundation will be obtained, and the works as a whole be in a favorable position for execution.

The raceway for the supply of water-power, granted in lieu of damages, as well as for that since leased at this place, will doubtless have to be extended, but that will be a small matter compared with the uncertainty and expense of dealing with an unfavorable foundation for the lock.

In carrying out the plan above indicated, the north wall of the old lock might after the toe is properly secured be allowed to remain, and the south side be removed, or both walls might be taken down and the best of the stone used in the new work.

To enlarge the *Galops Canal*; embracing the Junction and Iroquois sections, to a width of eighty feet at bottom, and the depth of thirteen feet throughout, enlarging the outlet lock and guard lock, constructing a new lock at Point Cardinal, improving the upper entrance, &c., &c., would approximately cost.. \$970,000

Rapide Plat Canal.....	820,000
Farran's Point Canal.....	320,000

Probable cost of enlarging the Williamsburgh Canals ... 2,110,000

As already stated, descending vessels of moderate draught follow the channel of the river, from the head of the Galops Rapid to near the upper end of the "Long Sault" Rapids, and ascending passenger-steamers take the same channel upwards at ordinary stages of the river.

The time occupied between the places mentioned, by downward-bound vessels, when they follow the channel of the river throughout, is generally about *two and a half* hours; but those that are forced to use the canals and the stretches of the river between them, spend at least *seven* hours between the same places.

Passenger steamers ascending from Dickinson's Landing to the head of the Galops Rapids, keeping altogether in the channel of the river, make the trip in *four* and a *half* hours, and those which pass up through the canals and parts of the river between them, occupy generally about *six* and a *half* hours, and loaded propellers bound upwards, require from *nine* to *ten* hours between the same places.

These facts clearly point to the conclusion that the carrying trade could scarcely fail to be greatly benefitted, if the most expeditious line could be rendered available to all vessels whether downward or upward-bound.

This question, important at all times, presses itself still more forcibly on the attention at present, when matters connected with the enlargement of the canals are under consideration, and in view of the large expenditure necessary for that purpose.

It has been fully ascertained that the depth in Farran's Point Rapids, Rapide Plat, and Iroquois Rapids, is more than sufficient for the passage of vessels of the draught for which the enlargement of the canals is contemplated to provide. But in the Galops Rapid, although there is a channel of fully ten feet at ordinary low water, it is rendered so narrow and tortuous by projecting ledges of rock and shoals that at extreme low stages of the river only a skilful pilot can take a vessel of nine feet draught through it.

The bar above the "Chute" is a comparatively flat ledge of rock that extends

across the river, and practically limits the draught of all vessels bound downward by the river route.

The channel above and below this bar is deep, but at places there are shoals of boulder stone and patches of rock, which render the deep water unservicable.

This rapid, although apparently presenting less formidable difficulties in the way of its improvement than those more turbulent "chutes," at places farther down; still any interference with it of an extent at all likely to prove successful, must unavoidably be attended with considerable risk and some degree of uncertainty.

To attempt lowering the bottom of the channel would doubtless be a work of great difficulty, if at all practicable to remove the material even after it was loosened; within anything like the limit of a reasonable outlay; moreover there is reason to believe that the depth of water would not increase to the same extent as that to which the bottom might be lowered, as the surface would be likely in some degree to diminish in height.

After fully considering this subject in all the different forms in which it presents itself, the conclusion has been arrived at, that the most certain and least expensive way of obtaining a channel sufficiently deep through this rapid, will be to endeavor to raise the water in it, a proposition which, if made in relation to some of the lower rapids, might fairly be looked upon as questionable; but in this case, the position of the "Chute" and channel to the north shore, and islands south of it, may be viewed as not unfavorable for such a purpose.

One way of effecting the object would be to contract the channel, at and below the rapid, in such a manner as would be likely to raise the water above, and in some measure divide the "chute" and spread the current over a greater range.

With a view to this, wing-dams might be constructed in the vicinity of "McLaughlan's Point," and from a point on "Galop's Island" opposite Little Bay, or by a dam through the passage called "The Gut" between Galop's and Adams' Islands, and continuing a guide pier from it a short distance downwards; or by a combination of these two plans as may be determined on a closer examination of the locality.

It may further be stated that by closing "The Gap" there is every probability that the deep-water channel between "Adams' Island" and "Flat Rock Shoal" could be advantageously used, and the estimated expense of deepening a channel through the shoal in line of Pier Island (previously described) might be nearly, if not altogether, avoided.

Attention has been drawn to these matters, for the reason that unless a greater depth of water can be obtained in the Galops Rapid than there is at present, all vessels of the full draught contemplated, whether downward or upward-bound, would have to pass through the canal.

On the other hand it may be said that although the depth of water in the Galops Rapid was increased, and the canals enlarged to the capacity embraced in the estimate (eighty feet at bottom) the latter would still continue to be used only by such upward-bound vessels as could not ascend the rapids.

This, under present circumstances, is no doubt correct, but it does not follow that a like state of matters should be continued; especially, if at a moderate outlay, arrangements could be made by which the upward passage of vessels could be facilitated without interfering with those descending.

As the first step towards effecting this object, it is proposed to consider whether a mode of towing could not be advantageously introduced at the different rapids, above the head of the Cornwall Canal, whereby vessels might be enabled to pass upwards independent of the canals. There is good reason to believe that this might be successfully done by a system of *submerged chain towing*—such as has been for many years in use on the “Seine” below Paris, on the “Rhine” and “Elbe,” and latterly in towing vessels up the Hochelaga current to the harbor of Montreal, or by submerged wire-rope towage, such as that in use upon the Danube and several other rivers and canals in Europe.

It may be observed that all ordinary tug boats, whether side-wheel or screw, in attempting to pass upwards through a stretch of swift water, lose a percentage of the effective power applied, in some measure proportionate to the strength of the current—if the rapid has much declivity the upward progress of a vessel through it quickly diminishes until no advance whatever can be made, even with the most efficient machinery working at full power.

The fact may also be stated that vessels unable to ascend a current, frequently send a line ahead, make it fast to a fixed object on the shore above, or to an anchor dropped in the channel, and then by a capstan on deck accomplished what the side wheels or screw alone could not effect.

Proceeding from a greater to a lesser power it may be said that one man with a line on shore can drag a boat or canoe up a current through which six men could not row or paddle it.

In short, it is obvious that a direct pull from a fixed point, must be a more effective means of hauling a vessel up a current, than any method in which the propelling power applied depends, solely, upon the resistance of the water as a fulcrum to effect the forward movement of the vessel.

Upon this principle a system of submerged chain towing, similar to that in use at some of the important places above mentioned, might with advantage to the trade be employed to overcome some, if not all, of the rapids between the head of the Cornwall Canal and Prescott.

There can scarcely be a doubt of the success of such a mode of towing at Farran's Point Rapid, or at Rapide Plat. The water in the former being smooth, the channel straight, and the current less than three and a half miles an hour—in the latter, although part of the water is rough and the current from three to seven miles per hour, the channel is deep and free from sharp or sudden bends.

The Iroquois Rapid is comparatively smooth with a current of four and a half miles an hour, and Galops Rapid has a stretch of rough water with a current varying from three to ten miles per hour.

The application of the chain towage system at the two last mentioned places must, of course, in a great measure depend upon the depth of water that can be obtained in the Galops Rapid.

But as already stated, the prospects of being able to increase the depth of water there and at the same time improve the channel above, are favorable, so that the project might reasonably receive a fair trial, especially when success would be followed by such important results.

These, it may be observed, would not be confined to a saving in the time of making the trip, but in obtaining the benefits of an enlarged scale of navigation, at the least possible expense.

In fact, were the improvements at Galops effected, and arrangements made by which vessels could be towed upwards through all the rapids, from Dickinson's Landing to Prescott, there is a probability that the Williamsburgh Canals would be very little used.

If these statements be correct, and any likelihood exists that the formation of a deep-water channel through "Flat Rock Shoal" could be avoided, then there can scarcely be a doubt but that the improvements at Galops Rapid should be undertaken, and the chain tug system of towage receive favorable consideration.

In carrying out this plan, it is proposed to extend a chain from a convenient place above the rapids, to another at a proper distance below them, and that a suitable tug should work backwards and forwards, on the chain between these places.

At the lower end of the station one or more vessels, or an ordinary tug with its tow can be "hitched to" and delivered at a place above the swift water, from which point they can proceed on their voyage, in like manner as if they had passed through a canal.

A similar arrangement to be made at each of the four rapids, so that the system of towage proposed, may, for all practical purposes connected with the main line of navigation, be looked upon as a substitute, for all the three different divisions of the Williamsburgh Canals.

It may be stated that a properly constructed and well equipped tug-boat of the kind contemplated, together with a chain and the necessary wharf accommodation, would cost from \$50,000 to \$70,000, or an average of..... \$60,000

This for the four different rapids would amount to..... 240,000

For working expenses, fuel and general repairs, at each station for one year.....\$11,500 — 46,000

Placed to credit of renewal fund, annually..... 4,600

Interest on capital invested..... 14,400

Probable annual outlay for working expenses, fuel, repairs, &c..... 65,000

The dam proposed to be built through the "Gut" between Adams' and Galops Islands, together with wing dams, &c., for the purpose of increasing the depth of water in Galops Rapid would probably cost about \$120,000.

If, however, the channel next Adams' Island was rendered available by the adoption of the plan indicated, the deepening of "Flat Rock Shoal" would not be necessary.

In the event of this being correct, the amount estimated for the latter purpose would more than meet all expenses connected with the construction of a dam through the "Gut" and works adjoining the rapids, as well as provide fully for the first cost of the tug system recommended.

The principal matters connected with the enlargement of the St. Lawrence Canals, and deepening where necessary the stretches of the river between them, having been brought under notice, it is now proposed to submit the various estimates in a more connected form, as follows:—

LACHINE CANAL.—Enlargement of upper reach to a mean width of 150 feet, forming new entrance and Basin at Lachine, constructing new locks in the vicinity of the present ones, embracing works under contract, and all others mentioned in foregoing report..... \$5,920,347

CORNWALL CANAL.—Forming new entrance at lower end, constructing new docks, raising and securing banks, deepening and enlarging upper reach to 100 feet at bottom, &c., &c..... 2,160,000

Carried forward..... \$8,080,347

Brought forward.....	\$8,080,347
WILLIAMSBURG CANALS.—Enlarging prism to 80 feet in width at bottom throughout, alterations to some of the locks, taking down and rebuilding others, new lock at Morrisburg, &c., &c	2,110,000
Lowering the bed of the river through “ Flat Rock Shoal ” above the head of the Galops Canal, lights, buoys, &c.....	\$512,000
Dredging and removing boulders at “ Willard’s Shoal,” between Rapide Plat and Farran’s Point Canals.	13,000
LAKE ST. FRANCIS.—Dredging at three different places, including lights, beacons and buoys.....	45,000
Deepening and enlarging channel at Head of Beauharnois Canal.....	430,000
Deepening and improving channel through Lake St. Louis.....	520,000
	1,520,000
	\$11,710,347

It may be stated that if the improvements previously mentioned were carried out, and the chain tug system adopted, there is reason to believe that the enlargement of the prism of the Williamsburgh Canals might be dispensed with, and their improvement be confined to lengthening the locks, without attempting to increase the depth of water.

Increasing the length of the locks so as to have a space of 270 feet between the gates, without interfering with the present depth of water, would allow large-sized unloaded vessels to pass in case of necessity.

The works required to effect this object could be done for about \$400,000, which would consequently result in a saving of \$1,700,000.

The probable outlay required would thus be reduced to about *ten millions* of dollars, exclusive of the sum that may be found necessary for the enlargement of the Beauharnois Canal, or to form a new line on the north shore of the river, from Coteau Landing to the Cascades.

In conclusion, it may be stated that from the position of many of the works, great difficulties are likely to be encountered in their execution, a fact which, in my opinion, renders it not only desirable but really necessary for their due and faithful

performance, that the practical knowledge and energy of the contractors to whom they are awarded, should be fully as much considered as the rates on which "tenders are based. Unless some course of this kind is followed, it would be unsafe to venture a decided opinion as to the time when the undertaking will be completed. It may, however, be remarked, that by letting the works in sections of moderate extent; good contractors with sufficient means and proper equipments, would doubtless be able to have the portions allotted to them ready in time, for the enlarged scale of navigation to be opened by May, 1879.

I have the honor to be,

Sir,

Your obedient servant,

JOHN PAGE,

Chief Engineer, Public Works.

APPENDIX

TO THE

CHIEF ENGINEER'S REPORT

ON THE

NAVIGATION OF THE RIVER ST. LAWRENCE

BETWEEN

LAKE ONTARIO AND MONTREAL.

APPENDIX.

A.

UPPER ST. LAWRENCE RIVER SURVEYS PROGRESS REPORT.

PRESCOTT, 30th November, 1872.

SIR,—Having been selected by you in June last to take charge of certain surveys of the Upper St. Lawrence River in connection with the proposed enlargement of the Williamsburg Canals, which surveys you instructed me to conduct with a view to obtain exact information of the capacity, currents and fluctuations of the navigable reaches of the river between the canals, to enable you to report with confidence upon the scale of such enlargement, I at once, in accordance with your instructions, proceeded to make the necessary examinations and surveys, and have now the honor to report progress.

Accompanying this report is a rough chart of that portion of the river lying between the Windmill, near Prescott, and the Galops Rapids.

It being conceded that an uninterrupted deep-water channel already exists from Lake Ontario to Prescott, the most easterly limit of natural navigation connected with the lake, my examination of the river commenced at that point and extended to Dickinson's Landing, the head of the Cornwall Canal, a distance of thirty-eight miles.

A general knowledge of the bed of the river, acquired on my previous surveys for your Department and since confirmed, enabled me, after a hasty preliminary examination below Point Iroquois, to decide upon commencing operations at the upper entrance of the Galops Canal, between which point and Prescott I had reason to believe the chief and indeed only important obstructions in the navigable channel existed.

A reference to the chart will enable you to easily understand their position and extent.

Before describing the obstructions I beg to offer some general remarks relative to the surveys.

Upon carefully examining the lockmaster's records obtained from you, together with my own notes and measurements taken as far back as the year 1844, and subsequently, I find that the normal state of the river has been nearly one foot lower this year than in year 1849; the lowest of which I have any record.

Also, that during the survey the rise and fall in the water has not been influenced by high winds to so great an extent as formerly.

And that the average depth of water on the Galops guard lock mitre sill, from May to November, 1872, inclusive, varied from eight feet eight inches to nine feet five inches. The highest water, nine feet nine inches, occurred in June, and the lowest, eight feet one inch, in October.

And last winter when the river was frozen the water at the railway wharf at Prescott stood at eight feet four inches, which is also the general level of the water at present. Accordingly, I have arrived at the conclusion that the level of nine feet above the mitre sill of the Galops guard lock is the low stage of summer water, and it has, therefore, been adopted as the standard or datum in reducing the soundings.

And the following reasons have also influenced me in selecting this standard:—

Ist. From its situation above all the rapids, and proximity to the lake, the fluctuation of the river is here more considerable than at points lower down.

2nd. I was aware of the extensive ledge of rock which underlies the rapids and soil of the numerous islands, and stretches across the whole river; this formidable obstruction in the bed of the river is situated at the Traverse, and although there is generally eleven feet of water in the channel yet steamers only drawing eight or nine feet occasionally strike when crossing it.

3rd. Inasmuch as the navigable channel in all the reaches between Point Iroquois and the Cornwall Canal is deep and wide, and (except at "Willards," below the Rapide Plat Canal), uninterrupted by shoals, and can in no wise affect the scale of the proposed enlargement, it therefore appears that the river between Prescott and the Galops Canal becomes the governing point in the present survey, and accordingly I have so regarded it.

I assume a width of 200 feet as generally sufficient where the channel requires improvement.

And that the depth of water during the low summer stage shall not be less than thirteen feet.

The shoals are shown on the chart by a contour line three feet below the mitre sill of the guard lock.

It is hardly necessary to state that, owing to the great width of the river and the numerous islands, an accurate triangulation of the coast line was required, and also that permanent stations should be established from whence the position of the surveying steamer and her boats could be determined, and to which the base lines of the cross sectional soundings might be referred.

The survey was accordingly commenced on the thirteenth of April last, and is now nearly completed.

The examination of the bed of the river was made from a small steam tug fitted with measured poles or sweeps, properly ironed, which were easily lowered to any required depth. By frequently traversing the channel with the sweeps in position it was ascertained whether or not any obstructions existed, and, if so, a closer examination was at once made, and when found necessary a minute survey resorted to by anchoring the tug, fixing her position by means of two transit instruments and sounding on graduated lines radiating to stations of the survey on shore.

This refers to isolated shoals or points at too great a distance from the shore to be included within the limits of the regular cross-sections, by which means the out-lines of all shoals within one-quarter of a mile from shore were generally obtained.

These cross-sections were taken on parallel or radiating lines laid out on shore; they are consecutive and close and extend from the Galops to Chimney Island.

The soundings under twenty-four feet were taken with poles, greater depths with the lead.

Sounding operations were commenced on the first of August, and suspended on the twenty-first instant, and are intended to be resumed on the ice.

A continuous check level has been commenced to verify surveys made by me for the Department in the year 1850, with a view to connect the canals between Prescott and Cornwall.

The information thus obtained has proved very useful in the recent examinations; it embraces a minute topographical survey of the Canadian shore of the river between Brockville and Lake St. Francis, which is connected with the centre line of the Grand Trunk Railway at short intervals; also of soundings through the ice between the Point Iroquois and Rapide Plat Canals, defining the limits of twelve feet water on the shoals, (*i.e.*, three feet below the mitre sill), and a continuous level of the surface of the water in the river, showing elevations of the mitre sill of each lock on the Williamsburg Canals above tide water at Three Rivers.

The check-level above mentioned is required to enable you to arrange the sills of the proposed new locks with reference to an uniform datum.

This, you are aware, was not done when these canals were located.

I will now briefly give you the general results of my examination, commencing at the Galops Canal.

Three channels to Prescott were surveyed, viz: the south, or steamboat; the middle, or raft; and the north, or new channels.

1st. The main navigable channel, known as the south channel, extends to opposite Chimney Point, where all unite in the deep and capacious reach of the river extending to Prescott.

From a point midway between Pier and Butternut Islands to the deep water opposite Chimney Point the south channel lies wholly within the United States boundary.

In getting away from the canal vessels give the buoys off Boulton's Point a wide berth and at once encounter the strong current.

The first obstruction occurs between these points, and consists of boulders and stone overlaying hard pan.

From Boulton's Point the course is over the "Traverse," in a strong current, toward the head of Pier Island; here the channel crosses the shoal called the "Flat Rock," an extensive ledge of stratified limestone, on which are also some boulders or loose rock; this is the most formidable obstacle met with in the survey; it is about 2,000 feet across, and forms the bed of the river between Pier Island and Belden Adam's Island.

The deepest practicable passage across this shoal was discovered to be under the foot of the Pier Island, and running in nearly a parallel direction with it. This channel, called Pier Island Passage on the chart, is about 300 feet wide, with fully twelve feet of water throughout; it is superior to the old channel inasmuch as either in approaching or leaving the canal it is accessible from Munro's Bay, which is deep and lies beyond the influence of the current.

It is possible for powerful steamers not encumbered with a tow to cross Flat Rock in deeper water by keeping well over towards Belden Adam's Island, but owing to the strength of the current between this island and the main, and also above the "Gut" is not considered a practical channel.

A narrow lane of deep water was found leading up from Pier Island Passage, between that Island and Squaw Island to the south and middle channels.

Leaving the Flat Rock, the channel is on the east side of and close to Pier Island in very deep water, and crosses over to the red buoys opposite the head of Butternut Island: these buoys mark the south-east point of Chimney Island Flat, separating the south from the middle channel; this flat is of clay and sand, covered with weeds, and has from seven to eleven feet of water on it. It is connected with the reefs surrounding Chimney Island. The channel abreast of this flat is broad and deep with a gentle and uniform current, and is again marked by other red buoys placed at the south-west point of the flat, opposite Chimney Island.

From the flat to the reef opposite Chimney Point, marked by black buoys, the current becomes stronger, and cross surface-currents are met setting over the Chimney Island reefs, which greatly embarrass the most powerful tug steamers, while proceeding up or down the river. These currents, together with the sharp turns in the channel, and the absence of leading marks, or lights, cause the neighborhood of Chimney Point to be feared by pilots in dark or foggy weather.

The black buoys mark the south side of the channel, which, as before stated, is here wide and deep, and from hence all the channels downwards diverge.

The Chimney Point reef lies across the entrance to the south-channel, but is not connected with the mainland; a deep-water passage was found inside the reef, which although narrow, might be advantageously used by steamers bound up the river with the wind from the south-west. The distance from the Galops to Prescott by this channel is 7.66 miles.

The middle or raft channel, from the canal across Flat Rock to the head of Pier Island, is the same as the south channel; here turning westerly it follows a deep-water channel (which is also the boundary between Canada and the United States), running between the Chimney Island Flat and Drummond's Island Bank to the bar stretching across from Chimney Island to the head of Drummond's Island; at this bar, which is composed of boulders and stone overlaying hard pan, or possibly rock, the deep water ends abruptly.

The channel then crosses the bar in ten feet of water, encountering the strong cross current on it, and strikes the north channel opposite the head of Spence's Island, from which point the course is southerly to avoid the ledges and spit, isolated shoals of boulders lying off Wright's Point, thence heading in the direction of the black buoys it joins the south channel opposite Chimney Point.

From Prescott to the Galops the distance by this channel is 7.33 miles.

The North, or New Channel, after clearing the shoals off Boulton's Point, runs through deep, still water in Munro's Bay, and following the general direction of the north shore to Tuttle's Point, passes through the passage between it and Adams Island, thence leaving the main land; a deep-water channel, with a gentle uniform current, leads up between Drummond's Island and Spencer's Island, and the banks below them to the open water above the Islands; here the current becomes stronger, and the channel assuming the direction of the Windmill runs in deep water through a passage between the shoals off Wright's Point and the Spit.

At this point, nearly opposite the black buoys, all obstacles are passed, and the main navigable channel, extending to Lake Ontario, reached.

The new channel from the Galops to the head of Squaw Island, from its sheltered position and moderate current, may be regarded as an extension of the Galops Canal, and only requires to be buoyed to enable upward-bound steamers to make use of it.

The present depth of water in the shallowest part exceeds nine feet, and the current is generally under two miles an hour. Obstructions exist in the bed of the river at the following places, viz:—

Boulton's Point, before described.

The passage opposite Adams Island; here the channel is blocked by an extensive deposit of boulders and large stones, overlying sand and hard pan, and extending the whole length of the Island.

Tuttle's Point, a bar of stratified limestone rock about 400 feet wide, stretches across the channel from the north shore to Drummond's Island Bank; the upper strata are heavy, not less than twenty-four inches in thickness.

Summer's Shoal, near the foot of Drummond's Island, consists of boulders.

The "Glide Shoals," off the head of Spencer's Island, are of boulders and stones overlying hard pan.

The Spit and shoals of Wright's Point are also composed of large stones and boulders.

From Prescott to the Galops the distance by this channel is seven miles, or two-thirds of a mile shorter than the present steamboat channel, and the fall in the river is one foot nine inches.

Early in October when the water was eight feet ten inches on the sill, the tug steamer "Glide," drawing eight feet three inches of water, with five barges (light) in tow, passed up the channel; not having a regular pilot on board, the man in charge, a farmer, succeeded in grounding her wherever buoys had been placed marking obstructions to be avoided.

The channel from Brockville to Prescott; a cursory examination of the river was made between these points, and, as was anticipated, the channel was found to be uninterrupted by shoals.

The fall in the river is ten inches, and the distance is 11.55 miles.

NAVIGABLE REACHES BETWEEN THE CANALS, &C.

From the foot of Point Iroquois Canal to the head of Rapide Plat Canal, no obstructions were found in the channel.

The fall in the river is three feet ten inches, and the distance is 409 miles.

From the foot of Rapide Plat Canal to the head of Farran's Point Canal, the only obstruction known to exist occurs in the steamboat channel, about two miles below Morrisburg; it is called "Willard's Shoal," and consists of a large accumulation of boulders and stones in mid-channel, with at present six or eight feet of water on it.

Vessels descending the river pass between this shoal and Gooseneck Island; ascending they follow the north shore.

The fall in the river is eight feet nine inches, and the distance is 10.23 miles.

From the foot of Farran's Point Canal to the head of the Cornwall Canal, there are no obstructions.

The fall in the river is one foot seven inches, and the distance is 4.64 miles.

I have the honor to be, Sir,

Your obedient servant,

(Signed)

TOM S. RUBIDGE.

Engineer.

John Page, Esq.,

Chief Engineer,

Department of Public Works,

Ottawa.

B.

UPPER ST. LAWRENCE RIVER SURVEYS.

PRESCOTT, 30th April, 1873.

SIR,—I have the honor to report for your information the progress of my examinations of Lake St. Francis, made under general instructions received from you in June, 1872, respecting certain surveys of the Upper St. Lawrence River, in connection with the proposed canal enlargement.

Your special instructions with regard to this division of the survey, received in January last, required me to discover and describe the exact position and nature of all obstructions existing in the steamboat channel, but did not call for a minute hydrographic survey of the lake, except so far as the same appeared to me to be necessary for that purpose.

The plans accompanying this report embrace a chart of Lake St. Francis from Cornwall to the Province line, on which the shoals are shown by contour lines 3·6 below the level of the mitre sill of Lock No. 14, representing a depth of fourteen feet at lowest water.

Also enlarged plans of the survey of the steamboat or "north" channel, showing all soundings taken on the ice reduced to an assumed standard or datum, viz. :—ten feet six inches above the level of the upper mitre sill of Lock No. 14, Beauharnois Canal.

Keeping your instructions in view, I have spent no more time in surveys on the ice than was requisite to fix the position of the islands, and define the coast line of the mainland in proximity to the channel, and to establish thereon permanent points in the triangulations to be used hereafter in extending and completing our examinations of open water.

However, all necessary work for which the ice affords facilities has been carefully performed.

It has been my experience that sounding through the ice on a stony bottom is a slow and usually unreliable process, isolated shoals or boulders are often overlooked, and can only be discovered by sweeping the channel, as described in my report on the Galops surveys.

This remark applies more particularly to the river reach between Cornwall and Glengarry Point, where, owing to the ice-jams, currents and consequent fluctuations of the water, the soundings require to be verified and extended after the breaking up of the ice.

According to your instructions I met Mr. Crawford, the gentleman in charge of the soundings, east of the Province line, and agreed with him to assume as lowest water the level of ten feet six inches above the upper mitre sill of Lock No. 14, Beauharnois Canal to which standard or datum all our soundings on Lake St. Francis were to be reduced.

And the level of ten feet six inches on the upper mitre sill of Lock No. 14, was afterwards found to agree approximately with the level of eight feet nine inches on the lower mitre sill of Lock No. 15, Cornwall Canal.

The survey was commenced at Summerstown on the 20th January, and completed on the 24th of March.

In my absence, Mr. C. D. Purdon was in general charge of the survey and soundings, with Mr. G. Heron as transitman; and, in addition to the regular staff, two pilots and from ten to fifteen axemen were employed.

The soundings from zero (Summerstown) to the Floating Light (so-called), were completed on the 8th of February; from zero to Cornwall on the 25th of that month; and from the floating light to the Province line (or junction with Crawford's survey) on the 17th of March.

The condition of the ice was unusually favorable for our operations.

The soundings were taken with a chain and lead, except in shallow water, where poles were used.

Water gauges were placed on shore at convenient points in the survey, and frequently compared.

Observations were taken daily at Summerstown, and subsequently at St. Anicet, with this result, that from January 20th to March 24th, the level of the water ranged between ten feet and nine inches and eleven feet nine inches on the sill of Lock, No. 14.

A level was run to connect the Summerstown gauge, with the lower mitre sill of Lock, No. 15, Cornwall Canal; this, together with Crawford's levels taken last November, afforded sufficiently approximate data for reducing the soundings west of Glengarry Point, where, as before the river was most affected by ice-jams. For example, at Gray's Creek the soundings were reduced, five feet; at Graveyard Point, $3\frac{1}{2}$ feet; and at Glengarry Point, $1\frac{1}{2}$ feet, &c., &c.

Permanent benches were established between Cornwall and Summerstown, a distance of nine miles.

I selected Summerstown for commencing work, knowing it to be the point near which the most investigation was required, as bars and other obstructions were reported in the channel, the real nature and extent of which I was desirous of at once ascertaining.

The zero of the survey was accordingly fixed at a point in the channel opposite Renshaw's Wharf, and accurately replaced upon the mainland, Summers' and Hog Islands. From zero a continuous transit line (red on the chart), representing the centre of the steamboat channel, was run under the guidance of an experienced pilot; this line, including loop lines, west of Glengarry Point, traversing the channels parallel to St. Regis Island, and the passage through the "Gut" at Gray's Creek, measured about twenty-six miles in length.

The transit line was also used as a base in all triangulations for establishing stations on the islands and mainland, and wherever practicable was connected with the trigonometrical stations of the United States coast survey.

This division of the United States coast survey, embracing the River St. Lawrence, has been carried on from the boundary of the State of New York (St. Regis) to Lake Ontario; it is now completed, and the report of Major Comstock, the officer in charge, transmitted to Congress.

A traverse was made of the north shore from Cornwall to Summerstown, and from Dupuis Point on the south shore, to connect with Crawford's survey, and the outlines of all islands near the channel obtained by measurement.

Description of the steamboat channel from Cornwall to McKie's Point, shewn on the chart by blue lines, on which the mileage is marked.

Vessels proceeding down the river usually pass to the south of Hog Island (2.60 m.) and north of Colquhoun's Island (3.50 m.)

From 3.50 m. west of Cornwall there is a channel following the north shore, and passing through the "Gut," north of Hog Island; it is generally used to avoid the strong current in the main channel.

From (3.50 m. to 4.00 m.) Graveyard Point the channel is contracted by the shoals which surround Colquhoun's Islands. Here the current is strong and across, and patches of stone in eleven feet or fourteen feet of water are known to occur in or near the channel.

Another channel is sometimes used, which leaves the main channel at 2.69 m., and passing between the second and third crabs, and south of the Colquhoun Islands, unites with it again off Glengarry Point; an examination may possibly shew this to be an improvement on the main channel.

From Graveyard Point to Glengarry (Burnt House) Point (5.10 m.) the channel lies along the north shore. Here the Department of Marine and Fisheries have commenced the erection of a light-house.

Although the extent and exact position of the shoals in this reach of the river

have been but partially determined, yet sufficient information has been obtained to warrant the assumption that a sufficient channel does exist.

From Glengarry Point, which may be called the "Head of the Lake" to 6.16 m., the channel is between the north shore and Grass Island (or Summer Fallow) shoal; an extensive mud flat in mid channel, surrounded by deep water, extending across the Lake, and for a considerable distance to the eastward, and which is the commencement of the south channel, falling into the deep water off Dupuis Point on the south shore.

From 6.16 m. the channel lies through this deep-water expanse, passing north of Dickinson's, the canal, and Doden's Islands, and south of Clark's Island to 7.59 m.

* Here the channel enters the Narrows, and for the remainder of the distance to McKie's Point runs between extensive flats of mud, clay, or sand; these flats or banks rise abruptly from the deep water to within from three to twelve feet of the surface, and are generally covered with grass or rushes.

From Clark's Island the channel is north of Jacob's Craig and Little Hog Islands and south of Summer's and Hamilton's Islands to 9.36 m.

Renshaw's wood wharf on Summer's Island marks the north edge of the channel.

A light-house has been commenced by the Department of Marine and Fisheries on the south side of Hamilton's Island.

In my opinion this light should be dispensed with, and instead thereof a leading light placed upon Craig's Island.

From 9.36 m. to Squaw Island (12.12 m.) the channel lies between St. Francis Island on the north, and L'Islet and Thompson's Islands on the south, it is here obstructed by:—

1st. In mid-channel, the "Middle Ground," a shoal of seven feet abreast of St. Francis Island.

2nd. North of channel, the "Highlander," a shoal of ten feet abreast of L'Islet.

3rd. The "Horseback," a shoal of thirteen feet, 1,000 feet long, lying south of and parallel to the course of vessels midway between L'Islet and Squaw Island, and

4th. By the south-west point of Squaw Island Flats.

Nos. 1 and 2 are accumulations of stones and boulders; Nos. 3 and 4, clay and sand; all of which lie in deep water and obstruct the fairway.

Any reports relative to bars stretching across the channel are unfounded; yet it must be admitted that these shoals lying off a low part of the coast, difficult to make out at night or in fogs, are not imaginary dangers, and demand the utmost vigilance to avoid them.

A leading light on Craig's Island, before mentioned, and a few buoys judiciously placed would render the channel between Squaw Island and Glengarry Point comparatively safe without other improvement.

From Squaw Island the channel trends northerly to 13.18 m., passing north of Butternut Island, and south of the light-house situated near the head of Lancaster Bar.

Thence assuming the direction of the floating light, and also of the light-house on McKie's Point, here visible, the channel skirts the south edge of Lancaster Bar to 15.17 m., near the floating light at the Traverse.

Here the navigation is rendered more difficult by an extensive shoal called the Island Bank (16.50) m. which nearly blocks the channel, forming thereby the North and South Gullies; at this point the current becomes stronger.

The usual direction from 15.37 m. is towards Cherry Island running north of the floating light, and when clear of the Gully keeping well south of the Island Bank to 17.28 m. in the wide water formed by the junction of the north and south channels abreast of Dupuis Point.

The navigation of the Traverse, as also of the Long Reach, would be greatly improved by shifting the position of the light on Cherry Island to near Dupuis Point.

From 17-28 m. on the "Long Reach," which is here broad and straight, with a stronger current caused by the influx of the south channel from the head of the lake, passes one-third of a mile north of Cherry Island, 150 yards north of St. Anicet shoal, and midway between the village of St. Anicet (20-00 m.) on the south, and Point Mouille on the north shore.

From St. Anicet the channel passes south of the eastern extremity of Point Mouille Flats [23-00 m.] which are nearly opposite the Province line, and which appear to be midway between McKie's Point and the south shore.

A shoal or "Lump" was discovered in the deep channel opposite St. Anicet with eighteen feet of water on it; similar "lumps" are said to exist and to be of frequent occurrence further east.

At 23-00 m., the foot of the Long Reach, a range light is urgently required. Here the main channel makes across to the north shore in the direction of a point (Point a Poin) about three miles east of McKie's light. But as a general rule vessels not exceeding nine feet draught, bound to the Beauharnois Canal, cross the Port Louis Flats at a distance of about three-quarters of a mile abreast of that place.

SUMMARY OF THE EXAMINATION.

From Cornwall to Glengarry Point (5-10 m.) the minimum width of channel is assumed to be not less than 700 feet; minimum depth, twenty feet, and generally not less than thirty-five feet.

In this, the river reach, exact information cannot be obtained until operations are resumed after the breaking up of the ice; as previously stated, the river bed is strong, and requires careful examination in the open water, where boulders or other obstructions may possibly be discovered.

A light on Glengarry Point, now building, will answer a useful purpose.

From Glengarry Point, or "Head of the Lake," to Clark's Island (2-49 m.) the channel lies through the deep water, uninterrupted except by Grass Island flat; the minimum width is here 1,200 feet, the minimum depth, thirty feet, and the average about forty feet.

From Clarke's Island the channel passes through the "Narrows" to Summerstown (1-77 m.). Craig's Island, which lies about midway, becomes an important leading landmark for a distance of four and one-quarter miles east to Butternut Island, and five miles west to Colquhoun's or Hog Island.

The minimum width of channel is 700 feet, except for length of 300 feet near Clark's Island, where it is only 500 feet. Minimum depth twenty-two feet, and average exceeding thirty feet.

From Summerstown to Squaw Island is 2-76 miles.

Here the channel is to some extent obstructed by the "Middle Ground," and other shoals before described; their removal will not be difficult; but until this is considered necessary they should be buoyed or marked by ranges on shore. The minimum width of channel, irrespective of these shoals, is 1,200 feet, the minimum depth, twenty feet; and the average, thirty-seven feet.

A leading light on Craig's Island is much wanted, and would answer a better purpose than the new light-house now building on Hamilton's Island, which appears out of place.

From Squaw Island to near the floating light at the west of the Traverse (3-25 m.) the channel is broad, straight, and of uniform width, 1,100 feet being its minimum; the minimum depth is twenty-six feet, with an average of over thirty-seven feet.

The Traverse (1-91 m.) is deep, and has plenty of sea room, except through the South Gully, which is about a quarter of a mile in length, having a minimum width of 700 feet, and depth of twenty feet.

Vessels would have no difficulty in running through this gully, provided the position of Cherry Island Light was changed to the shoal or outlying island off Dupuis Point.

The Long Reach (5.72 m.) from the foot of the Traverse to near the Province Line, is very wide, deep and straight; its minimum width is 1,800 feet, depth (not regarding the "Lump" in eighteen feet off St. Anicet) twenty-three feet, and average depth exceeding fifty feet.

The great clay bank lying off St. Anicet and Caissonett's Point, renders the navigation of this reach extremely dangerous at night, or in rough weather, as the buoys marking its northern edge are then invisible, and neither McKie's or Cherry Island lights are leading marks in the channel.

Mariners have long urged the necessity for a light on this shoal, and I am informed that a petition in its favor has just been presented to the Government by Capt. Crowley and others.

Herein I think they have acted unadvisedly, and for this reason, all vessels of the draught contemplated in the proposed canal enlargement will be compelled to abandon the crossing of Port Louis Flats, and use the north or main channel, which is deep and capacious, and requires no improvement.

In which case a light on the eastern extremity of Point Mouille Flats would be indispensable. This would become the leading mark for the Long Reach, as well as for the channel east of McKie's Point, and would also be of good use to the present class of vessels which cross Port Louis Flats.

I am, therefore, of opinion that the above mentioned light (distinguished by color) in the position indicated on the chart, together with a conspicuous beacon on St. Anicet shoal, the removal of Cherry Island Light to Dupuis Point, and of McKie's Light to a point about three miles east of its present position, would render the navigation of this part of Lake St. Francis perfectly safe and easily understood.

In short, with the exception of the shoals near St. Francis Island, the north or steamboat channel throughout between Cornwall and the Province line is sufficiently broad, deep, and free from obstructions to meet all the requirements of an enlarged scale of navigation, without other improvement than properly defining it; and I beg to submit the following memorandum of what, in my opinion, is required to accomplish this object, viz:—

1 Red buoy.....	Cornwall Point.
1 Black "	Cornwall Island.
1 Red "	Hog Island.
1 Black "	St. Regis Island.
1 " "	Colquhoun's Island.
1 " "	Graveyard Point.
Light.....	Glengarry Point (building).
1 Black buoy or beacon.....	Grass Island.
1 Black buoy.....	Clarke's Island.
Light.....	Craig's Island, instead of at Hamilton Island.
1 Black buoy.....	Craig's Island.
1 Red "	Hamilton's Island.
1 Black "	Middle Ground Shoal.
1 Red "	Highlander Shoal.
1 Black "	Horseback Shoal.
1 Red "	Squaw Island Shoal.
Light.....	Lancaster Bar (built).
2 Black buoys.....	South side of channel at Lancaster Bar.
2 Red "	North " " "
Light.....	Traverse (built).
1 Black buoy.....	South Gully, } Traverse.
1 Red "	Island Bank, }
Light.....	Shifted from Cherry Island to off Dupuis Point.
1 Black buoy.....	Dupuis Point.
1 Red "	Tail of Lancaster Bar.

Beacon.....	St. Anicet Shoal.
1 Black buoy.....	“ “
1 Red “.....	Point Mouille Flats.
Colored light.....	“ “ (in nine feet water.)
Light.....	North shore about three miles east of McKie's Point, or removal of McKie's light thereto.

I also subjoin the quantities of dredging necessary to reduce the three isolated shoals near St. Francis Island to a uniform surface, three feet six inches below the level of the mitre sill Lock No. 14, *i.e.*, to the contour line of fourteen feet water shown on the chart, viz:—

	Cubic Yards.
Middle ground.....	10,500 boulders.
Highlander.....	1,450 do
Horseback.....	550 clay.
Total cubic yards.....	12,400

I have the honor to be, Sir,

Your obedient servant,

(Signed) TOM S. RUBIDGE,
Engineer.

John Page, Esq.,
Chief Engineer, Public Works,
Ottawa.

C.

COTEAC LANDING,

March 29th, 1873,

DEAR SIR,—The survey of the lower part of Lake St. Francis being now finished, I beg to submit my report with the following list of tracings, which will show you quite as well as the finished drawing what information has been gained, and at a much earlier date. I will now have the drawings finished up, both for this lake and Lake St. Louis, and also have the note books copied and put in proper shape, that there will be no difficulty in making use of them at some future time, if wanted.

1st. General plan of Lake St. Francis, between McKie's Point and foot of the Lake, shewing the existing nine and fourteen feet shoals, and the position of the soundings and borings. Scale 800 feet to the inch.

2nd. Detail Plan of Valleyfield Harbor, with the soundings, and general result of borings. Scale, 200 ft. to the inch.

3rd. Detail plan of the Lake from Valleyfield Harbour to Port Louis Shoal, with the soundings as taken. Scale 200 ft. to the inch.

4th. Detail plan of Port Louis Shoal. Scale 200ft. to the inch.

5th. Proposed new channel through Valleyfield Harbour, with shoals sketched on, and approximate estimate of dredging required for a channel 300 ft. wide at bottom, and slopes three to one. Scale 200 ft. to the inch. Line No. 1.

6th. do do do do Line No. 2.

7th. do do do do Line No. 3.

8th. do do do do Line No. 4.

9th. do do do do Line No. 5,

or by deepening and enlarging the present channel.

10th. Plan of borings made in Valleyfield, showing how these have been classified, to form a basis for a tolerably correct estimate.

The system adopted for the survey was to run instrumental lines in the centre of the present channel, from which lines of soundings were run at right angles, at distances apart of from 100 to 600 ft., according to the nature of the ground. In Valleyfield Harbour, where there are many shoals, and the bottom is very uneven, these lines were 100 feet apart; at Port Louis Shoal, where the bottom is very even, at 200 ft.; and in other parts of the lake, where the water was deep, at 500 or 600 ft. Along these cross lines the soundings were taken at 50 feet apart in Valleyfield Harbour, and elsewhere at 100 ft. By this plan, if the point looked doubtful, the party could return and examine it as fully as required without any loss of time.

A separate series of instrumental lines was run for the survey of the shorewash, not only to be able to lay down the shore correctly on the plan, which is important, but also to secure points ashore which could be used, if required, after the ice had gone.

The surveys were frequently connected to check each other, and both were calculated to the same base line for plotting by co-ordinates, by which plan the smallest error could be detected, and the utmost possible exactness was ensured for all parts of the work.

The soundings were taken nearly all the time with a wrought iron weight and chain 51 feet long, which was as correct as a sounding pole and very much more convenient, but for a short time the ordinary lead line had to be used (in deep water) till the chain, which had been lost through the ice, was replaced.

A number of soundings are marked with a cross thus, 51x and 72x, which means that bottom was not touched, and the former case with a 51 ft. chain, and in the latter with a 12 fathom lead line.

A small portion of open water near the entrance to Valleyfield Harbour had to be sounded in a boat, and the position of the soundings were fixed by two instruments from a base line on the ice.

All the soundings taken have been reduced to the standard of ten ft. six in. water on mitre sill of Lock No. 14, Beauharnois Canal, to do which I had three gauges kept in different parts of the lake, viz: Valleyfield, Coteau Landing, and near McKie's light, all of which were taken three times a day at the same hour.

After finishing Valleyfield Harbour the survey was run up the lake along the so-called south channel, as far as its junction with the north channel, or rather to a point a little west of this, in consequence of the pilot making a mistake about this point.

The north channel was then followed as far as Coteau Landing.

In both channels shoal water was struck near Port Louis over the whole width (2,000 ft.) already sounded on the south channel, and for part of that on the north channel; therefore the lines of soundings were extended on the south channel to trace these shoals, and after a great deal of work it was found that one large shoal runs from the south side of the river in a north-easterly direction over the greater portion of the lake up to the north channel where it ends very abruptly, the depth increasing from ten to fifty or sixty feet in about 150 or 200 feet.

A number of borings were put down in different parts of this shoal (shown on the drawings by small black crosses) and the result was invariably mud or sand, and so soft that frequently the rod went down of its own weight, and with no indications of any harder material.

The south channel crosses this shoal for about two miles, and although a shorter crossing can be had, there would still be a great deal of dredging required.

A glance at the soundings seems to show that the north channel is the natural bed of the river, and is diverted northwards by this Port Louis Shoal, I therefore thought that it would be better in going to Valleyfield to keep this channel for about three or four miles further east, till the shoal was passed, and then strike across the lake direct to the harbour, as I understand is frequently done by the mail steamers at present. I therefore had a line run to test this route, and found that this would give an excellent channel, there being no obstacles, except a couple of small shoals shown on the plan, at the entrance to Valleyfield Harbour, and at the north-east corner of Port Louis Shoal, the dredging of which would not amount to more than a few hundred yards.

If this channel be adopted two lightships to mark the turns should be substituted for the present McKie light; the very soft bottom and comparatively deep water making stationary lights expensive.

In the north channel to Côteau Landing there is abundance of water, excepting the small shoal already mentioned at the north-east corner of Port Louis Shoal, where a little dredging should be done to make the channel perfect.

This shoal, like the large one, is exceedingly soft sand and mud.

VALLEYFIELD HARBOUR.

This part of the work being one of the most important, has had an extra amount of care and time devoted to it. It required 4,616 soundings, and 327 borings, but I think I may flatter myself that it has been thoroughly done, and that all the information that you can possibly require has been obtained.

In the plan I have sketched in and colored the nine and fourteen feet. shoals to assist in choosing a channel, and to further this object I also give you five different proposed channels (in separate sheets) with the approximate quantities of dredging required on each, for a width of 300 ft. wide at bottom, and slopes three to one.

This is a little in excess of the width recommended by the Canal Commissioners, but I thought that heavy tows would find it quite as much as they could do to keep within a channel of 300 feet, around some of the sharp turns; if, however, you think a less width would answer, I can easily make the necessary calculations.

Boulders were met very frequently in the borings, and of course, may give a great deal of trouble to remove, but as well as I could judge, those that were met were not generally very formidable.

To show you at a glance the result of the borings in the harbour, I have divided them into the following classes, and on a plan, which I now send you, I have entered where the boring was taken, the letter of the class to which it belongs.

- 1st Class. Very easy dredging. { "A." Very soft mud, sand or gravel.
- 2nd Class. Ordinary do. "B." Layer of small stones from 12 to 24 inches thick, covering soft clay and gravel, or hard clay and gravel.
- 3rd Class. Likely to be troublesome. { "C." Large stones which can likely be lifted by a dredge, but at some expense, mixed with clay and gravel.
"D." Soft material where a boulder was struck below 14 ft. from standard surface, which I considered indicated that others might be found in the vicinity, at perhaps higher levels.
"E." Hard material, with boulders below 14 ft.
- 4th Class. Very difficult. { "F." Soft material with boulders above 14 ft.
"G." Hard do do do

These I have re-arranged in four classes, as above for making an estimate, and on next page I give you a table with the quantities of dredging belonging to each class, with the information showing the comparative merits of each line.

The quantity of dredging assigned to each class is in proportion to the number of borings of that class, for example: in the first shoal west on No. 1 line, after leaving the Beauharnois Canal, there are thirty-eight borings made, excluding those taken in the nine feet shoal, as that seems to differ slightly from the main shoal.

2	of these 38 borings are Class A.....	5 per cent.
28	" " " " B.....	74 "
1	" " " " C	} 13 "
1	" " " " D	
3	" " " " E	
2	" " " " F	
1	" " " " G	8 "

COMPARATIVE TABLE of Five Proposed New Channels in Valleyfield Harbour:

	Approximate Estimate of Dredging to be done.					Ratio of total Dredging in each Line.	Average Class.	Length of Line.	Ratio of Length of each Line.	No. of Ranges.	No. of objectionable Angles.
	1st Class.	2nd Class.	3rd Class.	4th Class.	Total.						
No. 1 Line.....	14,580	70,124	19,920	7,992	112,616	80	2-19	11,070	105	5	2
No. 2 do	19,367	48,542	30,123	5,520	103,552	74	2-21	11,560	110	5	3
No. 3 do	9,360	39,998	31,191	9,408	89,952	64	1-64	11,110	105	6	3
No. 4 do	26,373	73,718	26,929	13,967	140,087	100	2-19	10,535	100	5	3
No. 5 do	17,578	74,918	25,145	14,121	131,782	94	2-27	10,700	102	5	3
Present channel.											

In making out the average class column, it is supposed that the cost of dredging increases in a gradual proportion according to the number of the class. The average is therefore found by multiplying the number of the class by the quantity under it, and dividing the sum of these by the total quantity in the line.

In all cases twenty per cent. is added for contingencies.

After examining this table, and the plans of the different lines, I think the conclusion arrived at must be, that No 3 line is the best. There is 36 per cent. less dredging than on No. 4 line, and 10 per cent. less than on any other.

The material also, taking the average throughout, is decidedly easier to work (Average class 1.64 against 2.19, or 15 per cent.) On the other hand it is slightly longer than two of the other lines (No. 4 and 5) and has two objectionable turns, but in this respect it is only inferior to No. 4 line. It has also a greater number of ranges than any of the others, which makes it more complicated, but I think this may be remedied to a certain extent by so arranging two lights that they will each mark one turn, and when they come in line will mark another.

No. 4 line is the most direct, and of course would be the best if cost were no object.

No. 5 line is along the present channel very nearly, and to my mind has nothing to recommend it except its length, but in this respect there is very little difference in any of the lines.

In order to make a fair comparison between the different lines I had to keep a uniform width throughout, but if either No. 3 or 5 is chosen it would perhaps be better to contract the channel between the outside white light-house and the pier opposite to it to prevent having to move either of these structures. This would make a saving of some 17,000 cubic yards, but of course would injure the channel.

Before closing, I have much pleasure in bringing to your notice the untiring zeal displayed by my assistant, Mr. J. L. Watson, and the rodmen, Messrs. A. L. Jarvis, and C. J. Steers. The work has been extremely hard, so much so, that although paying very high wages, I could not get the men to stay on longer than a few days at a time, and yet these gentlemen have not only faced every kind of weather most cheerfully, but on their return here, after a hard day's work, have continued till a late hour in the office almost every night, that you might be supplied with the fullest information whenever it was called for.

I have the honor to be, Sir,

Your obedient servant,

(Signed,) WILLIAM CRAWFORD.

John Page, Esq.,
Chief Engineer Public Works,
Ottawa.

D.

LAKE ST. LOUIS SURVEY.

LACHINE, December 31st, 1872.

DEAR SIR,—About three weeks ago the weather put a stop for this season, to further out of door work on Lake St. Louis, and since then I have used the utmost diligence to push on the preparation of the plans, for I am most anxious to get to Lake St. Francis at the earliest possible date to commence work there, as I understand the ice is now ready for us.

I have now the honor to submit the following tracings, which I think will shew you what work has been done, and require but few words of explanation.

1st. General plan of Lake St. Louis between Lachine and Nun's Island, to a scale of 500 feet to the inch.

2nd, 3rd, and 4th.—Enlarged plans of the same district, shewing the soundings and borings made in the main channel, to a scale of 200 feet to the inch.

5th. Plan of soundings taken at the lower entrance to Beauharnois Canal at Melocheville, to a scale of 200 feet to the inch.

In getting up the plans little time has been devoted to the purely artistic portion, as I thought that this would be more in accordance with your wishes, but more than ordinary care has been taken with the accuracy of the work, both out of doors and in the office; and the work is as mathematically correct as is possible with ordinary instruments.

The principal points of the survey, and the different base lines from which the soundings have been fixed, have all been most carefully triangulated and calculated, and every possible precaution has been taken to prevent the smallest error in this the essential part of the work.

The system adopted for making the soundings was that being used by Mr. Thompson when he handed over the work to me, namely: of first finding out where shoals existed, by running the steamer down the channel, with long poles fixed to a depth of fourteen feet, and afterwards carefully sounding in a small boat, the places where the poles had touched bottom. This saved a great deal of time as there are many patches with plenty of water which require no special attention.

The position of every sounding and boring was established by angles taken by two six-inch transits fixed at either end of a convenient base line; and by a system of signals the two angles and the sounding were taken exactly at the same moment.

The distances being so great, the plan would have been unwieldy if drawn to the smallest scale that would have permitted the soundings being entered. I have, therefore, given you a general plan on a smaller scale with the shoals sketched on, which will show you in a convenient form where work will require to be done, and I also send three sheets of details, with full particulars of the soundings, that you may see the extent of such work. I could not well have used larger scales without some much more elaborate protractor for plotting the angles than was in my possession.

The soundings between Nuns' Island and Lachine have all been reduced to the standard of nine feet water on the mitre sill of Lock No. 5, Lachine Canal, and those at Melocheville to the same depth on the mitre sill of Lock No. 6, Beauharnois Canal. In making these reductions I have taken the nearest half foot below the soundings given me by the different lockmasters, so as to be on the safe side, but my own soundings were not taken closer than to feet.

On both the general plan and the enlarged details, I have laid down approximately the present steamboat channel with a red line, and by way of shewing its width more clearly, I had a line of soundings run on each side of it, between Nos. 1 and 2 lightships, which on the enlarged plan I have shown with all the soundings taken, but on the general plan I had to omit many on the account of the small scale.

I have made no calculations as to the probable quantity of material required to be dredged, until I could consult you as to the width you intended making the channel.

I think it is possible that a better channel might be found by diverging from the present one a little west of No. 3 Lightship, and taking a tolerably direct course to No. 1 Lightship, passing close to St. Nicholas Island, but there was no time to do anything at it further than was required for our immediate use in running about the lake, and, therefore, I can only say I think it is worth some examination before commencing work on the present channel.

The district between Nuns' Island and Melocheville was examined by running over the present north, or main channel with the long poles fixed to fourteen ft. depth of water, and as these indicated that there was always more than that depth of water, I paid no further attention to this part of the work.

My success with the borings was not very great; owing to the very unfavorable weather after we were in a position to begin work, the difficulty of carrying on both the soundings and borings at the same time with a small party, the time lost in having to move out of the way of steamers and barges, especially at the shoal near No. 1 Lightship, and other minor hindrances, therefore, instead of being able to test all the shoals as I hoped to do, we could only examine two.

I enclose you a paper giving full particulars of all the borings made, but the general result is, that to a depth of sixteen ft. two in. below standard water surface, at the shoal near No. 1 Lightship, which I have marked "A," there is no indication of rock, except at borings No. 10 and 14, and at shoal "B," to a depth of seventeen ft. four in. the same result, except at boring No. 19; the material in both shoals being generally a stiff blue clay, mixed with small stones, and sometimes gravel. Large boulders were pretty common, the largest one met being five ft. thick.

No. 10 boring showed two ft. six in. rock, or boulders, when the work had to stop on account of the shortness of the rod, but fortunately this occurs at a depth beginning at thirteen ft. seven and a half in. to sixteen ft. one and a half in. below the standard surface, therefore it is not likely to give much trouble in any case. I am inclined to think it rock proper on account of its softness, for usually when boulders were met the boring-rod could make little impression.

Nos. 14 and 19 borings, I should say were both evidently small boulders or stones.

From all I could learn, the water west of the channel between No. 1 Lightship and Lachine is so shallow that it is not likely to be chosen by you as the approach to the canal, therefore I had no borings made, except in the vicinity of the present channel.

A third shoal near No. 2 Lightship, I have marked as "probably sand," as I judge from the peculiar manner in which the long poles on the steamer stuck in this, that it must be sand or some soft material.

I wished to have done something in taking the rate of the current in different parts of the lake, which will of course materially affect any works that may be carried out, but we had so little favorable weather for any kind of work on the water that every moment was taken up with some more important work, and all I can say is that I am told the current runs at the rate of three to four miles an hour, but I am satisfied there is a great difference in different parts.

Hoping that these explanations will enable you to understand fully all the information that has been acquired during the last summer on Lake St. Louis, and that they will meet with your approbation,

I have the honor to be, Sir,

Your obedient servant,

(Signed,) WILLIAM CRAWFORD.

John Page, Esq.,
Chief Engineer,
Public Works, Ottawa.

BORINGS made at Lake St. Louis during November, 1872.

No. of boring.	Depth of water	Total thickness bored through.	Depth of boring below standard surface water.	Remarks.
	Ft. in.	Ft. in.	Ft. in.	
				<i>Shoal near No 1 Lightship, "A."</i>
1	11 8	1 11	13 7	Stiff blue clay mixed with small stones.
2	9 8	0 9	10 5	Struck a boulder, and boring was discontinued.
3	9 3	0 12	10 3	Clay—Saw had to move out of the way of a passing steamer.
4	11 5	2 11	14 4	Stiff blue clay.
5	11 6	4 0	15 6	do
6	12 0	2 6	14 6	do Could get no further with auger-bit.
7	12 0	1 0	13 0	do Had to move out of the way.
8	12 0	3 0	15 0	do Auger-bit broke.
9	11 0	1 0	12 0	do Too late to finish boring.
10	12 1½	4 0	16 1½	12 in. of small stones, 6 in. of hard clay, and 2 ft. 6 in. of rock or boulders, through which the boring rod had not got.
11	12 7½	3 6	16 1½	12 in. small stones, 2 ft. 6 in. gravel and clay (very hard.)
12	10 7½	2 4	12 11½	Stiff clay with small stones, struck boulder and could get no further.
13	10 9½	5 4	16 1½	18 in. stiff clay, with small stones, 3 ft. 10 in. gravel.
14	11 7½	4 6	16 1½	15 do do do 12 in. boulders or rock, 2 ft. 3 in. gravel and clay (very hard.)
15	12 7	3 10	16 5	15 in. small stones, 2 ft. 7 in. hard clay and gravel.
16	15 2	2 6	17 8	12 in. small stones, 18 in. soft clay.
17	14 2	2 8	16 10	Small stones and clay, very hard at the top, but softer towards the bottom.
18	14 8	2 8	17 4	do do do do do
19	13 0	4 4	17 4	2 ft. small stones and hard clay, 8 in. boulders, 1 ft. 8 in. hard clay and gravel.
20	14 0	3 4	17 4	Hard clay and small stones.
21	13 0	2 4	16 4	do do (Softer towards the bottom.)
22	14 9	2 3	17 0	Clay and small stones softer than usual.

(Signed) WILLIAM CRAWFORD.

E.

CANAL OFFICE,
MONTREAL, 17th January, 1874.

SIR,—Enclosed I beg to hand you general maps and plans for the proposed enlargement of the Lachine Canal, from the upper end of Basin No. 2, to the upper terminus, including the Lachine approach, which have been prepared as directed by letter No. 15,318. This letter fixes the dimensions of the locks at 270 feet between quoins, forty-five feet in width at bottom, with twelve feet water on the sills, and thirteen feet in the reaches; and calls for a report on the best mode of carrying out the proposed improvements, &c., &c.

This canal is peculiarly situated, the line of low water on the upper sill of the guard lock (Lock No. 5) at Lachine, is now considered to be nine feet instead of ten feet, as formerly.

The river channel above the guard lock, forming the upper approach for a distance of 5,600 feet, has an uneven rock bottom, which would have to be sunk about three feet, and the guard rock rebuilt in order to get the length of the lock and depth of water required.

The prism of canal between locks four and five, a distance of 23,400 feet, generally called "the long reach" would also have to be sunk fully three feet; the greater portion of this distance being through solid rock.

At Locks four, three and two, the entire surplus water has been leased utilized for milling and manufacturing purposes. These mills are very extensive, and any change in the surface level of water would seriously interfere with their working capacity, and render an expensive change in the water wheels and connected machinery necessary.

The canal between locks four, three, and two will, therefore, have to be deepened, and locks four and three rebuilt in order to get the required depth of water, and to avoid interfering with, or changing the water powers.

The deepening below Côte St. Paul, or Lock No. 4, would be in solid rock, for about 2,000 feet from the lock downwards; between that point and basin No. 2, it would consist generally of earth excavation.

The bridge abutments, and piers would also have to be either rebuilt or underpinned in such a manner as to support them for the additional depth required, and the culverts rebuilt on a lower level.

The shoal at the lower, or floating light No. 1, at Lachine, consists of hard clay, gravel and boulders, which will have to be deepened from 0 to 4-60 feet, to obtain the required depth at low water. This work can probably be done by dredging.

The rock to be removed for deepening the channel above the guard lock will either have to be excavated under water, or laid dry by coffer damming, and the work done in winter to avoid interfering with the navigation.

Instead of deepening this channel and rebuilding the guard lock, a new channel might be formed on the river side of the present pier, to connect with a new guard lock on the south side of the present works, connecting with the canal below the lock, as shewn on plan No. 2; and locks four and three duplicated.

These works may all be done in summer, but the prism of canal from lock five to the railway bridge, between locks three and four, could only be deepened, and the bridge abutments, and culverts rebuilt during the winter season, between 1st December and 1st of May, without interrupting navigation.

Even by duplicating the locks and the Lachine entrance, it appears to me that the contemplated enlargement cannot be obtained without materially and seriously interfering with the navigation and stopping the mills for at least two winters, and probably three.

In order to avoid all this difficulty, and leave the present canal intact, as far as possible, I have had a survey made for an entire new canal from Lachine to the railway bridge above referred to; the new entrance being at the railway wharf at Lachine, where the required depth of water can be obtained.

From that point a thorough cut is formed through the low lands in rear of the village of Lachine, for a distance of 12,600 feet, striking the north-west bank of the present canal below what is generally termed "the Rock Cut," 6,000 feet below the present guard lock.

From this point downwards to lock four, the new canal can be formed by the construction of an additional bank, which would, to a great extent, be formed from the material excavated from a canal 100 feet wide at bottom.

Lock four would be duplicated, and from lock four to the railway bridge, a distance of 5,000 feet, there would be more excavation than required to form the bank, but it could be easily and cheaply disposed of.

From this railway bridge to lock three, it is proposed to make the present canal 200 feet wide; the additional width to be on the north-west side to below Brewster's Bridge; and then by the removal of the Island leased to "The Montreal Transportation Company" and following the line of the old canal to lock three, which will be duplicated.

This work will consist of earth excavation, which can be done by dredging from the railway bridge downwards, if the channel is made wide as above proposed, without interfering with the passage of vessels or flow of water.

The ice and frazil that forms in the canal during the last month of navigation collects between these two points to such an extent that it entirely obstructs navigation, forming an ice pack to the bottom. This occurs every year, and last November it formed a perfect obstruction for several days.

The enlargement of the canal and the removal of this island, it is thought, will add sufficient area to allow this ice to spread, and thus prevent the delays that would otherwise take place every year before the close of navigation.

From Lock No. 3 to basin No. 2, the canal is also made 200 feet wide, the additional width being on the north-west side, where two additional basins called "St. Gabriel Basins," Nos. 3 and 4, are to be formed.

At the west end of basin No. 4, provision is made for forming graving docks that will be required for docking and repairing vessels.

The proposed enlargement from basin No. 2 to the railway bridge, between locks three and four, as well as the removal of the shoal at floating light No. 1 at Lachine, is common to both entrances.

The new canal from the railway bridge to Lachine, may be a little more expensive to build, but it has the advantage of being quite independent of the present works, and can be built in summer without interfering with either the trade or milling interests, which is probably more than sufficient to counterbalance the additional cost.

It is said there are 30,000 people, consisting of men, women, and children that derive a subsistence from the mills and factories on this canal; the cost of supporting them would be, twenty-five cents per day each, amounting to \$7,500 a day for their support alone, to say nothing of the disarrangement of business and loss to the proprietors by shutting off the water for probably three winters.

The relative position of these routes may be seen by reference to the accompanying maps on which the longitudinal and cross sections of each are shown. These plans and sections have been prepared with care; and the quantities for the enclosed estimates of cost have been calculated from actual levels and soundings taken over the line of each work.

Although the estimated cost of enlarging the present canal is less than for the proposed new canal, it must be understood that there are certain items not included which it is difficult, if not impossible, to estimate correctly, viz. :—The unavoidable interruption the trade must experience, and the stopping of water for supplying the mills. These items alone for the three years that it would take to accomplish the work would probably amount to near the entire cost of the new work.

This extra cost the Government may not be directly responsible for in dollars and cents, but the loss must nevertheless be borne by parties who are in a majority of cases quite unprepared to sustain it.

The new cut is quite feasible, and the work would also be done at a season of the year most favourable to the construction of canals.

The line of the Lachine railway for a distance of 9,000 feet from the river station at Lachine would have to be changed to the west side of the new cut, and the present railway wharf moved up stream, as shewn on plan No. 1; or a railway bridge constructed on the line of the present track, and the upper entrance of the canal placed west of the railway wharf, as shewn on plan No. 2.

The removal of the railway to the west side of the canal appears to me to be the least objectionable of the two: the canal entrance is also more favorable.

The work of enlarging the present canal even by duplicating the locks and Lachine entrance will be attended by so many difficulties and conflicting interests as to render the work very difficult, if not quite impracticable; nearly all of which would be avoided by adopting the new canal from Lachine to the railway bridge, to say nothing of the great advantage of having two separate canals which would facilitate and render any further changes easy, and prevent delays by accidents at the locks or elsewhere.

Enclosed will be found estimates of the cost of the different routes; and the plans enumerated in the following list, viz.:

No. 1. General plan and longitudinal section of new entrance at Lachine with change of railway line, and enlargement of present works to Station 314 below Rock Cut.

No. 2. General plan and longitudinal section of new entrance at Lachine with enlargement of present works to Station 314, below rock cut, without changing line of railway; also showing duplicate entrance and guard lock.

No. 3. General plan of new canal and enlargement of old with longitudinal sections from Station 314 to Station 8, below Wellington bridge.

No. 4. Location of enlargement on north side from railway bridge at Station 86 to St. Gabriel Lock at Station 35.

No. 5. Cross sections of new canal and enlargement from Station 8 to Station 314.

No. 6. Cross sections of enlargement on north-side from railway bridge to St. Gabriel Lock.

No. 7. General plan of St. Gabriel Lock and bridge.

No. 8. General plan of lock at Côte St. Paul.

No. 9. General plan of extension of culvert at River St. Pierre.

I have the honor to be, Sir,

Your obedient servant,

(Signed,)

JOHN G. SIPPPELL,
Superintendent Engineer.

John Page, Esq.,

Chief Engineer,

Department of Public Works,

Ottawa.

LACHINE CANAL.

SUMMARY of Estimates for the enlargement of present line; also for a new Canal from Grand Trunk Railway Bridge to Leishman's Point, above Lachine.

	No. 1.	No 2.
	Enlarged Canal the whole distance.	Sections 3, 4 and 5 enlarged, and new Canal with entrance at Leishman's Point, Lachine.
	\$ cts.	\$ cts.
Section No. 3	200,175 00	200,175 00
Graving Docks	124,272 40	124,272 40
St. Gabriel Basins	75,979 00	75,979 00
Section No. 4	187,149 00	187,149 00
do 5	283,076 60	283,076 60
do 6	148,320 00	184,325 85
do 7	216,013 60	240,269 10
do 8	152,198 00	98,898 25
do 9	388,780 00	224,306 00
do 10	257,320 00	374,709 00
do 11	213,575 00	540,339 50
do 12	553,900 00	438,307 50
do 13	129,600 00	129,600 00
Add for contingencies	2,930,358 60	3,101,407 20
	293,031 40	310,142 80
	\$3,323,390 00	\$3,411,550 00

(Signed,)

J. G. SIPPPELL,
Superintendent Engineer.

Canal Office, Montreal,
January 19, 1875.

F.

CORNWALL, 15th January, 1874.

SIR,—In handing you the plans and sections in connection with the survey for the enlargement of the Cornwall Canal, I have the honor to submit the following remarks concerning them, with expressions of opinions upon various points requiring consideration which may tend towards a decision as to the mode of dealing with them.

FIRST.—THE SURVEY OF THE CANAL.

This has been made from a base line run along the tow-path from one end of it to the other, and embraces an accurate outline of both banks of the canal on the north, and the shore line of the River St. Lawrence on the south side of it, including at the same time special surveys of the ground likely to be required for lock deviation, and all the mills, factories, and other buildings in the vicinity of the canal property.

SECOND.—CROSS SECTIONS.

Cross sections have been taken of the canal throughout its entire length at distances apart from each other of 500 feet, defining with accuracy its present form; and special ones also over the ground likely to be selected as sites for the new locks in the event of entirely separate structures from the present ones being decided upon. These last sections embrace all the ground lying between the entrance locks and the river at Cornwall as that similarly situated at Locks 18, 19, and 20, and of the ground also at these locks on the north side of the canal.

The guard lock, with the exception probably of its being moved nearer the river than it now is for the purpose of giving an increased area of supply weir on its north side, will, I believe, retain its present site.

THIRD.—LOCK DEVIATION.

The alternative deviations for the entrance locks at Cornwall is shown by two lines, one colored upon the plan in yellow, and the other in red.

The former, starting from a point on the present canal about 2 000 feet above the upper entrance lock, diverges in the first place to the southward of the canal, and then crossing diagonally through it again strikes the river about 100 feet north and 300 feet to the eastward of the present entrance lock.

The latter striking off from the same point to the southward, also becomes disconnected at once from the existing line, and running in a course nearly parallel with it, enters the St. Lawrence at a point south of the entrance lock about 300 feet and just abreast of it.

By the former line the length of the basin between the locks can be made greater than that by the latter, as this, allowing a space of 400 feet in length over all for each lock, will not yield an extent of basin between them greater than 650 feet, while by the former fully 800 feet can be obtained.

By the former line the radius of the curve between the reach above, and the one upon which the upper entrance lock stands, can be considerably increased over that by the line in red; and in this respect it claims an advantage, which, however, may be counterbalanced by another consideration, and this is, that by the yellow line the present system of locks and basins is interfered with, whereas by that in red it is left intact; and should it be deemed desirable to retain the present locks in use, in addition to the new ones, the selection of the latter, notwithstanding its comparative disadvantages, may become imperative.

Soundings in the river at the entrances of each gave a sufficient depth of water, so that in this respect both routes are alike; and as regards current, which in the stream here is very rapid, and would seem to give an inshore line the preference, I believe that the construction of a pier, which could be mainly formed by the spoil from the new cutting at the outer point of the bay, which is the outlet to either,

of not more than from 200 to 300 feet in length, would throw both equally into slack water.

Lock No. 18.—The deviation for this lock, as at present estimated for, is to the south of the canal, and so are all the deviations now submitted, as although the data for ascertaining the cost of placing them on the north side has been equally obtained, the advantage of having approach to them by tow-path has inclined me towards placing them on the south side if possible. In the case now under consideration, an objection to this may present itself in the shape of a somewhat heavy embankment, whose slope runs out into the river, and will require to be strongly protected with rip-rap, and the material for a portion of which must be borrowed; but these are matters of expenditure that have to be viewed side by side with any disadvantage attendant upon the placing of a lock on the north side.

Lock No. 19.—This lock, as shewn by the accompanying plan, is placed on the south side, at a distance of some 1,400 feet above the present one which becomes obliterated entirely by the new work. Any other disposition of it on this side of the canal so destroys the alignment, and creates so much expensive river work that, if the total removal of the old lock is viewed as an objection, you will probably consider the placing of the new one on the north side, in this instance, a necessity; and its being placed there would certainly materially improve the alignment of the canal. Its position on the south side, as at present marked, also assimilates itself well with the present canal alignment. Should the site on the south side be selected a dam will have to be erected at the head of the lock, across the old canal, and the portion necessary between it and the existing lock excavated to the depth of the lower reach.

Lock No. 20.—With respect to the new site for this lock, there can, I think, exist no difference of opinion. With possibly some slight local alterations it will, I imagine, remain as now placed.

It in all ways improves the alignment of the canal, and so obviates a considerable amount of inconvenience caused by the position of the present lock which happens to stand in the angles of the converging reaches, and thereby renders at times an attempt at ingress and egress a matter of some difficulty. The new site places the lock upon a straight line extending each way from it a distance of about 400 feet, and affording approaching vessels direct ingress.

Estimates of the quantity of materials to be removed in the excavation, and the forming of embankments at each of these lock sites are given below, with that of the main body of the canal.

FOURTH.—TUNNELS.

The tunnels at present existing for roadways under the canal will have to be altered or removed, excepting the one at "Maple Grove," which stands at a sufficiently low elevation to be left as it is, and no practicable raising of the water in the reaches can prevent this contingency.

The following is a tabular statement shewing their respective elevations at the crown of the arch, with reference to the bottom of the new canal as now laid down:—

WHERE SITUATED.		Elev tion bottom new Canal.	Elevation crown of arch.	Crown above bottom of Canal.	Crown below bottom of Canal.
Station.	Place.				
2	Cornwall.....	30'00	33'00	3'00	.....
215	Maple Grove.....	46'00	45'00	.....	1'00
306	Milles Roches.....	52'00	55'00	3'00	.....
406	Moulinette.....	52'00	55'00	3'00	.....
Drain 82	Near Cornwall.....	30'00	29'75	.....	0'25

The foregoing figures are based upon the supposition that the water in the canal stands in all the reaches at the same elevation as at present. In the upper one where the Mille Roches and Moulinette tunnels are situated it must do so, and, as already mentioned, no change that can be made will obviate the necessity for doing away with the remaining one at Cornwall.

I here beg to submit a statement of the amount of excavation:—

Where Situated.	Cubic Yards.
Excavation, Prism of Canal.....	1,400,000
“ “ Deviation Cornwall.....	250,000
“ “ Lock 18.....	200,000
“ “ Lock 19.....	240,000
“ “ Lock 20.....	85,000
“ Guard Lock.....	25,000
Total	2,200,000

Soundings have been taken at both entrances of the canal with a view to obtaining accurately the deep-water line at each; and borings have also been made to ascertain the nature of the material in the bottom of the river.

This, at both ends of the canal, has proved to be of the same description, viz: a mixture of sand and clay, extremely hard to penetrate *in situ*, but which will, I think, form into a springy, puddled material when it comes to be worked upon, and exposed to the effects of the atmosphere.

I have the honor to be, Sir,
Your obedient servant,
(Signed,) D. STARK,
Resident Engineer.

John Page, Esq.,
Chief Engineer,
Department Public Works.

G.

WILLIAMSBURG CANALS,

PRESCOTT, 17th January, 1874.

SIR,—The surveys and examinations made under your instructions for the proposed enlargement of the Williamsburg Canals are completed; and I have now the honor to transmit for your information the following report, and plans, sections, &c., in reference thereto.

Having had frequent opportunities during the progress of the survey of consulting you and receiving your instructions relative to the location of the locks, the improvement in the alignment, &c., &c., and also as the time allowed for preparing the plans, &c., has been very limited, I propose making this my report as brief as possible, trusting that the accompanying plans may supply any information inadvertently omitted.

The plans submitted herewith are:—

1st. Map of the River St. Lawrence in two parts, extending from Prescott to the Williamsburg Churches, a distance of about twenty-five miles, showing the Galops, Junction and Point Iroquois Canals, now known under the collective name of the Galops Canal, and the Rapide Plat Canal.

2nd. A longitudinal section of the river from Prescott to Dickinson's Landing showing relative levels of these canals.

3rd. Approximate cross sections taken at intervals not exceeding 500 feet.

4th. Enlarged working plans of the Rapide Plat and Farran's Point Canals, also of the canal entrances at Point Iroquois, the Galops, and the lock at Point Cardinal.

In addition to the above I am preparing the third part of the map of the river extending to Dickinson's Landing, (the head of the Cornwall Canal) and also the intermediate portions of the enlarged plans from Point Iroquois to the Galops.

Upon the completion of which you will then have, as the result of the survey, two complete sets of plans, namely, of the river on a scale of 400 feet, and one of the canals of fifty feet to the inch.

To expedite the work, as well as to ensure accuracy, data from the records of cross sections of the works as constructed, have been freely used in preparing the cross sections; with this exception, however, the plans have been completed wholly from measurements taken, and information obtained under my directions.

All the measurements have been very carefully made in order that working plans might be made without further surveys other than those necessary to define the exact limits and ownership of extra land required for the enlargement.

The levels represented upon the longitudinal sections have been tested, and may be considered as accurate in determining the height of the new mitre sills with reference to a uniform datum. That of tide-water at Three Rivers has been adopted in preparing the section.

The necessary bench marks required upon construction have been established at short intervals in connection with the test levels.

The soundings have been reduced to nine feet water on the nearest mitre sills of all locks, except No. 25, where twelve feet has been assumed as the standard.

In the Williamsburg Canals the only noteworthy changes from the original construction are supposed to be:—

1st. Lessening the depth of water on the sill of Lock 27, by extending the Galops Pier head up-stream.

2nd. Increasing the depth of water in the Point Iroquois Canal, by connecting that work with the Galops, forming thereby the "Junction Canal."

3rd. Lowering the mitre sill and floor of lower recess of Point Iroquois Lock, 3-14 feet.

4th. An increase of four inches in the depth of water on the sill of Lock 24, caused by the extension of the pier head.

General description of the Williamsburg Canals (so-called), comprising the following works, viz.:—The Galops, the Junction, the Point Iroquois, the Rapide Plat, and the Farran's Point Canals.

Their length, capacity, and relative positions, are as follows:—

THE GALOPS

commences seven miles below Prescott, and has a length of cutting of 2.19 miles.

In cross sections the cuttings are uniformly fifty feet wide on bottom, with slopes two to one, and an eight feet berme on land slope.

Height of tow-path, fourteen feet above bottom, with variable top water line designed to be ten feet above bottom.

There are two locks, the one at the head is a guard lock, without lift in low summer water, and is known as No. 27.

The general dimensions of locks are:—Net length between hollow quoins, 200; net width between quoin piers, forty-five feet; and these dimensions apply to all locks.

The foundation is in rock.

Lowest water on sills, October, 1872, 8 feet 1 inch

The other lock is situated at Point Cardinal—the foot of the canal; it is known as No. 26, and previous to the construction of the junction, had a lift of 6.69 feet.

The foundation is of timber, and similar to the other locks, except where they are founded upon the rock.

THE JUNCTION CANAL

commences at Lock 26, and extends to Presqu'île, connecting the Galops and Point Iroquois Canals. It has a length of tow-path of 2.44 miles, and in cutting is of equal capacity with the Galops, viz.: fifty feet bottom, slopes two to one.

The depth of water in canal is 10 feet 10½ inches.

Height of tow-path above bottom, fifteen feet, and width, twelve feet.

There are no locks on this canal.

The Waste Weir is situated at Fraser's Point.

THE POINT IROQUOIS CANAL

extends from the foot of the "Junction" to the Village of Iroquois; it has a length of cutting of 2.91 miles; the eastern half which, in what was formerly "the Swamp," is thorough-cut.

In cross sections the dimensions of the cuttings are fifty feet wide on bottom, with slopes varying from two to one, to one-quarter to one.

In all rock cuttings floating fenders extend over the slopes.

The tow-path, and in the thorough-cut, the north bank also, are sixteen feet above bottom, and twelve feet wide.

There is one lock at the foot known as No. 25; it had originally a lift of 5.56 feet; subsequently, in 1858, the lower mitre sill was lowered 3.14 feet.

This canal, like the others, was designed for ten feet water, but by connecting it with the Galops, the depth has been increased to twelve feet.

The foundation is on rock.

Lowest water of existing sill, 9 feet 3 inches October, 1872.

THE RAPIDE PLAT CANAL

commences in Flagg's Bay, 4.09 miles east of Lock 25, Point Iroquois.

It has a length of cutting of 3.66 miles; its cross section is fifty feet on bottom, slopes two to one, and berme of eight feet on land slope. Tow-path fourteen feet above bottom, width variable. Top-water line designed to be ten feet above bottom.

There are two locks on the canal, the one at the head is a guard lock, known as No. 24; this lock has no lift except in seasons of high water.

The foundation is timber.

Lowest water on sill, 6 feet 10 inches October, 1872.

The other Lock, known as No. 23, is situated at Morrisburg, the foot of the canal; it has a lift of 11 feet 6 inches.

The foundation is timber on hard pan.

Lowest water on sill, 6 feet 6 inches October, 1872.

THE FARRAN'S POINT CANAL

commences below Port Avoyon, 10·23 miles east of Lock 23, Morrisburg.

It has a length of cutting of 0·70 miles.

In cross sections the dimensions are fifty feet on bottom, slopes two to one, and berme of eight feet on land slope.

Tow-path sixteen feet above bottom, width variable.

Top water line designed to be ten feet above bottom.

There is one Lock, No. 22, situated at the foot of the canal, with a lift of 3 feet 6 inches.

The foundation is timber.

Lowest water on sill 7 feet 1 inch, October, 1872.

I may now advert to the present condition of the works:—

1st. The locks.—All the masonry is in good condition, except some trifling damage to the lower wing walls of Lock 27.

But the gates, generally, are in a dilapidated condition, and the Government wharves are in a ruinous state.

No obstructions at the lower entrance to either canal, but all the upper entrances require improvement, particularly at the the Galops and Farran's Point.

2nd. Tow-path and prism of canal.—The tow-path has been protected throughout by very rough slope walling or pitching.

The northern slope has been similarly protected.

The berme, originally formed from four to six feet above top water line, has disappeared, and the land slopes have assumed a very irregular outline.

The wash from these slopes has, in many instances, formed a deposit in the canal higher than the sill, which in low water obstructs the passage of vessels.

Some of the curves are too sharp, as at Mariatown Point, Rapide Plat, the rock cutting in Point Iroquois Swamp, and Gates' and McLaughlin's Point at the Galops.

In the low-water season of 1872, owing to these causes, the mail boats and other large vessels, which were then compelled to use the canals, were generally towed through by horses.

Like the Government wharves the south piers and wharves at the upper entrances are, with the exception of Rapide Plat, in very bad condition.

Proposed alterations in the position of locks, alignment, &c.

From your frequently expressed opinion, in what I fully concur, "that wherever favorable sites can be obtained for the new structures; it is inexpedient to tear down "and rebuild the old locks."

I have ventured to assume that the general arrangement of the locks, shown by a red tint on the entrance plans, will be approved of.

Inasmuch as the levels of each canal were originally determined upon from local information and without regard to a common datum, it is found—*vide* the longitudinal section—that assuming nine feet of water (equal to 8·05 as constructed) on the sill of the Galops guard lock as a standard, the sills of the other locks are now relatively as under, viz.:—

Lock 27, Galops.....	0·00
“ 25, Point Cardinal.....	0·87 —
“ 25, Point Iroquois.....	1·75 —
“ 24, Rapide Plat.....	0·75 +
“ 23, Morrisburg.....	1·08 +
“ 22, Farran's Point.....	0·83 +
“ 21, Head Cornwall Canal.....	0·00 nearly.

It follows that, in order to insure an uniform depth on the sills of twelve feet in extreme low water, it will be necessary to lower the present canal bottom to the level of the assumed datum lines, marked red on the cross sections, as follows:—

Galops Canal.....	4 ft. 6 in. =	213·93 +	Tide water	Three Rivers.
Junction Canal.....	2 ft. 2 in. =	209·53 +	“	“
Point Iroquois Canal.....	1 ft. 0 in. =	209·53 +	“	“
Rapide Plat Canal.....	6 ft. 0 in. =	195·17 +	“	“
Farran's Point Canal.....	5 ft. 6 in. =	175·67 +	“	“

The proposed position of enlarged locks is as follows:—

No. 27	South of and lying obliquely to axis of existing lock.
“ 26	“ “ parallel “ “
“ 25	North “ “ “ “
“ 24	“ “ “ “ “ “
“ 23	South “ “ “ “ “
“ 22	On site of existing lock.

In the above arrangement care has been taken to avoid interfering with the mill privileges at Locks 26, 25, 23 and 22.

CHANGES IN ALIGNMENT, &c.

GALOPS CANAL.

Extension of upper entrance to deep water in Munro's Bay above the shoals, 1,800 feet.

The necessity for this improvement in connection with the enlargement of canal is again submitted for your consideration.

Lock 27.—Tow-path opposite to be shifted south in shallow water.

Little Bay.—Tow-path opposite to be moved south in shallow water. This will save a heavy cutting on north side of canal.

Gates' Bay.—The tow-path can be moved south in shallow water, and the curve flattened if required.

Point Cardinal.—Changing the position of Lock 26 involves moving the tow-path south in deep water; this is the most serious change proposed.

JUNCTION CANAL.

No change in alignment required, except immediately adjoining Lock 26, as above.

POINT IROQUOIS CANAL.

At Presqu'île.—The tow-path to be moved south in dry bed of the old channel.

At Binions.—Tow-path to be moved south in shallow water to avoid interfering with the road and valuable property.

Swamp above Iroquois.—The direction of the long tangent west of the basin to be slightly changed to avoid damaging existing mill sites on south side of canal.

RAPIDE PLAT CANAL.

No material change called for west of Mariatown Point, thence to Merkley's Bay, the tow-path is shifted south to save heavy cutting on the north side of canal.

West of Lock 23.—The tow-path is moved south to avoid damaging valuable property in the village of Morrisburg.

On this canal there are many points where it may be found desirable to reduce the tow-path to a minimum width by flattening the curves, &c.; in this manner heavy cuttings may be saved.

FARRAN'S POINT CANAL.

The extension of the upper entrance to deep water in Empey's Bay, 1,700 feet, is recommended for consideration; the existing entrance is clearly impracticable for large vessels.

At the first curve west of the lock, the enlargement may be effected by reducing the canal bank to the ordinary dimensions of the towing path.

This would avoid heavy excavation and interference with the present road on the north bank, it would also materially improve the alignment.

Should the proposed alterations in the positions of the locks, as also the closing of the Farran's Point Canal during the re-building of Lock No. 22, be favorably entertained by you, it is confidently believed that the work of enlargement can be carried on without in the slightest degree interrupting the navigation of the canals.

The following general information is added relative to the navigable reaches, and rapids of the river between Prescott and Dickinson's Landing, adverted to in my report of November, 1872.

The Prescott Reach, extending from Prescott to the Galops Rapids, has been very fully described therein, and to which I beg to refer you.

From the Galops to Point Iroquois, eight miles, the fall is 14.81 feet.

The navigation is obstructed by:—

1st. The Galops Rapids, caused by a bar of rock extending across the river to Lisbon on the American side.

This bar is practically the "sill" of the river above the Cornwall Canal, and limits the draught of water of all downward-bound vessels.

The steamboat channel which lies close to the Canadian side, crosses the bar in ten feet water close to and north of the "Chute." Both above and below the bar the channel is deep, but obstructed by boulders.

I may here mention that a light at the head of the suggested extension, with range on the high bank skirting Munro's Bay, would lead directly through the deepest water in approaching and crossing the bar.

2nd. The King William Shoal, which lies nearly in mid-channel, three-fourths of a mile east of Point Cardinal: it extends from near the north shore obliquely across the river to the deep water off sand beach on the American shore.

The Iroquois Reach, 4.09 miles, with a fall of 3.53 feet, extends from Lock No. 25 to the head of Rapid Plat Canal.

The channel is deep and straight and uninterrupted by shoals.

The supposed shoal off the old church does not exist.

The rapids called Rapide Plat succeed the Iroquois Reach, and extend to Morrisburg, 3.70 miles, and have a fall of 11 feet 6 inches.

The channel through this rapid is deep and easily navigated, and may be safely used in any stage of the water by descending vessels drawing twelve feet.

The Morrisburg Reach extends from Lock 23 to Farran's Point, 10.23 miles; 8.29 feet, and presents but one obstruction to vessels descending the river, viz.:—Willard's Shoal, lying nearly in mid-channel, two miles east of Morrisburg.

From survey the area is ascertained to be 84,500 square feet, it lies in from eight to fourteen feet of water, and is composed of boulders and material easy of removal.

In ascending this reach, vessels might with advantage use the Aultsville Channel, which has been surveyed and found practicable; it leads upwards in comparatively still water from Empey's Bay to East Williamsburg. This route avoids the strong current and shoals between Cat Islands and abreast of Sturgeon Point, on the American shore.

Immediately above East Williamsburg and as far as "Crysler's Farm," the navigation is rendered difficult to ascending vessels by a series of flat shoals covered with large boulders, known as "Casselman's," which, extending out four points on the north shore, nearly to the steamboat channel, force ascending vessels to encounter the strong current in the deep water, or to cross and re-cross the river, and eventually use the American channel to the foot of Gooseneck Island.

From Crysler's Bay to Willard's, upward-bound vessels can follow the north

shore, passing north of the Willard Shoal. Between this point and Morrisburg shoals similar to those described as existing above East Williamsburg obstruct the navigation upwards.

These shoals, like Willard's, might be greatly improved by raking or dredging.

Farran's Point Rapid is three-fourths of a mile long, and has a descent of 3 feet 6 inches, the channel is deep and straight, and may be used by vessels of any draught.

Farran's Point Reach extends from Lock 22 to Dickinson's Landing, the head of the Cornwall Canal; the length is 4.64 miles, and fall 0.59 feet.

The channel is broad, deep, and straight, and free from any obstructions.

Previous to the construction of the Farran's Point Canal, ascending vessels constantly used the "Sny," or channel between Croil's and Long Sault Islands, and at present many of the large-class propellers, and occasionally the tugs, make use of it to avoid detention in the canal.

For these reason it is suggested that the Farran's Point Canal might be closed during the enlargement.

Trusting that the information I have endeavored to convey in this report may be of use,

I have the honor to be, Sir,

Your obedient servant,

(Signed,)

TOM S. RUBIDGE.

Civil Engineer.

John Page, Esq.,
Civil Engineer,

Department of Public Works,
Ottawa.

H.

CANAL OFFICE,

MONTREAL, 27th January, 1875.

SIR,—Enclosed, I beg to hand you estimates with accompanying plans for the enlargement of the Lachine Canal, which have been prepared in compliance with your verbal instructions while visiting that work in October last.

Estimate No. 1 is for enlarging the canal and duplicating the locks to Lachine, where it is proposed to form a second river entrance on the south-east side of the present entrance, and parallel with the present wing-dam, which will be more fully understood by referring to plan No. 1.

This estimate amounts to \$4,562,936, and doubles the water area of the present Canal, with twelve feet on the lock sills and thirteen in the canal; the river entrance to be 200 feet in width, until it meets the natural channel which varies from 200 to 400 feet in width, and when completed will form a harbor of large capacity; and the second wing-dam will have the effect of slightly raising the water.

The new locks, Nos. 3 and 4, are located on the north-west side of, and about thirty feet from the present locks; by coffer-damming at the ends, &c., a large portion of the work of construction can be done in summer.

Lock No. 5, at Lachine, is situated in a new cut on the south-east side of the present lock and weir, and can be entirely constructed in summer.

The Lachine entrance can also be carried on during the most favorable season for works of that character, without interrupting navigation; a portion of the earth excavation for increasing the capacity of the canal, can also be carried on during season of navigation by dredging, but a large and expensive portion of the work is solid rock, which can only be done during the winter without interrupting navigation.

The cost of the work is therefore largely increased by being forced into the winter months, which will necessarily extend over three or four winters, and probably more, seriously interfering with the operations of the manufacturing interests, as stated in a former report.

Estimate No. 2, amounting to \$4,461,508, provides for enlarging the present canal as per estimate No. 1, to the railway crossing at the old Gregory House, and forming a duplicate canal on the north-west side of the present canal to Lachine, passing behind the village, with the Lake St. Louis entrance at the present railway terminus, and provides for changing the line of the railway to the west side of the proposed canal as per plan No. 2.

The great advantage of this route would be derived from being able to carry on the work during all seasons of the year, without materially interrupting the navigation or flow of water for milling and manufacturing purposes, and would reduce the time required for doing the work, say, two years, which recommends it to serious consideration.

Estimate No. 3, amounting to \$4,342,478, follows the same line as estimate No. 2 to section No. 10, at the lower end of what is generally termed the "Rock Cut," and follows the route of the old Bateau Canal, between the present canal and Lachine road, and instead of passing in rear of the village, connects with the present works at the north-west side of the guard lock, the new lock being located between the supply weir and Lock No. 5, the river entrance passing through the timber basin and extends up to line of deep water above the old railway station, where it forms an entrance in common with the present canal by increasing the width.

This line is also shewn on plan No. 2. This route also duplicates the canal between Lake St. Louis and the railway bridge at the old Gregory House; is more direct than No. 2, and a little cheaper. It does not interfere with the railway or lands in rear of the village. It will, however, destroy the present timber basin, but in doing so will form a fine harbor, with spacious dockage accommodation, and can be

carried on during the season most fitted for canal construction, without materially interfering with the navigation or flow of water for manufacturing purposes.

Estimate No. 4 amounts to \$4,093,876, and is compiled from Nos. 1 and 2, by enlarging the canal to the railway bridge at Gregory House, following the line of the new canal, as per estimate No. 2, to the lower end of the "Rock cut" at section 10; then, instead of either going behind the village, or following the old Bateau route, it enters the present canal, as per estimate No. 1, making the same river and lake connections as by No. 1.

Estimate No. 5 amounts to \$4,081,745; is also compiled from estimates Nos. 1 and 2, and provides for enlarging the present canal, the same as No. 1, except Sections 8 and 9 between the Côte St. Paul Bridge and the lower end of the "Rock Cut," a distance of 16,400 feet, or a little more than three miles, when a new canal is formed on the north-west side, the same as per estimate No. 2.

Estimate No. 6, amounting to \$4,330,347, is the same as No. 5, except that portion between Section 9 and Lachine, where it follows the Bateau Chaniel, as per estimate No. 3.

By this estimate the present canal is to be enlarged to Section 8 above Côte St. Paul Bridge, and a new channel from there to Lachine, the same as estimate No. 3, or Bateau route, and is only \$12,000 less than No. 3.

A table of these six estimates is enclosed herewith, to enable you more readily to compare the estimated cost of these routes.

The estimate for crossing the shoal at the light-house is common to all, and is so entered.

I have the honor to be, Sir,

Your obedient servant,

(Signed,)

JOHN G. SIPPPELL,

Engineer in Charge.

John Page, Esquire,
Chief Engineer Public Works,
Ottawa.

LACHINE CANAL ENLARGEMENT.

TABLE OF ESTIMATES.

Sections.	No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	No. 6.
	Enlarged canal, the whole distance.	Sections 3, 4 and 5 enlarged, and new canal with entrance at Leishman's Point, Lachine.	Sections 3, 4 and 5 enlarged, and new canal with entrance at present Guard Lock, Lachine.	Sections 3, 4, 5, 10, 11 and 12 enlarged, with new canal along Sections 6, 7, 8 and 9.	Sections 3, 4, 5, 6, 7, 10, 11 and 12 enlarged, with new canal along Sections 8 and 9.	Sections 3, 4, 5, 6 and 7 enlarged, and new canal with entrance at present Guard Lock, Lachine.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
3	387,605 40	387,605 40	387,605 40	387,605 40	387,605 40	387,605 40
4	248,029 80	248,029 80	248,029 80	248,029 80	248,029 80	248,029 80
5	240,189 00	240,189 00	240,189 00	240,189 00	240,189 00	240,189 00
6	372,983 00	355,758 85	355,758 85	355,758 85	372,983 00	372,983 00
7	320,005 10	348,257 10	348,257 10	348,257 10	320,005 10	320,005 10
8	296,026 90	212,449 25	212,449 25	212,449 25	212,449 25	212,449 25
9	782,233 90	428,366 00	428,366 00	428,366 00	428,366 00	428,366 00
10	414,932 00	519,883 00	417,480 00	414,932 00	414,932 00	417,480 00
11	273,318 00	682,254 00	376,097 00	273,318 00	273,318 00	376,097 00
12	683,200 00	503,524 50	803,875 00	683,200 00	683,200 00	803,875 00
13	129,600 00	129,600 00	129,600 00	129,600 00	129,600 00	129,600 00
Totals	4,148,123 10	4,055,916 90	3,947,707 40	3,721,705 40	3,710,677 55	3,936,679 55
Add. 10 per cent. }	414,812 90	405,591 10	394,770 60	372,170 60	371,067 45	393,667 45
Grand Totals }....	4,562,936 00	4,461,508 00	4,342,478 00	4,093,876 00	4,081,745 00	4,330,347 00

(Signed,) J. G. SIPPELL,
Engineer in Charge.

Canal Office,
Montreal, 27th January, 1875.

RETURN

To an ADDRESS of THE SENATE, dated 11th February, 1875; For copies of the Postal Convention recently made with the Postmaster General of the United States by the Postmaster General of Canada.

By Command.

R. W. SCOTT,

Secretary of State.

DEPARTMENT OF THE SECRETARY OF STATE,

15th February, 1875.

POSTAL ARRANGEMENT BETWEEN THE UNITED STATES AND THE DOMINION OF CANADA.

The Post Office Department of the United States of America, and the Post Office Department of the Dominion of Canada, being desirous of effecting, by means of a new arrangement, the unification of the Postal system of the United States and Canada, in respect to correspondence exchanged between them; the undersigned, duly authorized for that purpose by their respective Governments, have agreed upon the following Articles:—

ARTICLE I.

Correspondence of every kind, written and printed, embracing letters, postal cards, newspapers, pamphlets, magazines, books, maps, plans, engravings, drawings, photographs, lithographs, sheets of music, &c., and patterns and samples of merchandize, including grains and seeds, mailed in the United States and addressed to Canada, or, *vice versa*, mailed in Canada and addressed to the United States, shall be fully prepaid at the domestic postage rates of the country of origin, and the country of destination will receive, forward and deliver the same free of charge.

ARTICLE II.

Each Country will transport the domestic mails of the other by its ordinary mail routes in closed pouches through its territory, free of charge.

ARTICLE III.

Patterns and samples of merchandize, not exceeding the weight of eight ounces, may be exchanged in the mails between the two countries, under such regulations in regard to the forwarding and delivery of the same, as either of the Post Office Departments shall prescribe, to prevent violations of the Revenue laws. They must never be closed against inspection, but must always be so wrapped or enclosed that they may be readily and thoroughly examined by Postmasters. The postage on each pattern or sample shall be ten cents, pre-payment obligatory.

ARTICLE IV.

No accounts shall be kept between the Post Office Departments of the two countries in regard to international correspondence of any kind exchanged between them, but each Department will retain, to its exclusive use, all the postage it collects on mail matter of every kind sent to the other for delivery.

ARTICLE V.

The Post Office Departments of the United States and Canada shall each return to the other all dead letters, un-opened and without charge, monthly or oftener, as may best suit the regulations of each Department.

ARTICLE VI.

The expense of transporting the mails between the frontier exchange offices, where the conveyance is by water, shall be borne equally by the two Departments; but when the transportation is by land, the expense shall be borne by each in proportion to the distance travelled over the territory of each country. All contracts for such transportation shall, before they go into operation, be approved by the Post Office Department of each country.

ARTICLE VII.

All offices now exchanging mails shall continue to act as offices of exchange under this convention. The two Departments may at any time, by mutual agreement, discontinue any of said offices of exchange, or establish others.

ARTICLE VIII.

The existing arrangement for the exchange of registered letters between the two countries shall continue in full force; but the registration fee on registered letters sent from the United States to Canada shall be the same as the registration fee charged in the United States for domestic registered letters.

ARTICLE IX.

This arrangement, except so far as it relates to letter postage, shall take effect from the first of January, 1875. The reduced letter rate will come into operation on the first of February, 1875. It shall continue in force until terminated by mutual agreement; and it may be annulled at the desire of either Department, upon six months' previous notice given to the other.

Done in duplicate and signed at Ottawa, the 27th day of January, 1875; and at Washington, the 1st day of February, 1875.

[L.S.] (Signed,)

D. A. MACDONALD,
Postmaster General of Canada.

[L.S.] (Signed,)

MARSHALL JEWELL,
Postmaster General of the United States.

I hereby approve the foregoing postal arrangement, and in testimony thereof I have caused the seal of the United States to be affixed.

[L.S.]

(Signed,) U. S. GRANT.

By the President.

(Signed,) HAMILTON FISH.
Secretary of State.

Washington, 1st February, 1875.

R E T U R N

To an ADDRESS of the HOUSE OF COMMONS, dated 18th February, 1875; For a Return of all applications made by persons who served in the Militia Volunteer Force in Manitoba, and who have been invalided or discharged before the termination of their term of enlistment, for grants of land in that Province.

By command,

R. W. SCOTT,

Secretary of State.

DEPARTMENT OF SECRETARY OF STATE,

OTTAWA, 3rd March, 1875.

HEAD QUARTERS,

OTTAWA, February 23rd, 1875.

Memorandum.

As the applications for land are not in all cases made directly to this Office, and as in many instances, the men who served have sold their claims to other persons, it will not be possible to give a correct return of all applications for land made by or on behalf of men discharged from the Manitoba Force before completion of service, the accompanying lists are submitted shewing :—

1st. The names of all the men discharged invalided from the force before completion of the period for which they engaged, and for whom no certificates for land have issued.

2nd. The names of all the men discharged for other causes, and for whom no certificates for land have issued.

Also the following abstracts from Orders in Council under which free grants of land are made to Militiamen who have been on service in Manitoba.

1st Expedition.

Under Order in Council 25th April, 1871, each officer and man who has been in the 1st or 2nd Battalion of Riflemen, or in the Dépôt Companies, and has not been dismissed therefrom, is entitled to a free grant of one quarter-section (160 acres.)

2nd Expedition.

Under Order in Council, 12th February, 1873, each officer and man enlisted (including those enrolled for the second time) *who went on* the Expedition in October, 1871, and completed the period of service in Manitoba, is entitled to receive a free grant of land, of 160 acres.

3rd Expedition.

Under Order in Council 10th September, 1872, each officer and man who completes his period of service, &c., but who *has not heretofore* been entitled to a free grant, is entitled to a free grant of 160 acres.

4th Expedition.

Under Order in Council 30th April, 1873, officers and men to receive free grant on same terms as under Order in Council, 10th September, 1872.

W. POWELL,
Lt.-Colonel, Dep.-Adj. Gen. Militia

RETURN of Men who served in the Militia Volunteer Force in Manitoba, but having been invalided before the termination of their period of enlistment, received no grant of land.

Period for which engaged.	Date of Enlistment.	Place When engaged.	Rank.	Name.	Regimental number.	Corps.	Date when invalided and discharged.
3 years	Sep. 23, 1872	Quebec	Gunner.	Allen, Charles	19	Prov'l Batt.	10th June, 1873.
do	Sep. 20, 1872	Toronto	Private.	Beasley, Anthony	616	do	9th June, 1873.
do	do	Kingston	do	Bisonette, Charles	619	do	do
do	do	London	do	Brodie, John L	624	do	do
2 years	May 30, 1873	Halifax	do	Bodwick, Richard	806	do	12th Sept, 1874.
do	Oct. 7, 1873.	Montreal	do	Brown, William	906	do	do
do	do	do	do	Bates, Robert	904	do	24th Aug., 1874.
do	do	do	do	Boire, Jean	924	do	12th Sept. 1874.
3 years	Sep. 16, 1872	do	do	Corey, Mervin D	638	do	9th June, 1873.
do	Sep. 23, 1872	Quebec	do	Crossfield Edmund	642	do	do
2 years	May 30, 1873	Halifax	do	Cooke, George	823	do	12th Sept, 1874.
do	Sep. 20, 1872	Kingston	Corpl	Deering, Horner	644	do	9th June, 1873.
3 years	do	Quebec	Private.	Desjardins, Felix			Discharged en route, being found unfit for service.
do	Sep. 23, 1872	do	do	Dix, Orlando			do do
do	Sep. 19, 1872	Montreal	do	Dickson, James	648	Prov'l Batt.	9th June, 1873.
do	Sep. 21, 1872	do	do	Duffy, Dennis	652	do	do
do	Sep. 17, 1872	do		Edwards, William			Discharged en route, being found unfit for service.
do	Sep. 20, 1872	Kingston	Private.	Ferguson, William	655	Prov'l Batt.	12th Sept., 1874.
do	Sep. 19, 1872	Brockville	do	Glazier, Torrence	660	do	9th June, 1873
do	do	do	do	Witherman, Martin	679	do	do
2 years	May 30, 1873	Halifax	do	Harrigan, John	843	do	8th October, 1873.
1 year	Oct. 17, 1871	Montreal	do	Johnson, William R.	525	do	7th June, 1872.
3 years	Sep. 20, 1872	Toronto	Begler.	* Keates, William	694	do	9th June, 1873.
do	Sep. 23, 1872	Montreal	Private.	Kerr, James	696	do	do
2 years	June 6, 1873	Kingston	Gunner.	Knox, Albert	62	do	12th Sept., 1874.
do	Oct. 2, 1873.	Brockville	Private.	Laughlin, Daniel	915	do	do
1 year	Oct. 12, 1871	Toronto	do	Means, William H.	462	do	7th June, 1872.
3 years	Sep. 11, 1872	Montreal	do	Maffrey, Frederick A.	705	do	9th June, 1873.
do	Sep. 20, 1872	Quebec	Gunner.	Murray, Charles	17	do	8th Oct., 1873.
2 years	June 7, 1873	do	do	Morin, Edmond	67	do	do
do	May 30, 1873	Halifax	Private.	Moore, John	870	do	12th Sept., 1874.

RETURN of Men who served in the Militia Volunteer Force in Manitoba, &c.—
Continued.

Period for which engaged.	Date of Enlistment.	Place where engaged.	Rank.	Name.	Regimental Number.	Corps.	Date when invalided and discharged.
3 years.	Sep. 23, 1872	Quebec.....	do	McDonnell, James ..	719	do	9th June, 1873.
do	Sep. 13, 1872	Montreal		McMahon, Alexander			Discharged en route, being found unfit for service.
do	Sep. 10, 1872	Toronto....	Serg'tant	McPerson, John ...	727	Prov'l. Batt.	17th Aug., 1874.
2 years.	May 30, 1873	Fredericton.	Corpl.	Mackay, Charles....	835	do	12th Sept., 1874.
1 year..	Oct. 18, 1871	Toronto....	Private.	Nellis, Sylvester....	470	do	7th June, 1872.
3 years.	Sep. 17, 1872	Montreal....	do	Pringle, Robert....	741	do	14th Aug., 1873.
2 years.	May 30, 1873	Halifax....	do	Quinn, Peter.....	877	do	12th Sept., 1874.
1 year..	Oct. 18, 1871	Montreal....	do	Ryland, Geo. H.....	895	do	7th June, 1872.
3 years.	Sep. 16, 1872	do	do	*Rickaby, Hamilton.	746	do	do 1873.
1 year..	Oct. 18, 1871	Toronto....		Stocky, Thomas C.			Discharged en route, being found unfit for service.
3 years.	Sep. 21, 1872	Brockville..	Private.	Sheppard, Arthur W.	755	Prov'l. Batt.	9th June, 1873.
do	do	Montreal....	do	Smith, George.....	759	do	do
2 years.	May 30, 1873	Halifax....	do	Sturney, William....	887	do	8th Oct., 1873.
1 year..	Oct. 21, 1871	Collingwood	do	Thompson, Joshua... 546	do	do	7th June, 1872.
3 years.	Sep. 20, 1872	Kingston....	do	Thurston, William... 775	do	do	9th June, 1873.
2 years.	May 30, 1873	Fredericton.	do	Telford, George..... 889	do	do	8th Oct., 1873.
1 year..	Oct. 19, 1871	Montreal....	do	Whittaker, Francis R. 852	do	do	7th June, 1872.
3 years.	Sep. 20, 1872	Kingston....	do	*Wales, William J. ... 781	do	do	12th Sept., 1874.
do	Sep. 18, 1872	Montreal....	L.-Copl.	Walkinton, Robert G. 783	do	do	9th June, 1873.
do	do	do	Private	Walkinton, John H. ... 784	do	do	12th Sept., 1874.
do	Sep. 19, 1872	Brockville..	do	Waters, Richard..... 786	do	do	8th Oct., 1873.
do	Sep. 23, 1872	Quebec....	do	White, Henry.....	787	do	9th June, 1873.
do	Sep. 20, 1872	London.....	do	Welson, William.... 789	do	do	8th Oct., 1873.
do	do	Brockville..	do	Wright, Nathaniel... 798	do	do	9th June, 1873.
2 years.	May 30, 1873	Fredericton.	Corpl.	Walker, Joshua..... 895	do	do	12th Sept., 1874.
No attestation papers.	July 6, 1873	Fort Garry.	Private	Wilson, James..... 901	do	do	22nd May, 1874.
3 years.	Sep. 13, 1872	Montreal ..	do	Smith, Osmond..... 760	do	do	9th June, 1873.
do	Sep. 13, 1872	do	do	Smith, W. T. S..... 761	do	do	do

* These parties having received a grant of land for service on previous expedition, would not now be entitled to a grant.

W. POWELL,
Lt.-Col., Deputy Adj. Gen.

ADJUTANT GENERAL'S OFFICE,
OTTAWA, 23rd February, 1875.

RETURN of men who served in the Militia Volunteer Force in Manitoba, not entitled to a Grant of Land in consequence of having been dismissed, or having deserted, or served more than once, and had already received a Grant, or enlisted in the Provinces of Manitoba.

Period for which engaged.	Date of Enlistment.	Place where Engaged.	Rank.	Name.	Regimental Number.	Corps.	Remarks.
2 years	May 2, 1870	Kingston	Private	Anderson, George	351	1st Batt	Deserted.
do	June 30, 1870	Quebec	Private	Aubert, Théophile	351	2nd do	do
6½ months	Oct. 20, 1871	Fort Garry	Private	Atcheson, Wm	614	1st do	Discharged, 30th April, 1872. Served twice. Not entitled to a second grant.
3 years	Sep. 23, 1872	Quebec	Bugler	Aston, John	614	Prov. Batt.	Deserted, 4th July, 1874.
7½ months	Sep. 18, 1872	Camp, Assiniboine River	O. M. S.	Adshead, Geo. Ed	404	do	Discharged, 1st May, 1873. Served twice. Not entitled to a second grant.
do	do	do	Sergeant	Aylmer, Fred. W	555	do	Discharged, 31st July, 1873. Served twice. Not entitled to a second grant.
12 do	May 15, 1872	Fort Garry	Private	Abbott, William	13	do	Discharged, 7th May, 1873. Served twice. Not entitled to a second grant.
2 years	May 6, 1870	Kingston	Private	Byron, Jeron M	401	Prov. Batt.	Deserted.
do	June 2, 1870	Quebec	Private	Boivin, Eugène	401	do	do
do	June 15, 1870	Montreal	Private	Blondeau, Leon	401	2nd Batt	do
do	May 2, 1870	do	Private	Blondin, W. H	401	do	do
do	July 29, 1870	do	Private	Bonnoyer or Bonnelle, Frs	401	do	do
6 months	Oct. 28, 1871	Fort Garry	do	Boyle, John W	401	Prov. Batt.	Discharged, 30th April, 1871. Served twice. Not entitled to a second grant.
3 years	Sep. 17, 1872	Montreal	do	Brissette, Charles	623	do	Deserted, 10th February, 1874.
do	Sep. 12, 1872	do	do	Brosseau, Ferdinand	796	do	do
7½ months	Sep. 18, 1872	Camp, Assiniboine River	do	Booth, John	413	do	Discharged, 1st May, 1873. Served twice. Not entitled to a second grant.
7 do	Oct. 5, 1872	Fort Garry	Col.-Sergt	Banks, Montague	409	do	Discharged, 1st May, 1873. Served twice. Not entitled to a second grant.
7½ do	Sep. 18, 1872	Camp, Assiniboine River	Private	Buchanan, Duncan	560	do	Discharged, 1st May, 1873. Served twice. Not entitled to a second grant.
12 do	May 1, 1872	Fort Garry	do	Brins, Charles	239	do	Discharged, 4th October, 1872. Served twice. Not entitled to a second grant.
2 years	June 7, 1873	Quebec	Gunner	Brown, David	42	do	Deserted, 26th February, 1874.
do	May 22, 1872	Fort Garry	Private	Reaudoin, A. Ephrem	247	do	Discharged, 1st May, 1873. Served twice. Not entitled to a second grant.
2 years	Oct. 7, 1873	Montreal	do	Beale, Charles	905	do	Deserted, 4th July, 1874.
do	May 10, 1870	Kingston	Bugler	Collins, Thomas	99	1st Batt	Discharged for bad conduct, 11th June, 1871.

do	May 3, 1870	London	Campbell, William	Private	do	Deserted, 11th March, 1871.
do	July 16, 1870	Kingston	Coogan, William	Private	do	Discharged for bad conduct, 11th February, 1871.
do	May 5, 1870	Quebec	Couture, Joseph	Private	do	No return of this man received.
7 months	Oct. 23, 1871	Fort Garry	Collins, Morris	Private	1st Batt...	{ Discharged, 13th May, 1872. } Served three times. Not
do	May 17, 1872	do	Coombs, Joseph M.	do	2nd do	{ do 10th April, 1873. } entitled to other grants.
do	Oct. 24, 1871	do	do	do	do	{ Discharged, 30th April, 1872. } Enlisted in Manitoba. Not
do	Oct. 27, 1871	do	Calkin, William	do	do	entitled to a grant.
3 years	Sept. 20, 1872	Quebec	Carrault, Jos. Octave	Private	Prov. Batt.	Discharged 30th April, 1872. Enlisted in Manitoba. Not
8 months	Oct. 4, 1872	Fort Garry	Coombs, Owen L.	Sergeant	do	Discharged by Special Order 17th November, 1874. Served
12 do	May 15, 1872	do	Coulter, Robert	do	do	twice. Not entitled to a second grant.
2 years	June 7, 1873	Quebec	Cantin, Louis	Gunner	do	Discharged 6th May, 1873. Served twice. Not entitled to
12 months	May 1, 1872	Fort Garry	Champion, Henry L.	Sergeant	do	a second grant.
do	do	do	Chapman, Samuel	Private	do	Discharged 1st May, 1873. Served twice. Not entitled to a
2 years	April 30, '70	Montreal	Dillon, Gerald P.	Sergeant	2nd Batt.	second grant.
do	June 10, 1870	Quebec	Deceased, Joseph	Private	do	Deserted 3rd December, 1870.
do	Aug. 2, 1870	Montreal	Dion, Thomas	Private	do	do do do
3 years	Sept. 20, 1872	Toronto	Dobson, James Hayes	Sergeant	Prov. Batt.	Deserted 14th January, 1871.
5 1/2 months	May 15, 1872	Fort Garry	Dunbar, John	Private	do	Discharged 4th September, 1873. Served twice. Not
4 months	Jan. 12, 1873	do	Darby, John	do	do	entitled to a second grant.
2 years	Aug. 1, 1870	Montreal	Ellice, William John	do	do	Discharged 7th May, 1873. Served twice. Not entitled to
12 months	May 15, 1872	Fort Garry	Ellis, Edward	Col. Serg't	2nd Batt.	a second grant.
6 do	Oct. 30, 1871	do	Fox, Michael	Private	Prov. Batt.	Discharged 14th November, 1870.
7 1/2 do	Sept. 18, '72	Camp, Assini- boine River	Fosbrooke, Leonard	do	2nd Batt.	Discharged 1st May, 1873. Served twice. Not entitled to a
2 years	May 30, 1873	Fredericton	Forsyth, Richard	do	do	second grant.
do	Oct. 6, 1873	London	Forrester, John	do	do	Discharged 16th October, 1874, for bad conduct.
do	April 30, '70	Montreal	Gagnon, Pierre	do	do	Deserted 26th June, 1874.
do	May 26, '70	Toronto	Garon, Joseph	do	2nd Batt.	do 26th January, 1871.
12 months	Oct. 15, 1871	do	Galbraith, James	do	do	Discharged 3rd December, 1870, for bad conduct.
3 years	Sept. 20, 1872	London	Grant, Donald	do	Prov. Batt.	Dismissed 22nd May, 1872, for bad conduct.
do	do	do	Gray, John	do	do	Deserted 2nd April, 1873.
7 months	Oct. 1, 1872	Fort Garry	Gowland, George	do	do	do do do
7 1/2 do	Sept. 25, 1872	do	Gall, William	do	do	Discharged 15th May, 1873. Served twice. Not entitled
do	Sept. 15, 1872	Camp, Assini- boine River	Goyer, Alexander	do	do	to a second grant.
do	do	do	do	do	do	Discharged 8th May, 1873. Served twice. Not entitled to
do	do	do	do	do	do	a second grant.
do	do	do	do	do	do	Discharged 1st May, 1873. Served twice. Not entitled to
do	do	do	do	do	do	a second grant.

RETURN of men who served in the Militia Volunteer Force in Manitoba, not entitled to a Grant of Land, &c.—Continued.

Period for which engaged.	Date of Enlistment.	Place where Engaged.	Rank.	Name.	Regimental Number.	Corps.	Remarks.
12 months	May 2, 1872	Fort Garry	Private	Gordon, Joseph	23	do	Discharged 7th May, 1873. Served twice. Not entitled to a second grant.
2 years	June 7, 1873	Quebec	Gunner	Greenup, James	57	do	Deserted 28th April, 1874.
do	June 10, 1870	do	do	Hart, Thomas	55	do	Deserted 30th June, 1874.
do	May 4, 1870	Montreal	Corporal	Hunter, Matthew T.	2nd Batt.	do	Deserted 3rd December, 1870.
Until May 1st, 1871.	Dec. 21, 1870	do	Private	Hogan, Thomas	167	do	Dismissed 15th February, 1871, for bad conduct.
2 years	Aug. 5, 1870	do	do	Henderson, Wm. A.	275	do	Deserted 28th April, 1871.
2 years	May 18, 1870	Kingston	Private	Hearson, Martin	674	2nd Batt.	Deserted 8th May, 1871.
3 do	Sep. 14, 1872	Montreal	Bugler	Hart, J., alias Jarvis	674	Prov. Batt.	Prisoner. Being a deserter from 60th Rifles. Delivered over to civil authorities.
12 months	May 13, 1872	Fort Garry	Corporal	Horner, Thomas	26	do	Discharged 8th May, 1873. Served twice. Not entitled to a second grant.
do	do	do	Private	Hazkett, Edward	272	do	Discharged 5th May, 1873. Served twice. Not entitled to a second grant.
2 years	May 30, 1873	Fredericton	do	Henderson, Wm. J.	845	do	Deserted 10th February, 1874.
do	May 2, 1870	Toronto	do	Jones, John	1st Batt.	do	Deserted 13th April, 1871.
No attestation papers received at H'd Qrs.	Sep. 18, 1872	Camp, Assiniboine River.	Private	Johnstone, Daniel	526	do	Deserted 2nd August, 1870.
7 do	Sep. 30, 1872	Fort Garry	Private	Johnstone, C. E. A.	526	Prov. Batt.	Discharged 2nd May, 1873. Served twice. Not entitled to a second grant.
13 do	May 15, 1872	do	do	James, Valentine	608	do	Discharged 1st May, 1873. Served twice. Not entitled to a second grant.
6 m. & 8 ds.	Oct. 23, 1871	do	do	Jessop, Robert	173	do	Discharged 1st May, 1873. Enlisted in Manitoba. Not entitled to a grant.
do	do	do	do	Knox, John	357	1st Batt.	Discharged 30th April, 1872. Enlisted in Manitoba. Not entitled to a grant.
do	do	do	do	Kelly, Hugh	359	do	Discharged 30th April, 1872. Enlisted in Manitoba. Not entitled to a grant.
3 years	Sep. 19, 1872	Brockville	do	Kerns, William J.	692	Prov. Batt.	Deserted 29th January, 1873.
2 do	June 9, 1870	Toronto	do	Leech, Frederick F.	380	2nd Batt.	Discharged for misconduct, 20th March, 1871.
do	July 28, 1870	Kingston	do	Loggie, William	1st Batt.	do	Deserted 10th April, 1871.
do	July 29, 1870	Montreal	do	Langlois, Léon	2nd Batt.	do	Deserted 14th January, 1871.
No attestation papers received at H'd Qrs.	May 15, 1872	Fort Garry	do	or Louis or George	178	do	Deserted 4th November, 1870.
12 months	May 15, 1872	Fort Garry	do	Lyonnais, Napoleon	176	Prov. Batt.	Discharged 1st May, 1873. Served twice. Not entitled to a second grant.
2 years	June 9, 1873	Fredericton	do	LaBell, Michel	850	do	Deserted 3rd January, 1874.
do	May 4, 1870	Montreal	do	Mayer, F. X.	145	2nd Batt.	Deserted — April, 1871.

7½ months ..	Sep. 18, 1872	Camp, Assini-boine River...	Bugler	Michand, Isidore ...	589	Prov. Batt.	Discharged 6th May, 1873. Not entitled to a third grant.	Served three times. Not entitled to a third grant.
do ..	do	do	Color Sergt.	Marchand, Albert H.	531	do	Discharged 5th May, 1873.	Served twice. Not entitled to a second grant.
7 do ..	Sep. 30, 1872	Fort Garry ...	Private ..	Mathoney, George...	457	do	Discharged 1st May, 1873.	Served twice. Not entitled to a second grant.
12 do ..	May 1, 1872	do	Hosp. Sergt.	Mills, Augustus	184	do	Discharged 1st May, 1873.	Served twice. Not entitled to a second grant.
do	May 15, 1872	do	Sergeant ..	Mathews, Joseph ...	297	do	Discharged 13th June, 1873.	Served twice. Not entitled to a second grant.
No attestation papers received at Head Q'rs	May 1, 1872	do	do	Madegan, Daniel ...	251	do	Discharged 1st May, 1873.	Served twice. Not entitled to a second grant.
do	do	do	Private	Montgomery, Jas. A.	94	do	Discharged 1st May, 1873.	Served twice. Not entitled to a second grant.
2 years	May 10, 1870	Toronto	do	McLaughlin, Wm ..	115	2nd Batt.	Deserted 9th February, 1871.	
do	May 18, 1870	Montreal.	Lance Corp'l	McManus, Robert...	277	do	Deserted 21st November, 1871.	
do	do	do	Private	McManus, John...	354	do	do	
6½ months ..	Oct. 19, 1871	Winnipeg	Private	McFarland, Joseph.	607	1st Batt.	Discharged 30th April, 1872.	Served twice. Not entitled to a second grant.
7½ do	Sep. 18, 1872	Camp, Assini-boine River...	do	McLeod, Torquil ...	607	Prov. Batt.	Discharged 1st May, 1873.	Enlisted in Manitoba. Not entitled to a grant.
12 months..	May 13, 1872	Fort Garry	Private	McGinn, Richard S.	4	Prov. Batt.	Discharged 5th May, 1873.	Served twice. Not entitled to a second grant.
2 years	May 30, 1873	Halifax	do	McLean, John	866	do	Deserted 25th June, 1874.	
do	June 7, 1873	Kingston	Trumpeter.	McElhinay, William	866	do	Dismissed 2nd July, 1874.	
do	May 2, 1870	do	Private	Noles, Isaac .....	.....	.....	Deserted.	
do	April 30, 1870	Montreal.	Private	Nittle, J. <i>alias</i> Oakes	.....	.....	Deserted and discharged for bad conduct 13th April, 1871.	
7½ months..	Sep. 18, 1872	Camp, Assini-boine River...	do	Neilson, Daniel	590	Prov. Batt.	Discharged 7th May, 1873.	Served twice. Not entitled to a second grant.
2 years	June 2, 1870	Quebec	do	Orchard, John	89	2nd Batt.	Discharged 6th January, 1871, for misconduct.	
do	May 9, 1870	Montreal	Sergeant ..	O'Loghlan, John	734	do	Deserted 2nd April, 1873.	
3 years	Sep. 20, 1872	London	Private	O'Hare, Peter	735	Prov. Batt.	do	
do	do	Kingston	do	O'Neil, James	363	do	Discharged 11th May, 1872.	Enlisted in Manitoba. Not entitled to a grant.
6 m. & 11 ds.	Oct. 20, 1871	Fort Garry	do	Prougna, Anthony J.	397	1st Batt.	Discharged 11th May, 1872.	Served twice. Not entitled to a second grant.
6 m. & 4 ds.	Oct. 27, 1871	do	do	Phipps, Henry	738	2nd Batt.	Deserted 30th January, 1873.	
3 years	Sep. 20, 1872	Kingston	Sergeant ..	Peirce, Thomas G. ...	740	Prov. Batt.	Discharged 8th May, 1874.	Period of service not completed. Not entitled to grant.
do	do	Toronto	do	Platt, John A.	28	do	Deserted 30th June, 1874.	
do	Sep. 23, 1872	Quebec	Gunner	Picard, Philippe	471	Prov. Batt.	Discharged 7th May, 1873.	Served twice. Not entitled to a second grant.
7½ months..	Sep. 18, 1872	Camp, Assini-boine River...	Private	Purvis, Peter	592	do	Discharged 1st May, 1873.	Served twice. Not entitled to a second grant.
7 m. & 7 ds.	Sep. 24, 1872	Fort Garry	Bugler	Presbo, David .....	.....	do	Discharged 1st May, 1873.	Served twice. Not entitled to a second grant.

RETURN of men who served in the Militia Volunteer Force in Manitoba, not entitled to a Grant of Land, &c.—Continued.

Period for which engaged.	Date of Enlistment.	Place where Engaged.	Rank.	Name.	Regimental Number.	Corps.	Remarks.
7½ months..	Sep. 18, 1872	Camp Assiniboine River...	Sergeant	Price, Joseph H.	473	Prov. Batt.	Discharged 1st May, 1873. Served twice. Not entitled to a second grant.
8 m. & 16 ds.	Aug. 14, 1872	Winnipeg	Private	Patterson, Roberts	609	do	Discharged 1st May, 1873. Served twice. Not entitled to a second grant.
12 months..	May 13, 1872	Fort Garry	do	Page, Richard	90	do	Discharged 6th May, 1873. Served twice. Not entitled to a second grant.
2 yrs. & 160 ds	May 7, 1873	do	do	Roberts, George	349	2nd Batt.	Deserted 4th July, 1874, while serving as substitute.
2 years	June 7, 1870	Toronto	Private	Ridley, Henry	367	do	Deserted 9th February, 1871.
do	do	do	do	Rensing, Frederick	395	do	Discharged 13th May, 1872. Enlisted in Manitoba. Not entitled to a grant.
6 m. & 11 ds.	Oct. 20, 1871	Fort Garry	do	Rennick, Frederick	745	Prov. Batt.	Deserted 27th January, 1873.
3 years	Sep. 21, 1872	Montreal	Corporal	Ross, Archibald	538	do	Discharged 1st May, 1873. Served twice. Not entitled to a second grant.
cc7 months	Sep. 30, 1872	Fort Garry	Private	do	do	do	Discharged 7th May, 1873. Served three times. Not entitled to other grant.
do	do	do	do	Bowtell, Edward	478	do	Discharged — October, 1872. Served twice. Not entitled to a second grant.
12 months..	May 17, 1872	do	do	Ray, William	305	do	Discharged 1st May, 1873. Served twice. Not entitled to a second grant.
do	do	do	do	Rolph, Richard W.A	152	do	Deserted.
2 years	June 8, 1870	Quebec	Private	St. Pierre, Lisienne	.....	2nd Batt.	Discharged 28th April, 1871, for bad conduct.
do	do	do	do	Scales, William	.....	do	Discharged 22nd March, 1871, for bad conduct.
2 years	July 30, 1870	Kingston	Private	Stratton, James	.....	do	Deserted 28th August, 1870.
do	do	do	do	Sedly, George	.....	2nd Batt.	Deserted 14th November, 1870.
2 years	Aug. 3, 1870	Montreal	Private	Simard, Isidore	.....	do	Discharged 14th May, 1872. Served twice. Not entitled to a second grant.
do	do	do	do	Stewart, George	352	1st do	Discharged 30th April, 1872. Served three times. Not entitled to other grants.
6 m. & 11 ds	Oct. 20, 1871	Fort Garry	do	do	352	do	Discharged 1st May, 1873.
do	do	do	do	Stavelly, Hy. as No.	358	do	Discharged 11th May, 1872. Served twice. Not entitled to a second grant.
8 months	Sept. 6, 1872	Winnipeg	do	do	611	Prov. Batt.	Discharged 11th May, 1872. Served twice. Not entitled to a second grant.
6 m. & 11 ds	Oct. 20, 1871	Fort Garry	do	Saunders, Alexander	393	2nd Batt.	Discharged 1st May, 1873. Served twice. Not entitled to a second grant.
do	do	do	do	Smith, Charles	398	do	Discharged 30th April, 1872. Served three times. Not entitled to other grants.
No attestation papers.	May 1, 1872	do	do	Smith, Charles	322	Prov. Batt.	Discharged 1st May, 1873. Served twice. Not entitled to a second grant.
6 m. & 4 ds.	Oct. 27, 1871	do	Corporal	do	400	do	Discharged 30th April, 1872. Served three times. Not entitled to other grants.
8 months	Sep. 18, 1872	Winnipeg	Private	Snyder, William	400	do	Discharged 1st May, 1873. Served three times. Not entitled to other grants.

3 years	Sep. 19, 1872	Brockville	Seymour, Francis	751	do	Deserted 10th February, 1874.	do	Served twice.	Not entitled to a second grant.
do	Sep. 20, 1872	Toronto	Simpson, John	750	do	Deserted 8th December, 1872.	do	Enlisted in Manitoba.	Not entitled to a grant.
do	do	do	Somerville, Roger	757	do	Deserted 25th June, 1874.	do	Served twice.	Not entitled to a second grant.
do	do	do	Stephenson, Thomas	757	do	Deserted 8th December, 1872.	do	Served twice.	Not entitled to a second grant.
6 1/2 months	Sep. 18, 1872	Camp, Assiniboine River	Saunders, John	488	do	Discharged 5th May, 1873.	do	Served twice.	Not entitled to a second grant.
46	Aug. 26, 1872	Winnipeg	Smith, William	610	do	Discharged 1st May, 1873.	do	Enlisted in Manitoba.	Not entitled to a grant.
7 months	Oct. 5, 1872	Fort Garry	Sheppard, John	486	do	Discharged 1st May, 1873.	do	Served twice.	Not entitled to a second grant.
12 do	May 1, 1872	do	Stait, Thomas	66	do	Discharged 1st May, 1873.	do	Served twice.	Not entitled to a second grant.
12 do	May 3, 1872	do	Tane, Walgrave	194	do	Discharged 1st May, 1873.	do	Served twice.	Not entitled to a second grant.
Until May 1st, 1873	Sep. 27, 1872	do	Thibault, Amable T.	545	do	Discharged 1st May, 1873.	do	Served twice.	Not entitled to a second grant.
do	Sep. 18, 1872	Camp, Assiniboine River	Turootte, Samuel	518	do	Discharged 1st May, 1873.	do	Served twice.	Not entitled to a second grant.
do	do	do	Thorne, Edward	598	do	Discharged 6th May, 1873.	do	Served twice.	Not entitled to a second grant.
2 years	Oct. 7, 1873	Toronto	Thompson, Alex	923	do	Deserted 30th May, 1874.	do	Enlisted in Manitoba.	Not entitled to a grant.
Until May 1st, 1874	Oct. 21, 1873	Fort Garry	Urquhart, George	355	1st Batt.	Discharged 30th April, 1872.	do	Enlisted in Manitoba.	Not entitled to a grant.
141 days	June 12, 72	do	do	do	do	Served as Substitute, and received a grant for that period of service.	do	Not entitled to a grant.	do
Until May 1st, 1873	Oct. 17, 1872	do	do	do	do	do	Prov. Batt.	Discharged 2nd June, 1873.	Not entitled to a grant.
12 months	May 13, 1872	do	Veun, Edward	98	do	Discharged 1st May, 1873.	do	Served twice.	Not entitled to a second grant.
2 years	Sep. 20, 1872	Quebec	Vaughan, Edward	24	Prov. Batt.	Deserted 1st September, 1874.	do	Enlisted in Manitoba.	Not entitled to a grant.
do	June 9, 1870	Toronto	Wright, James	388	2nd Batt.	Dismissed for misconduct 2nd December, 1870.	do	Served twice.	Not entitled to a second grant.
do	July 25, 1870	Kingston	Wild, James	do	1st do	Discharged 22nd March, 1871, for bad conduct.	do	Served twice.	Not entitled to a second grant.
Until May 1st, 1872	Oct. 20, 1871	Fort Garry	Wheeler, Smith	394	2nd do	Discharged 11th May, 1872.	do	Enlisted in Manitoba.	Not entitled to a grant.
13 months	May 1, 1872	do	Watson, Wm. John	48	Prov. Batt.	Discharged 7th May, 1873.	do	Served twice.	Not entitled to a second grant.
3 years	Sept. 20, 1872	Kingston	Wattie, Frank	789	Prov. Batt.	Deserted 30th January, 1873.	do	Served twice.	Not entitled to a second grant.
Until May 1st, 1873	Sept. 18, 1872	Camp, Assiniboine River	Wellband, William	499	do	Discharged 18th June, 1873.	do	Served twice.	Not entitled to a second grant.
do	do	do	Wilson, Thomas	501	do	Discharged 7th May, 1873.	do	Served twice.	Not entitled to a second grant.
do	do	do	Williamson, Thomas	603	do	Discharged 5th May, 1873.	do	Served twice.	Not entitled to a second grant.
do	Sept. 5, 1872	do	Williamson, John	601	do	Discharged 7th May, 1873.	do	Served twice.	Not entitled to a second grant.

RETURN of men who served in the Militia Volunteer Force in Manitoba, not entitled to a Grant of Land, &c.—Continued.

Period for which engaged.	Date of Enlistment.	Place where Engaged.	Rank.	Name.	Regimental Number.	Corps.	Remarks.
.....	Sept. 18, 1872	Fort Garry.....	Private.....	Walsh, Michael.....	551	Prov. Batt.	Discharged 5th October, 1872. Served twice. Not entitled to a second grant.
2 years..... No attestation papers	June 6, 1873	Kingston.....	Gunner.....	Wiley, Hiram.....	78	Pro. Battery	Deserted 30th June, 1874.
.....	May 15, 1872	Fort Garry.....	Sergeant.....	Winters, Wesley J.....	316	do ..	Discharged 1st May, 1873. Served twice. Not entitled to a second grant.
2 years.....	May 3, 1870	Toronto.....	.....	Yates, John.....	.....	.....	Deserted 29th April.
3 years.....	Sept. 20, 1872	Quebec.	Private.....	Yoon, Joseph.....	646	Prov. Batt.	Discharged 12th June, 1873. Period of service not completed.
Until May 1st, 1873....	Oct. 2, 1872	Fort Garry.....	do ..	Young, James.....	603	do ..	Discharged 1st May, 1873. Served twice. Not entitled to a second grant.
3 years.....	Sept. 20, 1872	Quebec.	Bombadier..	Gilchrist, Thomas .	6	Pro. Battery	Discharged 17th November, 1874. Served twice. Not entitled to a second grant.

W. POWELL,
Lieut.-Col., Deputy Adjutant General.

OTTAWA, February 23rd, 1875.

(No. 47.)

RETURN

To an ADDRESS of the HOUSE OF COMMONS, dated 11th May, 1874 ;
For a Statement shewing the number of Employés in each Department
of the Civil Service of the Dominion, giving the name of each employé
and his age, when first appointed to the Service ; also, his occupation
prior to his said appointment, and the country in which he was born.
By Command.

R. W. SCOTT,

Secretary of State.

DEPARTMENT OF THE SECRETARY OF STATE,
4th March, 1875.

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

RETURN.

To an ADDRESS of the HOUSE OF COMMONS, dated 27th April, 1874; For, 1st. Any correspondence between the Government and the St. Lawrence Tow Boat Company or any of the Directors or Agents thereof, on the subject of the leasing of the wharves below Quebec. 2nd. A statement shewing the sums collected as wharfage dues established by the Department of Public Works, and the sums paid to the Government for each of the said wharves.

By command.

R. W. SCOTT,

Secretary to State.

DEPARTMENT OF SECRETARY OF STATE,
OTTAWA, 5th March, 1875.

INLAND REVENUE DEPARTMENT,
OTTAWA, March 2nd, 1875.

SIR,—Enclosed please find Return to an Address of the House of Commons for copies of all correspondence with the St. Lawrence Tow Boat Company or any Agent thereof on the subject of leasing piers below Quebec, also for statement of sums paid to Government for each of the said piers.

I have the honor to be, Sir,

Your obedient servant,

A. BRUNEL,

Commissioner.

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

On the twenty-first day of May, in the year of Our Lord one thousand eight hundred and seventy-two:

Before me, the undersigned, Notary Public for the Province of Quebec, in the Dominion of Canada, residing at the City of Quebec, personally came, appeared and was present, James MacPherson Le Moine, of the Parish of St. Colombe of Sillery, in the Province of Quebec, Inspector of Inland Revenue, acting for and in the name of the Department of Inland Revenue, of the Dominion of Canada, who, in the presence of me, the said Notary, did, and by these presents doth lease and devise for the space and term of one year, to commence and be computed from the first day of May instant, and fully to be complete and ended on the first day of May, in the year of our Lord one thousand eight hundred and seventy-three, unto the St. Lawrence Tow Boat Company, a

body corporate and politic, having its principal place of business in Quebec, herein represented by the Honorable Thomas McGreevy, of the said City of Quebec, in the County of Quebec, in the District of Quebec, in the said Province, President of the said Company also present and accepting hereof for the said Company, as follows, that is to say: The pier at deep water wharf, at the place called Les Eboulements in the County of Charlevoix, known as the Government Wharf, together with the right and privilege which are hereby granted unto the lessee to enforce and collect all tolls or wharfage dues thereon at the rates set forth in the schedule published by the Department of the Inland Revenue, at Ottawa, and dated the fifth day of April, one thousand eight hundred and seventy-one, the said lessee acknowledging to have received a copy of the said schedule, and promising to govern themselves accordingly, and of all which the said lessees do declare to have a perfect knowledge, having seen and visited the same and are content and satisfied therewith. ~~And~~ To have and to hold the said premises hereby leased and demised, or intended so to be, unto the said lessees, heirs, executors or curators, without let or hindrance, for and during the said term, subject to their enjoyment thereof *en bon père de famille*, and to the maintenance of the same in all repairs. The said Lessor not being holden to make any repairs to the said wharf nor to *grosses réparations*; also, subject by the said Lessees to the observance of the *voierie* and all rules and regulations of the Police, the Board of Health and other constituted authorities, which may in any manner concern the said premises;—that they shall not sub-lease or underlet the said premises without permission from the said Lessor in writing;—and that they shall and will, on the end and expiration of the present Lease, and without any previous notice to that end peaceably and quietly surrender and deliver up the said premises in as good repair and order as the same may have been at the commencement of the present Lease; reasonable allowance being made for wear and accidents by fire, and other fortuitous causes and events excepted.

The present Lease is thus made and granted for and in consideration of the rent or sum of forty dollars currency, which the said Lessees do hereby bind and oblige themselves to pay unto the said Lessor, or the bearer or bearers of these presents in due form of Law, in and by three equal payments in advance of thirteen dollars and thirty-three cents each:—the first whereof shall begin and be made on the first day of May instant, or at the time of executing the present lease; the second payment on the first day of August next, and the third and last on the first day of November next, to the collector of Inland Revenue, at the Inland Revenue office, in the city of Quebec; and the said Lessees shall and will and they do hereby bind and oblige themselves to pay any rate or tax on the said premises for the term of the said lease which may be lawfully imposed, and also they, the Lessees, shall maintain and keep up lighted at their own expense a light on the tower or lighthouse, built on said Pier, every night from sun down to sun rise from the first day of May, instant to the first day of December next, with the reflectors or lanterns provided by Government, and further the said Lessees will not obstruct the said Wharf or Pier with cord or other wood, so as to interfere with the landing of passengers from steamers or other vessels.

And also to the execution of the presents personally appeared and signed Abraham Joseph, Esquire, of the city of Quebec, in the county of Quebec in the said Province of Quebec, merchant, and Donald Cameron Thomson of the same place in the county aforesaid in the said Province of Quebec, who, after the reading of the present lease, which they declare to have well understood do voluntarily become pledge and sureties for the said St. Lawrence Tow Boat Company in favor of the said Department of Inland Revenue represented as above stated to the entire execution of all and every the clauses and conditions of the present lease, to the actual and entire payment of the said sum of forty dollars current money, the rent aforesaid at the different and several periods at which the same shall become due to all which the said Abraham Joseph and Donald Cameron Thomson did bind themselves jointly and severally with the said St. Lawrence Tow Boat Company, one of them for the whole as sole and principal obligee without division or discussion or *fidéjussion* to which benefit they the said Abraham Joseph and Donald Cameron Thomson hereby renounce.

And it is further and lastly agreed by and between the said parties, that the said Lessor shall and will have the right and liberty of causing to be made any repairs or ameliorations to the said premises that may be found necessary during the said term, without being liable to damages or any deduction from the rent aforesaid.

And for the execution of these presents, the said Lessees have made election of domicile irrevocable at the premises above leased, and the said Lessor at the office of Collector of Inland Revenue in Quebec aforesaid.

Thus done and passed in the said City of Quebec at the office of Jacques Auger the said Notary, on the day and year first-above written, under the number one thousand seven hundred and ninety-eight.

In witness whereof, the said parties have signed with me the said Notary, these presents being first duly read according to law.

(Signed,) " J. M. LEMOINE, for Inland Revenue Department."
 " THOS. MCGREEVY, President,"
 " A. JOSEPH,"
 " D. C. THOMSON,"
 " JAS. AUGER, N. P. "

A true copy of the original remaining on record in my office.

(Signed,)

JAS. AUGER, N.P.

Tolls to be collected during the navigation season from vessels and persons using the Government Piers below Quebec, viz :

At Berthier, L'Islet, Les Eboulements, Malbaie, Rivière Ouelle, Rivière du Loup and Rimouski.

Conditions :

The Tariff of Tolls is not to be increased over the present rates, viz

1. On every steamboat of 175 tons burden, or less, that shall touch at a Pier with passengers.....	\$ 3.00
On every steamboat of 175 tons burden, or less, that shall touch at a Pier with passengers for the whole season....	30.00
On every steamboat over 175 tons touching at a Pier.....	6.00
On every steamboat over 175 tons touching at a Pier for the whole season.....	60.00
On every Steam Tug touching at a Pier, at each Pier.....	1.00
On every Steam Tug touching at a Pier, at each Pier, taking a license for touching at all or any of the Piers for the whole season.....	10.00
On every Schooner or Vessel under 100 tons each voyage....	.25
On every Schooner or Vessel over 100 tons each voyage.....	.50
On every cord of Wood, of whatever sort, bark, lath, &c., if loaded the first day.....	.05
On every cord of wood, of whatever sort, bark, lath, &c., if loaded the first day, if left piled on the wharf, for every day so left.....	.02½
On every single horse, mare, colt, foal, mule, ass, bull or cow	.02½
On every single Sheep or Hog not belonging to any load....	.01
On every Cart or Vehicle on two wheels, drawn by one horse, and loaded, or not loaded.....	.05
On every Cart or Vehicle, on four wheels, whether by two horses, and whether loaded, or not loaded.....	.10
On every Passenger not paying any of the tolls above mentioned.....	.02

2. The Lessee shall be at all the charges of maintaining and tending the lights on the said Piers.

3. The Piers shall be awarded to the highest bidder, who, before taking possession shall enter into a Lease for one year, with two approved sureties for the prompt payment of the rent, and for the protection and safe keeping of the Piers and Lights and all other property thereto belonging and connected therewith; and, also, for the proper maintenance of the Lights on the said Piers.

4. The Price or Rent of Tolls shall be paid in three equal payments in advance to the Collector of Inland Revenue at Quebec, viz: on the first day of May, first day of August, and the first day of November.

THOS. WORTHINGTON,
Commissioner, Inland Revenue.

INLAND REVENUE DEPARTMENT,
OTTAWA, April 5, 1871.

On the Twenty-first day of May, in the year of our Lord One thousand eight hundred and seventy-two.

Before me, the undersigned Notary Public, for the Province of Quebec, in the Dominion of Canada, residing at the City of Quebec, personally came, appeared and was present, James MacPherson LeMoine, of the Parish of St. Colombe of Sillery, in the Province of Quebec, Inspector of Inland Revenue, acting for and in the name of the Department of Inland Revenue, of the Dominion of Canada, who, in the presence of me, the said Notary, did, and by these presents doth lease and demise, for the space and term of one year, to commence and be computed from the first day of May instant, and fully to be complete and ended on the first day of May in the year of Our Lord one thousand eight hundred and seventy-three, unto the St. Lawrence Tow Boat Company, a body corporate and politic, having its principal place of business in Quebec, herein represented by the Honorable Thomas McGreevy of the said City of Quebec, in the County of Quebec, in the district of Quebec, in the said Province, President of the said Company, also present and accepting hereof for the said Company as follows, that is to say:

The pier or deep water wharf, at the place called Rivière Ouelle, in the County of Kamouraska, known as the Government Wharf, together with the right and privilege which are hereby granted unto the said lessees to enforce and collect all tolls or wharfage dues thereon, at the rates set forth in the schedule published by the Department of the Inland Revenue at Ottawa, and dated the fifth day of April, one thousand eight hundred and seventy-one, the said lessee acknowledging to have received a copy of the said schedule, and promising to govern themselves accordingly, and of all which the said lessees do declare to have a perfect knowledge, having seen and visited the same and are content and satisfied therewith. To have and to hold the said premises hereby leased and demised, or intended so to be unto the said lessees, heirs, executors or curators, without let or hinderance, for and during the said term, subject to their enjoyment thereof *en bon père de famille*, and to the maintenance of the same in all repairs, the said lessor not being holden to make any repairs to the said wharf nor to *grosses réparations*; also, subject by the said lessee to the observance of the *voierie*, and all rules and regulations of the police, the board of health, and other constituted authorities which may in any manner concern the said premises. That they shall not sub-lease or underlet the said premises without permission from the lessor in writing, and that they shall and will, on the end and expiration of the said lease, and without any previous notice to that end, peaceably and quietly surrender and deliver up the said premises in as good order and repair as the same may have been at the commencement of the present lease; reasonable allowance being made for wear and accidents by fire, and other fortuitous causes and events excepted.

The present lease is thus made and granted for and in consideration of the rent or sum of twenty dollars currency, which the said lessees do hereby bind and oblige themselves

to pay unto the said lessor, or the bearer or bearers of these presents in due form of law, in and by three equal payments in advance of six dollars and sixty-six cents each; the first whereof shall begin and be made on the first day of May instant, or at the time of executing the present lease; the second payment on the first day of August next, and the third and last on the first day of November next, to the collector of Inland Revenue, at the Inland Revenue Office in the City of Quebec; and the said lessees shall and will and they do hereby bind and oblige themselves to pay any rate or tax on the said premises for the term of the said lease which may be lawfully imposed, and also they the lessees, shall maintain and keep up lighted at their own expense a light on the tower or lighthouse built on said pier, every night from sun down to sun rise, from the first day of May instant, to the first day of December next, with the reflectors or lanterns provided by Government, and further the said lessee will not obstruct the said wharf or pier with cord, or other wood, so as to interfere with the landing of passengers from steamers or other vessels.

And also to the execution of these presents personally appeared and signed Abraham Joseph, Esquire, of the City of Quebec, in the County of Quebec, in the said Province of Quebec, merchant, and Donald Cameron Thomson of the same place, in the County aforesaid, in the said Province of Quebec, who, after the reading of the present lease, which they declare to have well understood, do voluntarily become pledge and sureties for the said St. Lawrence Tow Boat Company in favor of the said Department of Inland Revenue, represented as above stated, to the entire execution of all and every the clauses and conditions of the present lease, and to the actual and entire payment of the said sum of twenty dollars current money, the rent aforesaid, at the different and several periods at which the same shall become due, to all which the said Abraham Joseph and Donald Cameron Thomson did bind themselves jointly and severally with the said St. Lawrence Tow Boat Company, one of them for the whole as sole and principal obligee without division or discussion or *jūljussio* to which benefit they the said Abraham Joseph and Donald Cameron Thomson hereby renounce.

And it is further and lastly agreed by and between the said parties, that the said lessor shall and will have the right and liberty of causing to be made any repairs or ameliorations to the said premises that may be found necessary during the said term, without being liable to damages or any deduction from the rent aforesaid.

And for the execution of these presents, the said lessees have made election of domicile irrevocable at the premises aboved leased, and the said lessor at the office of the Collector of Inland Revenue, in Quebec aforesaid.

Thus done and passed in the said City of Quebec at the office of Jacques Auger the said Notary, on the day and year first above written, under the number One thousand seven hundred and ninety-seven.

In witness whereof, the said parties have signed with me, the said Notary, these presents being first duly read according to law.

(Signed,) "J. M. LEMOINE, for Inland Revenue Dept."
 "THOS. MCGREEVY, President."
 "A. JOSEPH,"
 "D. C. THOMSON,"
 "JACQUES AUGER, N.P."

A true copy of the original remaining of record in my office, six words erased are null, one marginal note is approved.

JACQUES AUGER, N.P.

Tolls to be collected during the navigation season from vessels and persons using the Government Piers below Quebec, viz :

At Berthier, L'Islet, Eboulements, Malbaie, Rivière Ouelle, Rivière du Loup and Rimouski.

Conditions :

The Tariff of Tolls is not to be increased over the present rates, viz :

- | | |
|--|--------|
| 1. On every steamboat of 175 tons burden, or less, that shall touch at a pier with passengers..... | \$3 00 |
| On every steamboat of 175 tons burden, or less, that shall touch at a pier with passengers for the whole season..... | 30 00 |
| On every steamboat over 175 tons, touching at a pier..... | 6 00 |
| On every steamboat over 175 tons, touching at a pier for the whole season..... | 60 00 |
| On every steam tug touching at a pier, at each pier..... | 1 00 |
| On every steam tug taking a license for touching at all or any of the piers for the whole season..... | 10 00 |
| On every schooner or vessel under 100 tons, each voyage..... | 0 25 |
| On every schooner or vessel over 100 tons, each voyage..... | 0 50 |
| On every cord of wood, of whatever sort, bark, lath, &c., if loaded the first day..... | 0 05 |
| On every cord of wood, of whatever sort, bark, lath, &c., if left piled on the wharf, for every day so left..... | 0 02½ |
| On every single horse, mare, colt, foal, mule, ass, bull or cow.... | 0 02½ |
| On every single sheep or hog, not belonging to any load..... | 0 01 |
| On every cart or vehicle on two wheels, drawn by one horse, and loaded or not loaded..... | 0 05 |
| On every four wheeled vehicle, whether by two horses, and whether loaded or not loaded..... | 0 10 |
| On every passenger not paying any of the tolls above mentioned... | 0 02 |
2. The lessee shall be at all the charges of maintaining and tending the lights on the said piers.
3. Piers shall be awarded to the highest bidder, who, before taking possession shall enter into a lease for one year, with two approved sureties for the prompt payment of the rent, and for the protection and safe keeping of the piers and lights, and all other property thereto belonging and connected therewith ; and also for the proper maintenance of the lights on the said piers.
4. The price or rent of tolls shall be paid in three equal payments in advance to the Collector of Inland Revenue at Quebec, viz : On the first day of May, first day of August and the first day of November.

THOS. WORTHINGTON,

Commissioner of Inland Revenue.

INLAND REVENUE DEPARTMENT,

OTTAWA, April 5th, 1871.

On the sixteenth day of April, in the year of Our Lord one thousand eight hundred and seventy-three.

Before me the undersigned Notary Public, for the Province of Quebec, in the Dominion of Canada, residing at the City of Quebec.

Personally came, appeared and was present, James MacPherson LeMoine of the Parish of St. Columbe of Sillery, in the Province of Quebec, Inspector of Inland Revenue, acting for and in the name of the Department of Inland Revenue, of the Dominion of Canada, who, in the presence of me, the said Notary, did, and these presents doth lease and

demise, for the space and term of five years to commence and be computed from the first day of May next, and fully to be complete and ended on the first day of May in the year of Our Lord, one thousand eight hundred and seventy-eight, unto the St. Lawrence Tow Boat Company, a body corporate of the City of Quebec, accepting hereof by Julien Chabot, Esquire, manager of the said Company, and accepting hereof for them and their assigns as follows, that is to say :

The several piers or deep water wharves known as the Government Wharves, situated at the place called Les Eboulements, and Murray Bay, in the County of Charlevoix, Berthier, in the County of Bellechasse, Revière Ouelle in the County of Kamouraski, Revière du Loup in the County of Temiscouata, and Rimouski in the County of Rimouski, together with the right and privilege which are hereby granted unto the said lessee to enforce and collect all tolls or wharfage dues thereon at the rates set forth in the schedule published by the Department of the Inland Revenue at Ottawa, and dated the fifth day of April one thousand eight hundred and seventy-one, the said lessees acknowledging to have received a copy of the said schedule, and promising to govern themselves accordingly, and of all which the said lessees do declare to have a perfect knowledge, having seen and visited the same and are content and satisfied therewith.

To have and to hold the said premises hereby leased and demised, or intended so to be unto the said lessees without let or hindrance, for and during the said term, subject to their enjoyment thereof, *en bon père de famille*, and to the maintenance of the same in all repairs, the said lessor not being holden to make any repairs to the said wharves nor to *grosses réparations* ; also, subject by the said lessees to the observance of the *voierie* and all rules and regulations of the police, the board of health, and other constituted authorities, which may in any manner concern the said premises, that they shall not sub-lease or underlet the said premises without permission from the said lessor in writing ; and that they shall and will on the end and expiration of the present lease, and without any previous notice to that end peaceably and quietly surrender and deliver up the said premises in as good order and repair as the same may have been at the commencement of the present lease ; reasonable allowance being made for wear and accidents by fire and other fortuitous causes and events excepted.

The present lease is thus made and granted for and in consideration of the rent or sum of six hundred and forty dollars per annum as follows to wit : Forty dollars for the pier at Les Eboulements, two hundred and ten dollars for the pier at Murray Bay, sixty dollars for the pier at Berthier, twenty dollars for the pier at Revière Ouelle, two hundred and thirty dollars for the pier at Revière du Loup, and eighty dollars for the pier at Rimouski, yearly, and which the said lessee doth hereby bind and oblige the said Company to pay unto the said lessor, or the bearer or bearers of these presents in due form of law, in and by two equal payments in advance of three hundred and twenty dollars each ; the first whereof shall begin and be made on the first day of May next, or at the time of executing the present lease, the second payment on the first day of August next, and so continuing paying the said rent by two instalments on the first days of May and August during each year of the continuance of the said lease to the Collector of Inland Revenue, at the Inland Revenue office in the City of Quebec ; and the said lessees shall and will and they do hereby bind and oblige themselves to pay any rate or tax on the said premises for the term of the said lease which may be lawfully imposed, and also they shall maintain and keep up lighted at their own expense lights on the towers or lighthouses built on said piers, every night from sun down to sun rise from the first day of May to the first day of December, in each year during the said lease, with the reflectors or lanterns provided by government, and further the said lessees will not obstruct the said wharves or piers with cord or other wood, so as to interfere with the landing of passengers from steamers or other vessels.

And also to the execution of these presents personally appeared and signed, Abraham Joseph and Donald Cameron Thomson, of the said City of Quebec, merchants, who after the reading of the present lease, which they declare to have well understood, do voluntarily become pledge and sureties for the said the St. Lawrence Tow Boat Company in favor of

the said Department of Inland Revenue, represented as above stated, to the entire execution of all and every the clauses and conditions of the present lease, and to the actual and entire payment of the said sum of six hundred and forty dollars per annum the rent aforesaid at the different and several periods at which the same shall become due, to all which the said Abraham Joseph and Donald Cameron Thomson did bind themselves jointly and severally with the said the St. Lawrence Tow Boat Company one of them for the whole as sole and principal obligee without division or discussion or *fidéjussion*, to which benefit they the said Abraham Joseph and Donald Cameron Thomson, hereby renounce.

And it is further and lastly agreed by and between the said parties that the said lessor shall and will have the right and liberty of causing to be made any repairs or ameliorations to the said premises that may be found necessary during the said term, without being liable to damages or any deductions from the rent aforesaid.

And for the execution of these presents, the said lessees have made election of domicile irrevocable at the premises above leased, and the said lessor at the office of the Collector of Inland Revenue in Quebec aforesaid.

Thus done and passed in the said City of Quebec at the office of William Darling Campbell, the said Notary, on the day and year first above written, under the number two thousand four hundred and thirty eight.

In witness whereof the parties have signed with me the said Notary these presents being first duly read according to law.

(Signed,)

"J. M. LEMOINE,"

"J. CHABOT,"

"A. JOSEPH,"

"D. C. THOMSON,"

"W. D. CAMPBELL, N.P."

A true copy of the original remaining of record in my office, two marginal notes are approved.

WM. DARLING CAMPBELL,

Notary Public.

On the twenty-first day of May, in the year of Our Lord one thousand eight hundred and seventy-two.

Before me, the under signed Notary Public, for the Province of Quebec, in the Dominion of Canada, residing at the City of Quebec, personally came, appeared and was present, James McPherson Le Moine, of the Parish of St. Colombe of Sillery, in the Province of Quebec, Inspector of Inland Revenue, acting for and in the name of the Department of Inland Revenue of the Dominion of Canada, who in the presence of me, the said Notary, did, and by these presents doth lease and demise, for the space and term of one year, to commence and be computed from the first day of May instant, and fully to be complete and ended on the first day of May, in the year of Our Lord one thousand eight hundred and seventy-three, unto "The St. Lawrence Tow Boat Company," a body corporate and politic, having its principal place of business in Quebec, herein represented by the Honorable Thomas McGreevy, of the said City of Quebec, in the County of Quebec, in the District of Quebec, in the said Province, President of the said company, also present and excepting hereof for the said company as follows, that is to say:—

The pier or deep water wharf, at the place called Berthier, in the County of Bellechasse, known as the Government Wharf, together with the right and privilege which are hereby granted unto the said lessees to enforce and collect all tolls or wharfage dues thereon, at the rates set forth in the schedule published by the Department of the Inland Revenue at Ottawa, and dated the fifth day of April, one thousand eight hundred and seventy-one, the said lessee acknowledging to have received a copy of the said schedule, and promising

to govern themselves accordingly, and of all which the said lessees do declare to have a perfect knowledge, having seen and visited the same, and are content and satisfied therewith.

To have and to hold the said premises hereby leased and demised or intended so to be unto the said lessees' heirs, executors or curators without let or hindrance for and during the said term, subject to their enjoyment thereof, *en bon père de famille*, and to the maintenance of the same in all repairs, the said lessor not being holden to make any repairs to the said wharf, nor to *grosses réparations*; also subject by the said lessee to the observance of the *voierie*, and all rules and regulations of the Police, the Board of Health and other constituted authorities which may in any manner concern the said premises, that they shall not sub-lease or under let the said premises without permission from the said lessor in writing; and that they shall and will, on the end and expiration of the present lease and without any previous notice to that end, peaceably and quietly surrender and deliver up the said premises in as good order and repair as the same may have been at the commencement of the present lease, reasonable allowance being made for wear and accidents by fire and other fortuitous causes and events excepted.

The present lease is thus made and granted for, and in consideration of the rent or sum of sixty dollars currency which the said lessees do hereby bind and oblige themselves to pay unto the said lessor or the bearer or bearers of these presents in due form of Law, in and by three equal payments in advance of twenty dollars each, the first whereof shall begin and be made on the first day of May instant, or at the time of executing the present lease, the second payment on the first day of August next, and the third and last on the first day of November next, to the Collector of Inland Revenue, at the Inland Revenue Office, in the City of Quebec, and the said lessee shall and will and they do hereby bind and oblige themselves to pay any rate or tax on the said premises for the term of the said lease, which may be lawfully imposed, and also they, the said lessees, shall maintain and keep up, lighted at their own expense, a light on the tower or lighthouse built on said pier, every night from sun down to sun rise, from the first day of May instant, to the first day of December next, with reflectors or lanterns provided by Government, and further the said lessee will not obstruct the said wharf or pier with cord or other wood so as to interfere with the landing of passengers from steamers or other vessels.

And also to the execution of these presents personally appeared and signed Abraham Joseph, Esquire, of the City of Quebec, in the County of Quebec, in the said Province of Quebec, Merchant, and Donald Cameron Thomson, of the same place, in the county aforesaid, in the said Province of Quebec, who, after the reading of the present lease, which they declare to have well understood, do voluntarily become pledge and sureties for the said St. Lawrence Tow-Boat Company, in favor of the said Department of Inland Revenue, represented, as above stated, to the entire execution of all and every, the clauses and conditions of the present lease; and to the actual and entire payment of the said sum of sixty dollars current money, the rent aforesaid at the different and several periods at which the same shall become due, to all which the said Abraham Joseph and Donald Cameron Thomson did bind themselves jointly and severally with the said St. Lawrence Tow Boat Company, one of them for the whole, as sole and principal obligee, without division or discussion, or *fidéjussion*, to which benefit they, the said Abraham Joseph and Donald Cameron Thomson hereby renounce.

And it is further and lastly agreed by and between the said parties that the said lessor shall and will have the right and liberty of causing to be made, any repairs or ameliorations to the said premises that may be found necessary, during the said term, without being found liable to damages or any deduction from the rent aforesaid.

And for the execution of these presents, the said lessees have made election of domicile irrevocable at the premises above leased, and the said lessor at the office of the Collector of Inland Revenue in Quebec aforesaid.

Thus done and passed in the said City of Quebec, at the office of Jacques Auger, the said Notary, on the day and year first above written, under the number one thousand seven hundred and ninety-six.

In witness whereof, the said parties have signed with me, the said Notary, these presents, being first duly read according to law.

(Signed), "J. M. LEMOINE, for Inland Rev. Department."
 "THOS. MCGREEVY, President."
 "A. JOSEPH."
 "D. C. THOMSON."
 "JAC. AUGER, N. P."

A true copy of the original remaining of record in my office ; six words erased are null ; one marginal note is approved.

JAC. AUGER,
Notary Public.

Tolls collected during the navigation season from vessels and persons using the Government Piers below Quebec, viz :—

At Berthier, L'Islet, Les Eboulements, Malbaie, Rivière Ouelle, Rivière du Loup and Rimouski.

Conditions :

The Tariff of Tolls is not to be increased over the present rates, viz :

1. On every steamboat of 175 tons burden or less, that shall touch at a pier with passengers.....	\$ 3 00
On every steamboat of 175 tons burden or less, that shall touch at a pier with passengers for the whole season...	30 00
On every steamboat over 175 tons touching at a pier	6 00
On every steamboat over 175 tons touching at a pier for the whole season.....	60 00
On every steam tug touching at a pier, at each pier... ..	1 00
On every steam tug touching at a pier, at each pier, taking a license for touching at all or any of the piers for the whole season.....	10 00
On every schooner or vessel under 100 tons, each voyage...	6 25
On every schooner or vessel over 100 tons, each voyage.....	0 50
On every cord of wood of whatever sort, bark, lath, &c., if loaded the first day.....	0 05
On every cord of wood of whatever sort, bark, lath, &c., if loaded the first day, if left piled on the wharf, for every day so left.....	0 02½
On every single horse, mare, colt, foal, mule, ass, bull or cow	0 02½
On every single sheep or hog not belonging to any load....	0 01
On every cart or vehicle on two wheels, drawn by one horse, and loaded or not loaded... ..	0 05
On every cart or four-wheeled vehicle, whether by two horses, and whether loaded or not loaded.....	0 10
On every passenger not paying any of the tolls above mentioned.....	0 02

2. The lessee shall be at all the charges maintaining and tending the lights on the said Pier.

3. The Piers shall be awarded to the highest bidder, who, before taking possession, shall enter into a lease for one year, with two approved sureties, for the prompt payment of the rent, and for the protection and safe keeping of the Piers and Lights, and all other property belonging thereto and connected therewith, and also for the proper maintenance of the Lights on the said Piers.

4. The price or Rent of Tolls shall be paid in three equal payments in advance to the Collector of Inland Revenue at Quebec, viz : on the first day of May, first day of August, and the first day of November.

THOMAS WORTHINGTON,
Commissioner, Inland Revenue.

INLAND REVENUE DEPARTMENT,
OTTAWA, April 5th, 1871.

Tolls to be collected during the navigation season from vessels and persons using the Government Piers below Quebec, viz :—

At Berthier, L'Islet, Les Eboulements, Malbaie, Rivière Ouelle, River du Loup and Rimouski.

Conditions:

The Tariff of Tolls is not to be increased over the present rates, viz :—

1. On every steamboat of 175 tons burden, or less, that shall touch at a pier with passengers.....	\$ 3 00
On every steamboat of 175 tons burden or less, that shall touch at a pier with passengers for the whole season.....	30 00
On every steamboat over 175 tons touching at a pier.....	6 00
On every steamboat over 175 tons touching at a pier for the whole season.....	60 00
On every steam tug touching at a pier, at each pier.....	1 00
On every steam tug touching at a pier, at each pier, taking a license for touching at all or any of the piers for the whole season.....	10 00
On every schooner or vessel under 100 tons, each voyage...	0 25
On every schooner or vessel over 100 tons, each voyage.....	0 50
On every cord of wood of whatever sort, bark, lath, &c., if loaded the first day.....	0 05
On every cord of wood, of whatever sort, bark, lath, &c., if loaded the first day, if left piled on the wharf, for every day so left.....	0 02½
On every single horse, mare, folt, coal, mule, ass, bull or cow.....	0 02½
On every single sheep or hog not belonging to any load.....	0 01
On every cart or vehicle on two wheels, drawn by one horse, and loaded or not loaded.....	0 05
On every cart or vehicle on four wheels, whether by two horses, and whether loaded or not loaded.....	0 10
On every passenger not paying any of the tolls above-mentioned.....	0 02

2. The lessee shall be at all the charges of maintaining and tending the Lights on the said Piers.

3. The Piers shall be awarded to the highest bidder, who, before taking possession, shall enter into a lease for one year, with two approved sureties for the prompt payment of the rent, and for the protection and safe keeping of the Piers and lights, and all other property thereto belonging and connected therewith, and also for the proper maintenance of the Lights on the said Piers.

4. The price or Rent of Tolls shall be paid in three equal payments in advance to the Collector of Inland Revenue at Quebec, viz : on the first day of May, first day of August, and the first day of November.

(Signed,) THOMAS WORTHINGTON,
Commissioner, Inland Revenue.

INLAND REVENUE DEPARTMENT,
OTTAWA, April 5th, 1871.

(Copy)

ST. LAWRENCE TOW BOAT COMPANY'S OFFICE, ST. ANDREW'S WHARF.

QUEBEC, April 20th, 1871.

Sir.—I beg to tender for the following wharves, according to the conditions, and stipulations mentioned in your advertizement dated 5th April, viz :—

For the Eboulements forty dollars.....	\$40 00
“ Murray Bay eighty dollars.....	80 00
“ Berthier.....	60 00
“ River Ouelle.....	20 00

The revenue on these wharves will be very difficult to collect, we consider it will be impossible to collect any revenue from the local passengers, judging by the opposition it will create. The cost to keep these *piers* in *repairs* and the lights will be in excess I am afraid to our revenue. The reason we are tendering is that we have boats running at these different localities ; it is not in view of a speculation, but specially in the interest of the localities for which this Company now spend large amounts to establish communications.

Your truly, &c.,

(Signed,)

JULIEN CHABOT.

Manager.

Securities : A. Joseph, D. C. Thomson.

Thomas Worthington, Esq.,
Commissioner of Inland Revenue.

(Copy)

ST. LAWRENCE TOW BOAT COMPANY'S OFFICE, ST. ANDREW'S WHARF,

QUEBEC, April 21st, 1871.

Sir,—In my tender dated yesterday the 20th inst. I omitted, the Rivière du Loup Wharf, which was first on my list at one hundred and sixty dollars, which you will please take notice, on the same terms and stipulations mentioned in your public advertizements dated 5th April. The securities mentioned also yesterday will be given.

Your truly, &c., &c.,

JULIEN CHABOT.

Thomas Worthington, Esq.,
Commissioner Inland Revenue, Ottawa.

(Copy)

TELEGRAM BY PEOPLE'S TELEGRAPH COMPANY,

QUEBEC, April 22nd, 1871.

Have written yesterday tendering for Rivière du Loup wharf one hundred and sixty (160) dollars omitted in my letter dated twentieth (20th).

JULIEN CHABOT.

Thomas Worthington.

(Copy)

JUNE 1st, 1871.

Sir.—With this you will receive a letter addressed to Mr. Chabot, manager of the St. Lawrence Tow Boat Co., informing him that his tender for *forty dollars* for the tolls and dues arising from the pier at Les Eboulements is excepted. Be good enough after noting the same to cause the letter to be handed to Mr. Chabot.

I beg to remain, Sir,
Your obedient servant,
(Signed),

A. BRUNEL,
Com., Inl. Revenue.

J. M. LeMoine, Esq.,
District Inspector Inland Revenue, Quebec.

(Copy, 226)

INLAND REVENUE DEPARTMENT,

OTTAWA, 1st June, 1871.

Sir,—I have the honor of informing you that your tender under date 20th April, 1870, of forty dollars, for the tolls and dues arising from the pier at Les Eboulements, is accepted.

Be good enough to give the names in full, as also occupations and residences, of your sureties.

I have the honor, to be Sir,
Your obedient servant,
(Signed),

A. BRUNEL,
Comm., Inl. Rev.

Julien Chabot, Esq., Manager,
St. Lawrence Tow Boat Co., Quebec.

(Copy)

INLAND REVENUE OFFICE,

QUEBEC, June 12th, 1871.

Sir,—I have the honor to inform you that the St. Lawrence Tow Boat Company have paid in the first instalment of tender for the three piers awarded to them.

Berthier,
Rivière Ouelle,
Eboulements,

and that they offer for Eboulements pier the same sureties as for the other two, viz :

A. Joseph, of Quebec, Merchant,
D. C. Thompson “ “

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

J. M. LEMOINE,
District Inspector.

A. Brunel, Esq.,
Commissioner Inland Revenue, Ottawa.

(Copy)

OTTAWA, March 12th, 1873.

SIR,—I beg to tender for the wharves on the St. Lawrence below Quebec, to lease the same for a term of three, five or seven years, as the undersigned has a large number of steamers going down the St. Lawrence and touching at the wharves, and would like to make better accommodation for passengers landing on the said wharves. I would, therefore, beg to offer the following amounts for each wharf :

Eboulements Wharf.....	\$40 00
Murray Bay.....	210 00
Berthier.....	60 00
River Ouelle.....	20 00
Rivière du Loup.....	230 00
Rimouski.....	80 00

All subject to the Government regulations.

An answer at your earliest convenience will oblige

Your obedient servant,

(Signed,) J. CHABOT,,

Manager, St. Lawrence Tow Boat Co.,
Quebec, Que.

The Honorable

The Minister of Inland Revenue.

Accepted, rent to be paid in advance half-yearly. May be for three or five years if allowable.

(Signed,) O'C.

INLAND REVENUE DEPARTMENT,

OTTAWA, April 7th, 1873.

SIR,—I have to inform you that Mr. J. Chabot has tendered on behalf of the St. Lawrence Tow Boat Company for leases of the following Government piers below Quebec at the amounts placed opposite to each, viz :

Eboulements	\$40 00
Murray Bay	210 00
Berthier	60 00
River Ouelle	20 00
Rivière du Loup	230 00
Rimouski.....	80 00

As it has been deemed expedient to accept these tenders I have to instruct you to grant the leases for a period of three years, renewable for a further term of two years on your receiving one half the rents for the coming season in advance.

I beg to remain, Sir,

Your obedient servant,

(Signed,)

A. BRUNEL,
Commissioner.

J. M. LeMoine, Esq.,
District Inspector, Quebec.

INLAND REVENUE DEPARTMENT,

OTTAWA, April 7th, 1873.

SIR,—I have the honor to acknowledge the receipt of your letter tendering on behalf of the St. Lawrence Tow Boat Company for leases of the Government piers below Quebec at the following rates, viz :

Eboulements.....	\$40 00
Murray Bay.....	210 00
Berthier.....	60 00
River Ouelle.....	20 00
Rivière du Loup.....	230 00
Rimouski.....	80 00

In reply I have to inform you that these tenders have been accepted, and that Mr J. M. LeMoine has been instructed to issue the leases in favor of your Company for a period of three years, renewable for a further term of two years upon your paying to him one half the rents for the coming season in advance.

I have the honor to be, Sir,

Your obedient servant,

(Signed), A. BRUNEL,
Commissioner.

J. Chabot, Esq.,
Manager of the St. Lawrence Tow Boat Co., Quebec.

DISTRICT INSPECTOR'S OFFICE,

QUEBEC, April 25th, 1873..

SIR,—I have the honor to enclose notareal copy of lease of lower St. Lawrence piers to St. Lawrence Tow Boat Company :—They paid first instalment on signing lease, and made their election of the five instead of the three years for term of lease, your letter of the 7th April instant, allowing them the option. As is usual in such cases, the cost of the lease is equally divided between contracting parties, the Company paying one half the Government the other. Mr. Campbell, Notary Public, has sent in his account, \$5, for half of cost of lease; and two copies, which, subject to your approval, I have instructed Col. Fortier to liquidate out of office contingent fund.

I have the honor to be, Sir,

Your most obedient servant,

(Signed,) J. M. LEMOINE,
District Inspector.

A. Brunel, Esq.,
Commissioner of Inland Revenue, Ottawa.

INLAND REVENUE DEPARTMENT,

OTTAWA, May 1st, 1873.

SIR,—I beg to acknowledge the receipt of your communication of the 25th with copy of lease to the St. Lawrence Tow Boat Company of the Government piers below Quebec. I have now to instruct you to authorize Collector Fortier to pay the sum of \$5 to Mr. Campbell, Notary Public, and charge the same in his contingent account.

I beg to remain, Sir,

Your obedient servant,

(Signed,) A. BRUNEL,
Commissioner.

J. M. LeMoine, Esq.,
District Inspector, Quebec.

(Copy.)

INLAND REVENUE DEPARTMENT.

OTTAWA, March 14th, 1873.

SIR,—Can you inform the Department if there is any reason why the lessee of Rimouski Pier should not have deposited any thing on account of rent for the past season. If not have you a copy of the lease?

I beg to remain, Sir,

Your obedient servant,

(Signed,) A. BRUNEL,
Commissioner.

J. M. LeMoine, Esq.,
Inspector of Inland Revenue, Quebec.

(Copy.)

INLAND REVENUE DEPARTMENT.

OTTAWA, June 19th, 1873.

SIR,—I have the honor to acknowledge the receipt of your communication of the 13th inst., enclosing letter from St. Lawrence Tow Boat Company, in reference to the insufficiency of reflectors on the Government piers leased by them, and to inform you that their letter has been transferred to the Department of Public Works.

I beg to remain, Sir,

Your obedient servant,

(Signed,) A. BRUNEL,
Commissioner.

J. M. LeMoine, Esq.,
District Inspector, Quebec.

(Copy.)

Memorandum.

DEPARTMENT OF PUBLIC WORKS.

Please say if Government pier at L'Islet is leased, to whom and how much?

(Signed,) F. BRAUN,
Secretary.

To A. Brunel, Esq.,
Ottawa, July 24th, 1874.

Answer.

I can find no record in this Department of the leasing of a pier under the name mentioned.

(Signed,) A. BRUNEL,
Commissioner, Inland Revenue.

(Copy.)

DISTRICT INSPECTOR'S OFFICE.
QUEBEC, 28th July, 1874.

SIR,— I have the honor to enclose the application of Mr. J. Chabot, steamboat owner, for the lease of the L'Islet Pier. This pier, owing to the shallowness of the surrounding water, has not found a lessee for some years, and as it is going to decay it would be more advantageous to the Government to lease it under the usual conditions of the lessee maintaining it in the usual repair, even if the rental was like the Rivière Ouelle Pier, \$20 per annum, that is a nominal rent. Mr. Chabot intends sending a small steamer to L'Islet if he obtains the lease of the pier. I submit the form of lease I had prepared for the other piers; as the season is fast advancing an early reply is asked for.

I have the honor to be, Sir,
Yours most obediently,
J. M. LEMOINE.

A. Brunel, Esq., Commissioner of
Inland Revenue, Ottawa.

(Translation.)

QUEBEC, July 28th, 1874.

SIR,—The wharf at L'Islet is falling into decay, and no one has charge of it. As I have leased the other wharves on the Lower St. Lawrence, I am prepared to take this one on conditions similar to those respecting that at River Ouelle, and I am of opinion that in the interest of the Government my proposition should be accepted at the earliest possible date.

I have the honor to be, &c.,
(Signed,) J. CHABOT.

J. M. LeMoine, Esq.,
Inspector of Inland Revenue.

(Copy.)

INLAND REVENUE DEPARTMENT,
OTTAWA, July 31st, 1874.

SIR,—I have the honor to acknowledge the receipt of your communication of the 28th inst., tending for L'Islet Pier on the same terms as the Rivière Ouelle Pier is leased to the St. Lawrence Tow Boat Company, and to inform you that your application has been transferred to the Department of Public works for action.

I have the honor to be, Sir,
Your obedient servant,
(Signed,) A. BRUNEL.
Commissioner.

J. Chabot, Esq., St. Lawrence
Tow Boat Company, Quebec.

(Translation.)

[Private.]

L'ISLET, September 14th, 1874.

SIR,—Your letter dated 2nd instant informing me that an engineer has been appointed to make a survey of the work on the pier at L'Islet, I now take the liberty of informing you that no person has as yet appeared, and the season is advancing. If the works are not carried out this fall, they will be much more considerable in the spring, as the ice will cause fresh destruction in the injured part. As I am about going up to Quebec, I should thank you very much to let me know when the engineer is to come to examine the Piers.

I remain

Your most obedient servant,

(Signed,)

J. BTE. DUSSEAULT.

P. S.—Please think of the pannel.

(Signed), J. B. D.

Honorable T. Fournier,
Minister of Justice.

(Copy.)

Memorandum.

DEPARTMENT OF JUSTICE,

OTTAWA, September 16th, 1874.

Will you please take communication of Mr. Dusseault's letter in reference to L'Islet wharf and advise me if any action will be taken this autumn.

To WM. BUCKINGHAM, Esq.

Yours truly,
(Signed,)

G. DUVAL

Memorandum.

DEPARTMENT OF PUBLIC WORKS,

OTTAWA, July 29th, 1874.

Please refer to Order in Council of 16th March, 1871, authorizing the leasing of the Government piers below Quebec. The L'Islet pier is one of them; has it been left out intentionally We have no record here on subject.

Yours truly,
(Signed,)F. BRAUN,
Secretary.

The Order in Council in question is referred to in my letter of 27th March, 1871.

(Signed), B.

To A. Brunel, Esq.

Answer.

The Pier of L'Islet is included in the Order in Council referred to, but no offer was made in response to the advertisements under that Order.

L'Islet is not included in the lease granted to the St. Lawrence Tow Boat Company, nor is it leased to any other person so far as I know.

(Signed,)

A. BRUNEL,
Commissioner.

(Copy.)

DEPARTMENT OF PUBLIC WORKS,
OTTAWA, Oct. 16th, 1874.

SIR,—I return herewith the papers *in re* J. Chabot, offering to lease the Pier at L'Islet, and I am to inform you that the Minister is of opinion that M. Chabot's offer should be accepted.

I have the honor to be, Sir,
Your obedient servant,
(Signed,) F. BRAUN,
Secretary.

A. Brunel, Esq., Commissioner, Inland Revenue, Ottawa.

(Copy.)

INLAND REVENUE DEPARTMENT,
OTTAWA, October 20th, 1874.

SIR,—Referring to your communication of the 28th July ult., with tender of \$20 per annum from J. Chabot, on behalf of the "St. Lawrence Tow Boat Company," for L'Islet Pier, below Quebec. I have to inform you that this tender has been accepted. You will therefore have the lease duly executed.

I remain, Sir,
Your obedient servant,
(Signed,) A. BRUNEL,
Commissioner.

J. M. LeMoine, Esq.,
District Inspector, Quebec.

(Copy.)

MEMORANDUM OF TENDER.

Government Piers below Quebec.

Eboulements,	\$40—St. Lawrence Tow Boat Co.
"	12—Simon Cimon.
"	40—Jus. Dufour.
"	100—Agasse Tremblay.
Murray Bay,	180—Maxime Girard.
"	80—St. Lawrence Tow Boat Co.
Berthier.....	60—St. Lawrence Tow Boat Co.
"	20—Louis Bourget.
"	10—Napoleon Simoneau.
"	30—Piere Turgeon.
Rivière Ouelle,	20—St. Lawrence Tow Boat Co.
Rivière du Loup	160—Julian Chabot.
"	228—Ls. Roy Desjardine.
"	50—Zeph. Ouellette.
"	60—St. Lawrence Tow Boat Co.
Rimouski.....	100—E. W. Côté.
Malbaie	75—Simon Cimon.
"	122—Louis V. Desmonts.
"	130—George Boulliam.
"	200—Louis Mattais.

NAMES of parties or of their sureties whose Tenders for the rental of Government Piers below Quebec have been accepted.

Place.	Name of Party Tendering.	Name of Sureties.	Amount.
Eboulements.....	*A. Tremblay.....	.....	100 00
Murray Bay	Louis Mattais	{ P. H. Cimon.....	200 00
Berthier.....	St. Lawrence T. B. Co..	{ C. H. C. Cimon.....	60 00
Rivière Ouelle.....	do	{ A. Joseph	20 00
Rivière du Loup,	Le Roy Desjardins	{ D. C. Thomson.....	228 00
Rimouski.....	E. Côte.....	{ H. Desjardins	100 85
		{ E. Desjardins	

*A. Tremblay declined to accept, Vide 3,537, 1st June, 1871, St. Lawrence Tow Boat Company's offer as per 3,319, \$140. Accepted Vide L. B., No. 3. folio 752, 751.

MEMO. showing the amounts received from "The St. Lawrence Tow Boat Company," as Rent of Piers below Quebec.

Eboulements Pier for four years to 1st May, 1875.....	\$160 00
Berthier Pier do do	240 00
Rivière Ouelle do do	80 00
Rimouski Pier for two years to do	160 00
Rivière du Loup do do	460 00
Murray Bay do do	420 00
L'Islet Pier for one year to do	20 00
	\$1,540 00

INLAND REVENUE DEPARTMENT,
OTTAWA, 1st March, 1875.

STATEMENT

MADE BY

INSURANCE COMPANIES

IN COMPLIANCE WITH THE

ACT 31 VICTORIA, CAP. 48, SEC. 14.

.....
PRINTED BY ORDER OF PARLIAMENT.
.....



OTTAWA :

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

1875.

STATEMENT

MADE BY

INSURANCE COMPANIES,

IN COMPLIANCE WITH THE ACT 31 VICT., CAP. 48, SEC. 14.

FINANCE DEPARTMENT,

OTTAWA, March, 1875.

SIR,—I have the honor to enclose herewith a statement of Insurance Companies, in accordance with the provisions of the Act 31st Victoria, cap. 48, section 14.

I have the honor to be, Sir,

Your obedient servant,

JOHN LANGTON,

The Honorable

Auditor.

RICHARD JOHN CARTWRIGHT,

Minister of Finance.

THE ACCIDENT INSURANCE COMPANY OF CANADA.

This Company was licensed 23rd April, 1874.
No return made.

**STATEMENT OF THE ETNA INSURANCE COMPANY OF HARTFORD,
CONNECTICUT.**

FIRE BUSINESS TO 31ST DECEMBER, 1874.

CANADIAN BUSINESS.

	\$	cts.
Total premiums received during the year in Canada.....	168,147	46
Number of Policies, new, including renewals issued, during the year in Canada.....7458		
Amount of the said policies.....	15,243,769	00
Amount at risk on all policies in force in Canada.....	13,550,427	00
Number of policies on which losses have occurred during the year in Canada.....135		
Amount of losses in Canada paid during the year.....	103,864	49
Amount of losses in Canada in suspense.....	17,769	00
Amount of losses in Canada resisted.....	None	
Amount of premiums earned during the year in Canada, being the unearned premiums of the previous year and per cent of the premium receipts of the current year.....	160,512	77
Amount of premiums unearned, viz.: per cent of the year's receipts	67,258	99
Deposit in Canadian Government securities.....	5,070	00
“ Bank Stocks.....	48,500	

GENERAL BUSINESS.

Assets of the Company.....	6,497,275	94
Liabilities of the Company, excluding liabilities on current risks.....	245,116	06
Amount of Capital stock.....	3,000,000	00
Amount paid thereon.....	3,000,000	00
Total premiums received by the Company in the year in all countries	4,165,352	93
Number of policies, new or renewals issued by the Company in all countries .....186,693		
Amount of the above policies.....	343,747,826	00
Losses paid (all countries)	1,705,342	59
Losses due and unpaid.....	None	
Losses in suspense, awaiting further proof.....	244,616	06
All other claims against the Company.....	500	00
Amount of premiums received during the year in Canada \$168,147 00		
Less 25 per cent	42,036	00
Less also the amount of losses paid	103,864	00

ROBERT WOOD,

General Agent for Canada.

MONTREAL, 5th March, 1875.

STATEMENT OF THE AETNA LIFE INSURANCE COMPANY OF HARTFORD, CONNECTICUT, TO 31st DECEMBER, 1874.

CANADIAN BUSINESS.

Total premiums received during the year in Canada.....	329,687 39
Number of policies issued during the year in Canada.....	1,600
Number of policies not taken out.....	285
Amount of policies issued during the year in Canada.....	2,323,647 00
Amount of policies not taken out.....	421,475 00
Amount at risk on all policies in force in Canada.....	8,941,479 00
Number of policies become claims during the year in Canada.....	34
Amount of said policies.....	56,183 00
Amount paid on claims during the year in Canada.....	66,790 00
Amount of claims in Canada resisted.....	None.
Deposit in 5-20 U. S. gold bonds.....	140,000 00

GENERAL BUSINESS.

Assets of the Company.....	20,657,603 56
Liabilities of the Company excluding premium reserve	787,268 91
Amount of premium reserve.....	16,870,368 84
Reserve at $4\frac{1}{2}$ per cent. based on American experience table.....	
Amount of capital stock of the Company.....	150,000 00
Amount paid thereon.....	150,000 00
Total premiums and interest received by the Company during the year in all countries.....	6,068,698 63
Number of policies issued by the Company during the year in all countries.....	9,716
Amount of policies issued by the Company during the year in all countries.....	15,182,369 00
Number of policies become claims on the Company during the year in all countries.....	718
Amount of policies became claims on the Company during the year in all countries.....	1,370,734 29
Amount of policies in all countries.....	94,506,992 00
Expenses of management, agencies, commissions, &c., &c.....	588,125 00

W. M. H. ORR,
Manager.

MONTREAL 18th February, 1875.

STATEMENT OF THE AGRICULTURAL INSURANCE COMPANY, WATER-TOWN, NEW YORK.

Deposit in United States 5-20 bonds.....	85,500 00	
Dominion stock.....	14,500 00	100,000 00
Company discontinued doing business in Canada 1st May, 1874, and re-insured all outstanding risks in the Canada Agricultural Insurance Company of Montreal.		

E. H. GOFF,
Manager.

MONTREAL, 17th February, 1875.

STATEMENT OF THE AGRICUTULRAL MUTUAL ASSURANCE ASSOCIATION OF CANADA.

FIRE BUSINESS TO 31ST DECEMBER, 1874.

Amount of premium notes received during the year.....	51,780 27
Amount of premiums received during the year.....	74,377 86
Received for interest on deposits.....	1,795 43
	<hr/>
Total receipts during the year.....	127,953 56
Number of policies issued during the year.....14,101	
Amount of risks thereunder.....	12,954,387 00
Total number of risks in force.....38,427	
Total amount at risk.....	34,756,276 00
Number of losses during the year.....212	
Amount of losses paid during the year.....	45,047 29
Amount of losses not due and unadjusted (say).....	5,600 00
Amount of losses resisted.....	1,200 00
Estimated amount required to insure all outstanding risks.....	80,000 00
Deposit in Dominion stock.....	25,000 00
Cash in Molson's Bank and in hand.....	28,306 14
Real estate (including vaults).....	5,000 00
Total assets of the Association.....	284,996 67

D. C. MACDONALD,

Secretary.

LONDON, Ont., 20th February, 1875.

STATEMENT OF THE ANCHOR MARINE INSURANCE COMPANY.

INLAND MARINE BUSINESS, TO 31ST DECEMBER, 1874.

Assets of the Company	59,917 53
Liabilities of the Company	34,843 90
Amount of capital stock.....	292,700 00
Amount paid thereon.....	29,270 00
Assets of the Company consist of.....	
Sundry debtors	1,723 04
Cash in Ontario Bank..... \$20,946 05	
Cash in Bank of Commerce	9,023 22
	<hr/>
Bills receivable	29,969 27
Investments, Cobourg Debentures (par value \$5,000)	2,592 50
Investments, Dominion Telegraph Stock.....	4,500 00
Investments, Mortgage	850 00
Deposit with Government (par value \$20,000)	3,400 00
Amount of losses paid during the year.....	16,882 72
Losses due and unpaid	6,734 77
Losses adjusted and not due	None.
Losses in suspense and waiting for further proof.....	None.
Losses resisted.....	4,500 00
All other claims against the Company	None.
Amount of premiums earned for the past year	700 00
Amount of premiums unearned for the past year.....	47,394 03
Number of policies issued during the year..... 1,177	
Amount at risk at date of statement.....	506 00
This Company deposits under Section 4 of the Act, in three instalments (\$20,000 each).	47,493 00

HUGH SCOTT,

Agent.

TORONTO, 4th March, 1875.

**STATEMENT OF THE ATLANTIC MUTUAL LIFE INSURANCE
COMPANY, ALBANY, N.Y.**

To 31st DECEMBER, 1874.

CANADIAN BUSINESS.

Total premiums received during the year in Canada.....	35,5 0 80
Number of policies issued during the year in Canada..... 277	
Number of policies not taken out and lapsed..... 159	
Amount of policies issued during the year in Canada.....	358,087 00
Amount of policies not taken out and lapsed.....	258,451 00
Amount at risk on all policies in force in Canada.....	1,331,636 00
Number of policies become claims during the year in Canada..... 8	
Amount of said policies.....	13,500 00
Amount paid on claims during the year in Canada.....	12,500 00
Amount of claims in suspense in Canada.....	1,000 00
Claims in Canada resisted.....	None.
Deposit in Canadian Government securities.....	80,292 60

GENERAL BUSINESS.

Assets of the Company.....	1,270,848 17
Liabilities of the Company excluding premium reserve.....	7,565 00
Amount of premium reserve.....	1,065,331 00
Reserve at $4\frac{1}{2}$ per cent. based on American experience table.....	
Amount of capital stock of the Company.....	110,000 00
Amount paid thereon.....	110,000 00
Total premiums received by the Company during the year in all countries.....	355,940 63
Number of policies issued by the Company during the year in all countries..... 702	
Amount of policies issued by the Company during the year in all countries.....	1,049,694 00
Number of policies become claims by the Company during the year in all countries..... 46	
Amount of said policies.....	79,545 00
Amount of policies in all countries.....	7,158,237 00
Expenses of Management, Agencies, Commissions, &c., &c.....	60,491 91
Amount of premiums received during the year in Canada.....	35,540 80
Less—25 per cent.....	8,885 20
Less—also the amount of losses paid.....	12,500 00

WALTER BROWN,
Secretary.

ALBANY, 13th February, 1875.

WINFORD YORK, M.D.,
Manager for Canada.

TORONTO, 18th February, 1875.

**STATEMENT OF THE BRITISH AMERICA ASSURANCE COMPANY TO
31st DEC. 1874.**

FIRE BUSINESS.

Total net premiums received during the year in Canada, deducting cancellations and re-insurances.....	194,077 69
Number of policies (new), including renewals issued during the year, in Canada..... 10,036	
Amount of the said policies.....	20,195,582 00

Amount at risk on all policies in force in Canada	17,596,653	00
Number of policies on which losses have occurred during the year in Canada	213	
Amount of losses in Canada during the year paid	92,346	48
Amount of losses in Canada in suspense	10,242	22
Losses resisted	None.	
Amount of premiums earned during the year in Canada, being the unearned premiums of the previous year and 60 per cent. of the premium receipts of the current year	192,038	85
Amount of premiums unearned, viz., 40 per cent. of the year's receipts	77,631	07
Deposit in Municipal Debentures	50,000	00
Other Canadian investments		
Bank and other stock	36,292	50
Municipal debentures	28,205	45
Mortgages on real estate	37,318	47
Real estate owned in Canada	10,497	79
Miscellaneous estate owned in Canada	53,410	58
Cash in Bank and in hand in Canada	40,403	20

GENERAL BUSINESS.

Assets of the Company	557,488	79
Liabilities of the Company, excluding liabilities on current risks	57,110	53
Amount of total policies in force	22,368,142	00
Amount of capital stock	400,000	00
Amount paid thereon	238,340	00
Total premiums received by the Company in the year in all countries	279,910	03
Number of policies, new or renewals, issued by the Company in the year in all countries	13,118	
Amount of the above policies	27,609,586	00
Amount of year's losses (all countries)	98,174	16
Losses due and unpaid	None.	
Losses adjusted and not due	None.	
Amount of losses in suspense, awaiting further proof	10,242	22
Losses resisted	None.	
Amount of premiums earned during the year	243,568	25
Amount of premiums unearned during the year	111,964	02

INLAND MARINE BUSINESS.

Amount of losses paid during the year	54,485	14
Losses due and unpaid	None.	
Losses adjusted and not due	None.	
Losses in suspense and waiting for further proof	11,351	85
Losses resisted	None.	
All other claims against the company	None.	
Amount of premiums earned for the past year	98,203	57
Amount of premiums unearned for the past year	10,372	30
Number of policies issued during the year	4,234	
Amount of policies issued during the year	7,400,962	00
Amount of risk at date of statement	419,150	00
Premiums received in Canada during the year	108,575	87

FRED A. BALL,
Manager.

TORONTO, Feb. 5th, 1875.

STATEMENT OF THE BRITISH AND FOREIGN MARINE INSURANCE COMPANY, (LIMITED,) OF LIVERPOOL.

To THE 31ST DECEMBER, 1874.

Assets of the Company	2,433,742 88
Liabilities of the Company	56,007 90
Amount of capital stock.....	4,866,666 66
Amount paid thereon.....	973,333 33

The assets of the Company consist of—

	Sterling.	
Loans	£314,457 11	7
Other investments including Canada deposit	96,007 19	1
Premises in London, England.....	3,580 15	8
Stamps	991 16	9
Cash and bills on hand	27,865 9	4
Interest accrued not yet collected	4,039 12	3
Agents balances in course of transmission and pre- miums not yet collected	53,140 18	5
	500,084	3 1

Amount of losses paid during the year.....	725,615 14
Amount of losses due and unpaid.....	
All other claims against the Company.....	56,007 90
Amount of premiums earned for the past year.....	1,373,825 93
Amount of premiums unearned for the past year.....	139,581 23
Amount of policies issued during the year.....	151,180,751 60
Greatest amount at risk on total policies in force in Canada at any time during the year 1874.....	34,000 00
Least amount at risk on total policies in force in Canada at any time during the year 1874.....	32,407 00
Amount at risk at date of statement.....	Nil.
Losses in Canada paid during the year.....	do
Losses in Canada adjusted and not due.....	do
Losses in Canada in suspense and waiting further proof.....	do
Losses in Canada the payment of which is resisted.....	do
All other claims against the Company.....	do
Premiums received in Canada during the year.....	264 46
Premiums earned in Canada during the year.....	264 46
Amount of premiums received during the year on all risks effected in Canada	264 46
Less twenty-five per cent.....	66.11
Less the net amount of losses actually paid	Nil.
Deposit in conformity with the second section of the Act	50,000 00

A. T. PATTERSON,
Principal Agent.

MONTREAL, 19th March, 1875.

STATEMENT OF THE BRITON MEDICAL AND GENERAL LIFE ASSOCIATION.

To 31ST DECEMBER 1874.

CANADIAN BUSINESS.

Total premiums received during the year in Canada.....	49,899 66
Number of policies issued during the year in Canada.....	159
Number of policies not taken out.....	4
Amount of policies issued during the year in Canada.....	215,106 48

Amount of policies not taken out.....	5,323 33
Amount at risk on all policies in force in Canada.....	1,636,769 33
Number of policies become claims during the year in Canada.....	10
Amount of the said policies.....	37,524 88
Amount paid on claims during the year in Canada.....	52,106 02
Claims in suspense.....	None
Claims resisted.....	None
Deposit in Dominion Stock.....	100,343 33
Mortgages on real estate.....	9,120 00
Cash in bank and in hand in Canada.....	9,651 68

GENERAL BUSINESS UP TO 31ST DEC., 1873.

Assets of the Company.....	3,436,158 06
Liabilities of the Company, excluding premium reserve.....	272,090 44
Amount of premium reserve.....	3,164,065 95
Amount of capital stock of the Company.....	973,333 33
Amount paid thereon.....	172,377 33
Total premiums received by the Company during the year in all countries.....	1,090,634 16
Number of policies issued by the Company during the year....	1762
Amount of policies issued by the Company during the year in all countries.....	2,662,304 00
Number of policies become claims by the Company during the year 481 on 414 lives.....	
Amount of policies become claims on the Company during the year.....	786,322 62
Expenses of management, agencies, commissions, &c.....	191,896 78

JAMES B. M. CHIPMAN,
Manager,

MONTREAL, 16th February, 1875.

STATEMENT OF THE CANADA AGRICULTURAL INSURANCE COMPANY,
MONTREAL.

To 31ST DECEMBER, 1874.

FIRE BUSINESS.

Total net premiums received during the year in Canada, deducting cancellations and re-insurances (8 months).....	109,892 68
Number of policies, new, including renewals, issued during the year in Canada.....	15,000
Amount at risk on all policies in force in Canada estimated at.....	15,000,000 00
Number of policies on which losses have occurred during the year in Canada.....	146
Amount of losses in Canada during the year paid.....	41,317 99
Claims in Canada in suspense.....	none
Claims in Canada resisted.....	none
Investment in Municipal debentures.....	50,000 00

EDWARD H. GOFF,
Managing Director

MONTREAL, 17th February, 1875.

STATEMENT OF THE CANADA GUARANTEE COMPANY.

To 31st OCTOBER, 1874.

(Being the close of its financial year.)

Total revenue for year.....	25,863 00
Number of policies issued during year.....	597
Amount of said policies.....	1,385,30 000
Gross amount at risk on all policies in force	2,292,700 00
Number of policies become claims during year.....	11
Amount of losses sustained and paid thereon.....	12,468 60
Claims resisted or disputed.....	None.
Deposit with Government.....	33,666 66

OTHER INVESTMENTS.

Montreal corporation stock.....	2,000 00
Accrued interest, furniture, agents, balances &c.....	3,131 61
Balance at bank and in office.....	1,774 72
Current assets.....	40,572 99

The capital subscribed is \$106,775, 20 per cent paid up; the liability of shareholders being double makes the uncalled responsibility of stockholders \$191,195 00.

EDWARD RAWLINGS,
Manager.

MONTREAL, 6th March, 1875.

STATEMENT OF THE CANADA LIFE ASSURANCE COMPANY.

To 30th APRIL, 1874.

Assets of the Company.....	2,061,733 88
Liabilities of the Company, excluding premium and annuity reserve.	193,991 17
Amount of capital stock.....	1,000,000 00
Amount paid thereon.....	125,000 00

Of what the assets of the Company consist, viz:—

Cash on hand \$288 04, and in banks \$4,089 94.....	4,377 98
Agents' and other balances since accounted for.....	103,165 12
Mortgages on real estate.....	334,103 43
Real estate.....	96,037 64
Municipal and other debentures, Dominion and other stock, and accrued interest.....	1,118,796 94
Loans on policies, debentures, stocks and bonds.....	123,263 12
Half yearly and quarterly premiums secured on policies payable within nine months.....	82,619 58
Deferred half payments on half credit policies.....	197,418 07
Office furniture.....	1,952 00
	<hr/>
	2,061,733 88

Total premiums received during the year.....	388,430 57
And interest received during the year.....	126,549 55
Number of policies issued during the year	1279
Amount of policies issued during the year.....	1,854,766 00
Number of claims from death during the year.....	89
Amount of claims from death during the year.....	130,386 78
Amount paid on claims from death during the year in Canada.....	122,839 95
Expenses of management, agency, &c.....	74,326 25
Total premiums received during the year in Canada.....	388,430 57
And interest received during the year.....	126,549 55

Number of policies issued during the year in Canada.....	1279	
Amount of policies issued during the year in Canada.....		1,854,766 00
Amount at risk on total policies issued in Canada.....		11,954,658 96
Number of policies that have become claims in Canada during the year by death.....	89	
Amount of the said policies.....		130,386 78

A. G. RAMSAY,

Managing Director.

HAMILTON, 30th July, 1874.

STATEMENT OF THE CITIZENS INSURANCE AND INVESTMENT COMPANY OF CANADA.

To 31ST DECEMBER, 1874.

		\$	cts.
LIFE BUSINESS.			
Total premiums received during the year 1874 in Canada.....		39,519	78
Number of policies issued during the year in Canada.....	221		
Amount of the said policies.....		358,689	00
Amount at risk on all policies in force in Canada.....		1,154,769	00
Number of policies become claims during the year in Canada.....	6		
Amount of said policies.....		8,000	00
Amount paid on claims during the year in Canada.....		4,500	00
Amount of claims admitted but not due.....		3,500	00
Claims resisted.....		None.	
Deposits in Municipal Debentures.....		53,000	00
Other Canadian Investments.....			
Merchants Bank Stock.....		39,157	00
Metropolitan do.....		20,800	00
Cash in Merchants Bank.....		43,861	53
Real Estate.....		60,630	92
Sundry policy holders.....		2,300	75
Furnitures, fixtures, &c.....		2,064	31
Assets of the Company.....		221,814	51
(Of this amount \$73,127.92 is specially appropriated in the books of the Company, to the life business; but the whole amount is liable for the general business of the Company including life business.)			
Liabilities of the Company excluding premium reserve and including capital stock paid in.....		115,380	00
Amount of capital stock of the Company.....		1,000,000	00
Amount paid thereon.....		100,000	00
Expenses of management, Agencies, Commissions, &c., &c.....		7,923	72

ACCIDENT DEPARTMENT.

Total premiums received during the year 1874 in Canada.....		9,412	17
Number of policies issued during the year.....	1,113		
Amount of policies issued during the year.....		1,647,000	00
Amount at risk on all policies in force.....		1,725,000	00
Number of policies become claims during the year.....	55		
Amount of the said policies.....		2,124	94
Amount paid on claims during the year.....		2,004	94
Amount of claims in suspense.....		120	40
Claims resisted.....		None.	
Expenses of management, agencies, commissions, &c., &c.....		3,315	34
Assets, liabilities and investments included in life return.....			

ARCH. MCGOWN,

Secretary-Treasurer,

EDWARD STARK,

Manager.

MONTREAL, 3rd February, 1875.

STATEMENT OF THE COMMERCIAL UNION ASSURANCE COMPANY OF
LONDON, ENGLAND,

To 31ST DECEMBER, 1874.

CANADIAN BUSINESS.—FIRE.

	\$	cts.
Total premiums received during the year in Canada, deducting cancellations and re-insurances.....	84,066	23
Number of policies, new, including renewals, issued during the year in Canada.....	2,644	
Amount of the said policies.....	10,230,644	25
Amount at risk on all policies in force in Canada.....	6,404,891	28
Number of policies on which losses have occurred during the year in Canada.....	31	
Amount of losses in Canada during the year, paid.....	30,467	21
Amount of losses in Canada in suspense.....	3,884	00
Claims resisted.....		None.
Amount of premiums earned during the year in Canada, being the unearned premiums of the previous year, and 60 per cent. of the premium receipts of the current year.....	63,156	72
Amount of premiums unearned, viz: 40 per cent. of the year's receipts.....	33,489	40
Deposit in Canadian Government securities.....	50,613	00

LIFE BUSINESS.

Total premiums received during the year in Canada.....	27,375	96
Number of policies issued during the year in Canada.....	27	
Number of policies not taken out.....		None.
Amount of the said policies.....	58,239	39
Amount at risk on all policies in force in Canada.....	813,638	26
Number of policies become claims during the year in Canada.....	6	
Amount of the said policies.....	13,140	00
Amount paid on claims during the year in Canada.....	12,156	00
Amount of claims in suspense in Canada.....	1,946	67
Claims in Canada resisted.....		None.
Deposit in Canadian Government securities.....	100,343	00

FRED COLE,
General Agent.

MONTREAL, 6th February, 1875.

STATEMENT OF THE CONFEDERATION LIFE ASSOCIATION OF CANADA.

FROM 1ST NOV., 1873, TO 31ST DEC., 1874.

Total premiums received during the year in Canada.....	89,809	32
Number of policies issued during the year in Canada.....	1202	
Number of policies not taken out.....	95	
Amount of policies issued during the year in Canada.....	1,673,908	00
Amount of policies not taken out.....	121,000	00
Amount at risk on all policies in force in Canada.....	2,641,708	00
Number of policies become claims during the year in Canada.....	4	
Amount of said policies.....	6,000	00
Amount paid on claims during the year in Canada.....	5,000	00
Amount of claims in suspense in Canada.....	3,000	00
Amount of claims in Canada resisted.....	3,000	00
Deposit in Canadian Municipal Debentures.....	50,000	00

Other Canadian investments:

Government securities owned, not deposited.....	1,997 50
Municipal Debentures.....	25,130 00
Mortgages on real estate	18,000 00
Miscellaneous, including loans secured by debentures or other collaterials	35,900 00
Cash in Bank and in hand in Canada.....	3,151 07
Other Assets.....	28,104 55

GENERAL BUSINESS.

Assets of the Company.....	162,283 12
Liabilities of the Company excluding premium reserve.....	7,474 63
Amount of premium reserve.....	84,924 20
Reserve at $\frac{1}{2}$ per cent. based on Table of Institute of Actuaries Great Britain.....	
Amount of capital stock of the Company.....	500,000 00
Amount paid thereon.....	50,000 00
Expenses of management, agencies, commissions, &c., for 14 months.	30,475 04

J. K. MACDONALD,

Manager, Vice-President and Actuary General.

LEOPOLD GOLDMAN,

Accountant.

TORONTO, 6th March, 1875.

STATEMENT OF THE CONNECTICUT MUTUAL LIFE INSURANCE COM-
PANY OF HARTFORD.

To 31st DECEMBER. 1874.

CANADIAN BUSINESS.

Total premiums received during the year in Canada.....	209,369 56
Number of policies issued during the year in Canada.....	369
Amount of policies issued during the year in Canada.....	983,642 00
Amount at risk on all policies in force in Canada.....	6,768,000 00
Number of policies become claims during the year in Canada.....	8
Amount of said policies.....	14,638 00
Amount paid on claims during the year in Canada.....	14,638 00
Deposit in U. S. Bonds.....	140,000 00

GENERAL BUSINESS.

Assets of the Company.....	40,443,695 99
Liabilities of the Company excluding premium reserve.....	779,926 51
Amount of premium reserve.....	35,832,186 00
Reserve at $\frac{1}{4}$ per cent. based on American Experience Table.....	
Total premiums received by the Company during the year in all countries.....	7,512,154 27
Amount of policies in all countries, 65,316.....	185,366,633 00
Expenses of management, agencies, commissions, &c.....	1,049,398 26

JOSEPH L. GREEN,

Secretary.

ROBERT WOOD,

General Agent.

HARTFORD, CON., 16th March, 1875.

STATEMENT OF THE EDINBURGH LIFE ASSURANCE COMPANY.

To THE 31ST MARCH, 1874.

Total premiums received during the year in Canada.....	24,959 17
Number of policies issued do do	5
Amount of do do do	14,113 34
Amount at risk on total policies in force in Canada.....	808,339 06
Number of policies that have become claims in Canada during the year	4
Amount of claims in Canada paid during the year.....	5,403 71
Amount of claims in Canada in suspense and waiting further proof	4,595 35
Claims in Canada resisted.....	None.

DAVID HIGGINS,
Chief Agent.

TORONTO, 13th January, 1875.

STATEMENT OF THE EQUITABLE LIFE ASSURANCE SOCIETY OF THE UNITED STATES.

To 31st DECEMBER, 1874.

CANADIAN BUSINESS.

Total premiums received during the year in Canada.....	191,652 92
Number of policies issued during the year in Canada.....	660
Amount of the said policies.....	1,797,500 00
Amount at risk on all policies in force in Canada.....	5,071,650 00
Number of policies become claims during the year in Canada.....	14
Amount of the said policies.....	41,500 00
Amount paid on claims during the year in Canada.....	27,500 00
Amount of claims in suspense in Canada.....	14,000 00
Claims in Canada resisted.....	None
Deposit in Dominion Stock.....	100,000 00

GENERAL BUSINESS.

Assets of the Company.....	25,981,757 44
Liabilities of the Company, excluding premium reserve.....	496,809 00
Amount of premium reserve.....	21,722,361 16
Reserve at $4\frac{1}{2}$ per cent based on American experience table.....	
Amount of capital stock of the Company.....	100,000 00
Amount paid thereon.....	100,000 00
Total premiums received by the Company during the year in all countries.....	8,227,299 40
Number of policies issued by the Company.....	9,610
Amount of policies issued by do do	34,189,815 00
Number of policies become claims by the Company.....	457
Amount of the said policies.....	1,820,790 00
Amount of policies in all countries.....	181,029,001 00
Expenses of management, agencies, commissions, &c	1,167,865 00

R. W. GALE,
Manager & Attorney.

MONTREAL, 5th March, 1875.

STATEMENT OF THE GLOBE MUTUAL LIFE INSURANCE COMPANY.

To 31st DECEMBER, 1874.

Number of policies including renewals issued during the year...	2,611
Amount of said policies.....	5,826,867 00
Amount at risk on all policies in force.....	22,957,361 00
Number of policies on which losses have occurred during the year.	157
Amount of losses resisted.....	40,000 00
Paid on losses incurred in previous years.....	100,087 40
Paid on losses incurred during the year.....	350,267 15
Salaries.....	34,357 90
Commissions.....	59,509 30
Other payments.....	556,887 31
Total expenditure.....	1,101,109 06
Cash system, premiums received during the year.....	916,503 74
Other receipts.....	214,555 93
Total income independent of premium notes.....	1,131,059 67
Amount of claims reported not adjusted and adjusted not due.....	87,150 00
Amount required to insure all outstanding risks.....	3,451,394 00
Other claims against the Company.....	15,350 00
Total liabilities.....	3,553,894 00
Deposited with Receiver General, being Stocks and Bonds.....	100,000 00
Cash in hand and in bank.....	215,355 31
Premium notes and loans of all descriptions.....	1,977,249 20
Due on assessments, stocks and bonds, over deposit with R. G.....	1,264,701 64
Due by agents also premiums deferred and accrued interest.....	275,964 97
Real estate and furniture and supplies.....	318,483 32
Total assets.....	4,151,754 44

JAMES M. FREEMAN,

Secretary.

NEW YORK, 28th February, 1875.

STATEMENT OF THE GUARDIAN FIRE & LIFE ASSURANCE COMPANY,
OF LONDON, ENGLAND.

To 31st DECEMBER, 1874.

FIRE BUSINESS.

Total premiums received during the year in Canada, less cancellations and re-insurances.....	51,225 39
Number of policies, new, including renewals, issued during the year in Canada.....	1,343
Amount of said policies.....	4,025,345 00
Amount at risk on all policies in force in Canada.....	4,533,912 00
Number of policies on which losses have occurred during the year in Canada.....	25
Amount of losses in Canada during the year paid.....	34,465 24
Amount of losses in Canada in suspense.....	25 00
Losses in Canada resisted.....	None.
Amount of premiums earned during the year in Canada, being the unearned premiums of the previous year, and 60 per cent of the premium receipts of the current year.....	52,490 08
Amount of premiums unearned, viz. 40 per cent of year's receipts....	20,490 15
Deposit in Dominion Stock.....	100,343 68

NOTE.—This Company does no life business in the Dominion.

GEORGE DENHOLM.

MONTREAL, 4th February, 1875.

STATEMENT OF THE HARTFORD FIRE INSURANCE COMPANY.

To 31st DECEMBER, 1874.

CANADIAN BUSINESS.

Total net premiums received during the year in Canada, deducting cancellations and reinsurances.....	90,902 85
Number of policies new, including renewals issued during the year in Canada, estimated.....	8,000
Amount of said policies 10,000,000 estimated.....	
Amount at risk on all policies in force in Canada, estimated.....	11,500,000 00
Number of policies on which losses have occurred during the year in Canada.....	80
Amount of losses in Canada during the year paid.....	39,719 01
Amount of losses in Canada in process of adjustment.....	20,661 95
Amount of losses incurred in Canada during the year.....	60,380 96
Deposit in U. S. bonds and Dominion stock.....	100,900 00

GENERAL BUSINESS.

Assets of the Company.....	2,757,907 59
Liabilities of the Company, excluding liabilities on current risks.....	173,219 67
Amount of capital stock.....	1,000,000 00
Amount paid thereon.....	1,000,000 00
Total premiums received by the Company in the year in all countries	2,099,542 69
Amount of the year's losses.....	1,030,277 41
Losses paid during the year.....	1,045,542 21
Losses due and unpaid.....	} 171,694 67
Losses adjusted and not due.....	
Losses in suspense awaiting further proof.....	
Losses resisted.....	
Unpaid dividends.....	1,525 00

GEO. L. CHASE,
*President.*J. D. BROWNE,
Secretary.

HARTFORD, January 20th, 1875.

STATEMENT OF THE IMPERIAL INSURANCE COMPANY OF LONDON,
ENGLAND.

FIRE BUSINESS TO 31ST DECEMBER, 1874.

CANADIAN BUSINESS.

Total net premiums received during the year in Canada (deducting cancellations and re-insurances).....	121,308 13
Number of policies, new, including renewals issued during the year in Canada.....	4,108
Amount of said policies.....	11,318,992 97
Amount at risk on all policies in force in Canada.....	9,533,298 98
Number of policies on which losses occurred during the year in Canada.....	78
Amount of losses in Canada paid during the year.....	67,838 18

Amount of losses in Canada in suspense.....	17,461 14
Amount of losses in Canada resisted	None.
Amount of premiums earned during the year, being the unearned premiums of the previous year and 60 per cent. of the premium receipts of the current year.....	125,574 84
Amount of premiums unearned <i>i.e.</i> 40 per cent. of the year's receipts	52,256 00
The above statement does not include business done in British Columbia.	

RINTOUL BROS.,
General Agents.

MONTREAL, 5th March, 1875.

STATEMENT OF THE ISOLATED RISK AND FARMERS FIRE INSURANCE COMPANY OF CANADA.

TO THE 31ST DECEMBER, 1874.

Total net premiums received during the year in Canada (deducting cancellations and re-insurances).....	83,250 00
Number of policies, new, including renewals, issued during the year in Canada.....	8,316
Amount of the said policies.....	8,635,784 00
Amount at risk on all policies in force in Canada.....	17,274,319 00
Number of policies on which losses have occurred during the year in Canada.....	107
Amount of losses in Canada during the year paid.....	37,210 00
Amount of losses in Canada in suspense.....	2,229 50
Amount of losses in Canada resisted.....	None.
Amount of premiums earned during the year in Canada, being the unearned premiums of the previous year and 60 per cent. of the premium receipts of the current year.....	72,199 00
Amount of premiums unearned, <i>viz.</i> , 40 per cent. of the year's receipts	33,300 00
Deposit in municipal debentures.....	100,904 00
Cash in bank and in agent's hands in Canada.....	67,120 00

F. MAUGHAN, JUN.,
Manager.

TORONTO, 12th January, 1875.

STATEMENT OF THE LANCASHIRE INSURANCE COMPANY.

(Return not received.)

STATEMENT OF THE LIFE ASSOCIATION OF SCOTLAND.

FOR THE YEAR ENDING 5TH APRIL, 1874.

CANADIAN BUSINESS.

Total premiums received during the year in Canada.....	136,179 35
Number of policies issued during the year in Canada.....	111
Number of policies not taken out.....	None.
Amount of policies issued during the year in Canada.....	193,479 20
Amount at risk on all policies in force in Canada.....	4,116,282 95
Number of policies become claims during the year in Canada.....	28
Amount of the said policies.....	64,722 41
Amount paid on claims during the year in Canada.....	64,944 11
Amount of claims in suspense in Canada.....	20,440 00
Amount of claims in Canada resisted.....	None.
Deposit in Canadian Dominion Stock.....	150,000 00
Real estate owned in Canada.....	43,143 14
Cash in bank and in hand in Canada.....	36,894 85

RICHARD BULL,
Secretary in Canada.

MONTREAL, 9th February, 1875.

STATEMENT OF THE LIVERPOOL AND LONDON AND GLOBE INSURANCE COMPANY.

To 31st DECEMBER, 1874.

CANADIAN BUSINESS ONLY.—FIRE DEPARTMENT.

Total net premiums received during the year in Canada	219,948 97
Number of policies, new, including renewals issued during the year in Canada.....	10,496
Amount of said policies.....	21,201,439 00
Amount at risk on all policies in force in Canada.....	21,214,586 00
Number of policies on which losses have occurred during the year in Canada.....	241
Amount of losses in Canada paid during the year.....	164,156 89
Amount of losses in Canada in suspense.....	3,500 00
Amount of losses in Canada resisted (cause fraud).....	8,200 00
Amount of premiums earned during the year in Canada, being the unearned premiums of the previous year, and 60 per cent. of the premium receipts of the current year.....	235,421 19
Amount of premiums unearned, viz: 40 per cent. of the year's receipts	87,979 58
Deposited with Receiver General:—	
Dominion Stock.....	50,000 00
Government Bonds.....	23,800 00
Montreal Corporation Bonds.....	61,000 00
Montreal Investment Association.....	25,000 00
Total Government deposit.....	159,800 00
Other Canadian Investments:—	
Montreal City Stock.....	12,000 00
Loans on life policies	395 00

Mortgages on first-class improved city property, Montreal and Toronto.....	387,800 00	
Real estate owned in Canada.....	60,000 00	
Cash in banks and in hand.....	61,998 08	
Balance in hands of agents.....	6,916 29	
	<hr/>	
Total investments and funds in Canada.....		688,909 37

LIFE DEPARTMENT.

Total premiums received during the year in Canada.....		12,252 45
Number and amount of policies issued during the year in Canada. 21		28,500 00
Amount at risk on total policies in force in Canada.....		354,500 00
Number and amount of policies that have become claims in Canada during the year.....	1	1,037 40
Amount of losses in Canada paid' during the year.....		1,037 40
Losses in suspense.....		None.
Claims resisted.....		None.

G. F. C. SMITH,
Secretary.

MONTREAL, 2nd February, 1875.

STATEMENT OF THE LONDON ASSURANCE CORPORATION, ENGLAND

FIRE BUSINESS TO 31ST DECEMBER, 1874.

CANADIAN BUSINESS.

Total net premiums received during the year in Canada, deducting cancellations and re-insurances.....		60,086 23
Number of policies, new, including renewals issued during the year in Canada.....	1,948	
Amount of the said policies.....		6,863,945 00
Amount at risk on all policies in force in Canada.....		5,557,885 00
Number of policies on which losses have occurred during the year in Canada	45	
Amount of losses in Canada during the year paid.....		56,724 66
Claims in Canada in suspense.....		None.
Claims in Canada resisted		None.
Amount of premiums earned during the year in Canada, being the unearned premiums of the previous year, and 60 per cent of the premium receipts of the current year.....		67,799 29
Amount of premiums unearned, viz : 40 per cent of the year's receipts		24,034 49
Deposit in Dominion stock.....	99,873	
Deposit in Canada 5 per cents.....	50,127	150,000 00

ROMEO H. STEPHENS,
General Agent.

MONTREAL, 5th February, 1875.

STATEMENT OF THE LONDON AND LANCASHIRE LIFE ASSURANCE COMPANY.

To 31st DECEMBER, 1874.

CANADIAN BUSINESS.

Total premiums received during the year in Canada.....	20,485 56
Number of policies issued during the year in Canada.....	262
Number of policies not taken out.....	25
Amount of policies issued during the year in Canada.....	418,700 00
Amount of policies not taken out.....	41,500 00
Amount at risk on all policies in force in Canada.....	935,439 17
Number of policies become claims during the year in Canada.....	1
Amount of policies become claims during the year in Canada.....	5,000 00
Amount paid on claims during the year in Canada.....	None.
Amount of claims in suspense in Canada (claim papers not yet received).....	5,000 00
Amount of claims in Canada resisted.....	1,000 00
Deposit in Dominion stock.....	100,000 00
Cash in bank and in hand in Canada.....	8,209 48

WILLIAM ROBERTSON,
Manager.

MONTREAL, 10th February, 1875.

STATEMENT OF THE METROPOLITAN LIFE INSURANCE COMPANY OF NEW YORK.

To 31st DECEMBER, 1874.

CANADIAN BUSINESS.

Total net premiums received during the year in Canada.....	63,939 32
Number of policies issued during the year in Canada.....	362
Number of policies not taken out.....	23
Amount of policies issued during the year in Canada.....	603,500 00
Amount of policies not taken out.....	39,500 00
Amount at risk on all policies in force in Canada.....	2,129,500 00
Number of policies become claims during the year in Canada.....	2
Amount of the said policies.....	6,000 00
Claims in suspense in Canada.....	None.
Claims resisted.....	None.
Deposit in U. S. gold bonds.....	100,000 00
Deposit in Canadian Government securities.....	Nil.

GENERAL BUSINESS.

Assets of the Company.....	2,017,422 29
Liabilities of the Company, excluding premium reserve.....	80,601 76
Amount of premium reserve.....	1,560,802 00
Reserve at $4\frac{1}{2}$ per cent. based on American experience table.....	
Amount of capital stock of the Company.....	200,000 00
Amount paid thereon.....	200,000 00
Total premiums received by the Company during the year in all countries.....	1,142,478 02
Number of policies issued by the Company do.....	8,280
Amount of policies issued by the Company do.....	11,870,435 00

Number of policies become claims by the Company.....	189	
Amount of paid policies.....		238,939 00
Amount of policies in all countries.....		27,385,145 00
Expenses of management, agencies, commissions, &c.....		236,562 90

B. R. CORWIN,
Manager for the Company.

NEW YORK, March 6th, 1875.

STATEMENT OF THE MUTUAL LIFE ASSOCIATION OF CANADA.

(Return not received.)

STATEMENT OF THE NATIONAL LIFE INSURANCE COMPANY OF THE UNITED STATES OF AMERICA.

To 31st DECEMBER, 1874.

CANADIAN BUSINESS.

Total premiums received during the year in Canada.....		35,429 07
Number of policies issued during the year in Canada.....	131	
Amount of the said policies.....		288,613 00
Amount at risk on all policies in force in Canada		1,586,616 00
Number of policies become claims during the year in Canada.....	7	
Amount of said policies.....		8,000 00
Amount paid on claims during the year in Canada.....		10,000 00
Amount of claims in suspense in Canada.....		2,000 00
Claims resisted.....		None.
Deposit in U. S. bonds		100,000 00

GENERAL BUSINESS.

Assets of the Company.....		3,580,225 31
Liabilities of the Company excluding premium reserve.....		88,185 75
Amount of premium reserve.....		2,051,840 00
Reserve based on American experience table, interest variable.....		
Amount of capital stock of the Company.....		1,000 000 00
Amount paid thereon.....		1,000,000 00
Total premiums received by the Company during the year in all countries.....		861,791 13
Number of policies issued by the Company	do	2,601
Amount of policies issued by the Company	do	5,770,591 00
Number of policies become claims on the Company	do	114
Amount of said policies.....		217,555 40
Amount of policies in all countries in force.....		23,903,172 00
Expenses of management, agencies, commissions, &c.....		219,104 08

JOHN V. FARWELL, *President.*

E. W. PEET, *Actuary.*

LIVINGSTON, MOORE & Co.,

General Agents.

HAMILTON, 2nd March, 1875.

STATEMENT OF THE NEW YORK LIFE INSURANCE COMPANY.

To 31st DECEMBER, 1874.

CANADIAN BUSINESS.

Total premiums received during the year in Canada	245,517 26
Number of policies issued during the year in Canada	516
Number of policies not taken out	30
Amount of policies issued during the year in Canada.....	1,223,485 00
Amount of policies not taken out	70,500 00
Amount at risk on all policies in force in Canada, estimated	7,066,000 00
Number of policies become claims during the year in Canada.....	14
Amount of said policies	60,776 79
Amount paid on claims during the year in Canada.....	75,950 55
Claims in suspense in Canada.....	None.
Claims in Canada resisted	None.
Deposit in U. S. gold bonds.....	100,000 00
Other investments.....	None.

GENERAL BUSINESS.

Assets of the Company.....	27,348,667 08
Liabilities of the Company excluding premium reserve	523,904 74
Amount of premium reserve per certificate of Insurance Commissioner of New York.....	22,135,088 00
Reserve at rate of $4\frac{1}{2}$ per cent. based on American Table.....	
Amount of capital stock of the Company—purely mutual—no capital stock	
Total premiums received by the Company during the year in all countries	6,414,454 77
Number of policies issued by the Company during the year in all countries	7,254
Amount of policies issued by the Company during the year in all countries.....	21,813,749 23
Number of policies become claims during the year in all countries.....	455
Amount of said policies, including matured endowments	1,411,690 00
Amount of policies in all countries.....	122,835,123 00
Expenses of management, agencies, commissions, &c.....	742,870 20

MORRIS FRANKLIN,
President.

WM. H. BEERS,
Vice-President and Actuary.

WALTER BURKE,
Manager Canadian Branch

NEW YORK, 18th February, 1875.

MONTREAL, 27th March, 1875.

STATEMENT OF THE NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

To 30th NOVEMBER, 1874.

CANADIAN FIRE BUSINESS.

Total net premiums received during the year in Canada, deducting cancellations and re-insurances.....	322,516 66
Number of policies, new, including renewals, issued during the year in Canada	11,998
Amount of the said policies	31,039,837 00

Amount at risk on all policies in force in Canada	26,665,943 00
Number of policies on which losses have occurred during the year in Canada	200
Amount of losses in Canada during the year paid	157,391 23
Amount of losses in Canada in suspense	10,916 78
Amount of losses in Canada resisted (in Nova Scotia on plea of Arson)	3,000 00
Amount of premiums earned during the year in Canada, being the unearned premiums of the previous year, and 60 per cent, of the premium receipts of the current year.....	317,200 00
Amount of premiums unearned, viz: 40 per cent. of the year's receipts	129,006 66

CANADIAN LIFE BUSINESS.

Total premiums received during the year in Canada	28,168 91
Number of policies issued during the year in Canada	8
Number of policies not taken out	None.
Amount of policies issued during the year in Canada	44,148 88
Amount at risk on all policies in force in Canada.....	927,596 64
Number of policies become claims during the year in Canada.....	8
Amount of the said policies.....	16,813 36
Amount paid on claims during the year in Canada	10,933 95
Amount of claims in suspense in Canada.....	5,879 41
Claims in Canada resisted.....	None.
Deposit with Government:—	
Dominion 6 per cent. Stock.....	50,000 00
City of Montreal 6 per cent. Bonds	65,000 00
Montreal Harbor 6½ per cent. Bonds	35,000 00
	<hr/>
	150,000 00
Other Investments:—	
Dominion 6 per cent. stock.....	16,000 00
City of Montreal 6 per cent. bonds.....	53,000 00
Montreal 6½ per cent. Harbor bonds.....	20,000 00
Loans on mortgages on real estate.....	194,259 00
Real estate owned by the Company in Montreal.....	75,000 00
Cash in bank and in hand.....	48,401 50
	<hr/>
Total amount invested in Canada at 30th November, 1874....	406,660 50
	556,660 50

MACDOUGALL & DAVIDSON,
General Agents.

MONTREAL, 17th February, 1874.

STATEMENT OF THE NORTHERN ASSURANCE COMPANY.

FIRE BUSINESS TO 31ST DECEMBER, 1874.

CANADIAN BUSINESS.

Total premiums received during the year in Canada, deducting cancellations and re-insurances.....	76,397 10
Number of policies, new, including renewals, issued during the year in Canada.....	4,025
Amount of the said policies.....	9,266,707 00
Amount at risk on all policies in force in Canada.....	7,482,018 00
Number of policies on which losses have occurred during the year in Canada	82

Amount of losses in Canada during the year paid.....	35,269 67
Amount of losses in Canada in suspense.....	8,242 00
Amount of losses in Canada resisted. Arson, (Halifax, N. S.).....	2,000 00
Amount of premiums earned during the year in Canada, being the unearned premiums of the previous year and 60 per cent of the premium receipts of the current year.....	77,357 30
Amount of premiums unearned, viz: 40 per cent of the year's receipts	30,558 84
Deposit in Canadian Government securities.....	100,000 00

JAMES W. TAYLOR.

MONTREAL, 24th February, 1875.

STATEMENT OF THE NORTH WESTERN MUTUAL LIFE INSURANCE COMPANY, OF MILWAUKEE.

To 31st DECEMBER, 1874.

CANADIAN BUSINESS.

Total premiums received during the year in Canada.....	28,691 68
Number of policies issued during the year in Canada.....	357
Number of policies not taken out.....	35
Amount of policies issued during the year in Canada.....	509,500 00
Amount of policies not taken out.....	46,500 00
Amount at risk on all policies in force in Canada.....	848,187 00
Number of policies become claims during the year in Canada.....	3
Amount of said policies.....	5,000 00
Amount paid on claims during the year in Canada.....	3,000 00
Amount of claims in suspense in Canada, not due.....	2,000 00
Amount of claims resisted.....	None.
Deposit in U. S. 5-20 bonds registered.....	100,000 00

GENERAL BUSINESS.

Assets of the Company.....	15,527,531 95
Liabilities of the Company excluding premium reserve.....	107,780 35
Amount of premium reserve.....	13,360,042 00
Reserve at the rate of 4 per cent based on Actuaries table.....	
Total premiums received by the Company during the year in all countries.....	2,839,269 86
Number of policies issued by the Company during the year do	4,858
Amount of policies issued by the Company during the year do	11,072,737 00
Number of policies become claims during the year do	341
Amount of said policies.....	677,469 72
Amount of policies in all countries.....	65,301,021 00
Expenses of management, agencies, commissions, including commuted commissions, 60,337.18 and including taxes.....	567,499 75

H. L. PALMER,
President.

WILLARD MERRILL,
Secretary.

MILWAUKEE, 22nd January, 1875.

STATEMENT OF THE PHOENIX INSURANCE COMPANY, OF BROOKLYN.

No return.

Licensed 22nd May, 1874.

**STATEMENT OF THE PHOENIX FIRE ASSURANCE COMPANY OF
LONDON, ENGLAND.**

To 30TH NOVEMBER, 1874.

Total net premiums received during the year in Canada, deducting cancellations and re-insurances.....	188,503 06
Number of policies, new, including renewals issued during the year in Canada.....	3,925
Amount of the said policies.....	16,786,684 00
Amount at risk on all policies in force in Canada.....	15,073,539 00
Number of policies on which losses have occurred during the year in Canada.....	58
Amount of losses in Canada during the year, paid.....	81,752 57
Amount of losses in Canada in suspense (since paid).....	3,640 00
Amount of losses in Canada resisted.....	None.
Amount of premiums earned during the year in Canada, being the unearned premiums of the previous year, and 60 per cent. of the premium receipts of the current year.....	176,463 56
Amount of premiums unearned, viz., 40 per cent. of the year's receipts	75,401 23
Deposit in Dominion stock.....	\$50,171 00 }
Deposit in Canada 5 per cent.....	50,126 00 }
	100,297 00

A. T. PATERSON,
Agent.

MONTREAL, 27th January, 1875.

**STATEMENT OF THE PHOENIX MUTUAL LIFE INSURANCE COMPANY OF
HARTFORD, CONNECTICUT.**

To 31ST DECEMBER, 1874.

CANADIAN BUSINESS.

Total premiums received during the year in Canada.....	205,856 36
Number of policies issued during the year in Canada.....	940
Amount of said policies.....	1,246,935 00
Amount at risk on all policies in force in Canada.....	4,937,695 00
Number of policies become claims during the year in Canada.....	34
Amount of said policies.....	46,592 00
Amount paid on claims during the year in Canada including \$6,000 of previous year.....	34,592 00
Amount of claims in suspense in Canada (all due of this amount since paid).....	18,000 00
Deposit in U. S. bonds.....	130,000 00

GENERAL BUSINESS.

Assets of the Company.....	10,105,613 84
Liabilities of the Company excluding premium reserve.....	228,333 00
Amount of premium reserve.....	8,749,880 00
Reserve at 4½ per cent. based on American experience table.....	
Total premiums received by the Company during the year in all countries.....	2,725,257 73
Number of policies issued by the Company do	6,217

Amount of said policies.....	10,130,497 00
Number of policies become claims by the Company during the year in all countries.....	350
Amount of policies do do.....	872,812 49
Amount of policies in all countries (No. 33,418).....	69,211,105 00
Expenses of management, agencies, commissions, &c.....	424,287 91

A. R. BETHUNE.

One of the General Agents for Canada.

MONTREAL, 9th March, 1875.

THE POSITIVE GOVERNMENT SECURITY LIFE ASSURANCE COMPANY
(LIMITED.)

To 31st DECEMBER, 1874.

Total premiums received during the year in Canada.....	14,003 53
Number of policies issued during the year in Canada.....	314
Amount of said policies.....	473,500 00
Amount at risk on all policies in force in Canada.....	380,000 00
Number of policies become claims in Canada.....	None.
Deposit in foreign securities.....	Nil.
Deposit in Canadian Government securities.....	100,554 60
Other Canadian investments.....	
Government securities in Trustees names for Life Fund, being 80 per cent. of gross premiums.....	11,419 81
Cash in bank and in hand in Canada.....	3,470 96

F. C. IRELAND,

Manager.

MONTREAL, 7th January, 1875.

STATEMENT OF THE PROVINCIAL INSURANCE COMPANY OF CANADA.

To 30th JUNE, 1874.

FIRE BUSINESS.

Total premiums of the year.....	246,691 29
Less re-insurances.....	2,359 58
	<u>244,331 71</u>
Number of policies issued during the year in Canada, new 7,017 ; renewal 5,462.....	12,479
Amount of said policies.....	16,254,639 60
Number of policies on which losses have occurred during the year.....	211
Amount of losses paid during the year.....	117,386 56
Amount of losses in suspense.....	8,525 00
Amount of losses resisted.....	8,875 00
Amount of premiums earned, being unearned premiums of previous year.....	57,257 38
45 per cent. of premium receipts of current year.....	109,949 27
	<u>167,206 65</u>
Amount of premiums unearned, viz: 30 per cent. of the year's receipts	73,299 50

FUNDS AND PROPERTY.

Cash in hand, in Bank, and in course of transmission.....	24,689 04
Securities in hands of Receiver General.....	50,852 80
Municipal Debentures.....	11,000 00

Mortgages	7,635	38
Office premises \$31,241.11; furniture \$1,340.59.....	32,581	70
Farm lands.....	2,000	00
Toronto Life Assurance and Tontine Company's Stock.....	6,750	00
Detroit and Milwaukee Railway Stock, valued at.....	825	00
Bills receivable, viz: Marine premium notes \$6,051.51, sundries, \$11,308.33	17,659	84
Agents and Companies' balances.....	31,395	21
Calls on stock in process of payment.....	231,736	32
Sundry debtors.....	2,684	25
	<hr/>	<hr/>
	419,809	54

MARINE.

Premiums received during the past year.....	30,248	15
Less re-insurance.....	2,637	91
	<hr/>	<hr/>
	27,610	24
Losses paid—Losses of the year.....	26,787	12
Losses of previous year.....	39,093	30
	<hr/>	<hr/>
	65,880	42

A. HARVEY,
Manager.

TORONTO, 24th Nov. 1874.

STATEMENT OF THE QUEBEC FIRE ASSURANCE COMPANY.

TO 31ST DECEMBER, 1874.

Total net premiums received during the year in Canada, deducting cancellations and re-insurances.....	79,453	07
Number of policies, new, including renewals, issued during the year in Canada.....	3,621	
Amount of the said policies.....	8,013,975	00
Number of policies on which losses have occurred during the year in Canada.....	61	
Amount of losses in Canada during the year paid.....	27,840	66
Amount of losses in Canada in suspense.....	12,000	00
Amount of premiums earned during the year in Canada, being the unearned premiums of the previous year, and 60 per cent. of the premium receipts of the current year.....	79,683	68
Amount of premiums unearned, viz: 40 per cent. of year's receipts...	31,781	00
Deposit in Canadian Government securities.....	100,000	00
Other Canadian investments.....	181,160	00
Municipal Debentures.....	25,200	00
Real estate owned in Canada.....	40,000	00
Cash in Bank and in hand in Canada.....	36,709	00
	<hr/>	<hr/>
	GENERAL BUSINESS.	
Liabilities of the Company, excluding liabilities on current risks.....	325,000	00
Amount of capital stock.....	1,000,000	00
Amount paid thereon.....	325,000	00

W. L. FISHER,
Secretary.

QUEBEC, 5TH MARCH, 1875

STATEMENT OF THE QUEEN FIRE AND LIFE INSURANCE COMPANY,
ENGLAND.

To 31st DECEMBER, 1874.

FIRE BUSINESS.

Total net premiums received during the year in Canada, deducting cancellations and reinsurances.....	163,329 79
Number of policies, new, including renewals, issued during the year in Canada.....	6,362
Amount of the said policies.....	13,783,765 00
Amount at risk on all policies in force in Canada.....	11,250,420 00
Number of policies on which losses have occurred during the year in Canada.....	164
Amount of losses in Canada during the year paid.....	126,903 91
Amount of losses in Canada in suspense.....	15,285 16
Amount of losses in Canada resisted.....	980 00
Amount of premiums earned during the year in Canada, being the unearned premiums of the previous year, and 60 per cent. of the premium receipts of the current year.....	197,699 56
Amount of premiums unearned, viz: 40 per cent. of the year's receipts	65,329 93
Deposit in Canadian Government securities, viz:—	
Dominion Stock.....	100,000 00
Canada, 5 per cent.....	51,100 00
Other Canadian investments:—	
Mortgages on real estate.....	7,728 11
Miscellaneous.....	18,818 41
Cash in Bank and in hand in Canada.....	4,262 14

LIFE BUSINESS.

Total premiums received during the year in Canada.....	11,707 99
Number of policies issued during the year in Canada.....	10
Amount of the said policies.....	31,200 00
Amount at risk on all policies in force in Canada.....	379,750 44
Number of policies become claims during the year in Canada.....	4
Amount of policies become claims during the year in Canada.....	3,960 00
Amount paid on claims during the year in Canada.....	1,960 00
Amount of claims in suspense in Canada.....	2,000 00
Claims in Canada resisted.....	None.
Deposit in Canadian Government securities viz:—	
Dominion stock.....	100,000 00
Canada 5 per cent.....	51,100 00
Other Canadian investments:—	
Mortgages on real estate.....	7,728 11
Miscellaneous.....	18,818 41
Cash in bank and in hand in Canada.....	329 14

A. M. FORBES,
General Agent.

MONTREAL, 15th February, 1875.

STATEMENT OF THE RELIANCE MUTUAL LIFE ASSURANCE SOCIETY
LONDON, ENGLAND.

To 31st DECEMBER, 1874.

CANADIAN BUSINESS.

Total premiums received during the year in Canada.....	19,931 60
Number of policies issued during the year in Canada.....	77
Amount of said policies.....	106,500 00
Amount at risk on all policies in force in Canada.....	521,913 00
Number of policies become claims during the year in Canada.....	3
Amount of said policies.....	3,500 00
Amount paid on claims during the year in Canada.....	1,000 00
Amount of claims in suspense in Canada.....	2,500 00
Claims in Canada resisted.....	None.
Deposit in Canadian Government securities.....	100,000 00
Cash in bank and in hand in Canada.....	7,017 99

JAMES GRANT,
Resident Secretary

MONTREAL, 5th March, 1875.

STATEMENT OF THE ROYAL CANADIAN INSURANCE COMPANY.

To 31st DECEMBER, 1874.

FIRE BUSINESS.

Total premiums received during the year in Canada, deducting cancellations and re-insurances:.....	392,434 45
Number of policies, new, including renewals, issued during the year in Canada.....	13,620
Amount of the said policies.....	39,844,291 00
Amount at risk on all policies in force in Canada.....	25,305,961 00
Number of policies on which losses have occurred during the year in Canada	169
Amount of losses in Canada during the year paid.....	157,672 22
Amount of losses in Canada in suspense.....	14,898 68
Amount of losses in Canada resisted.....	None.
Amount of premiums earned during the year in Canada, being the unearned premiums of the previous year, and 60 per cent. of the premium receipts of the current year.....	331,177 65
Amount of premiums unearned viz: 40 per cent of the year's receipts	156,973 78
Deposit in Montreal Harbor bonds.....	50,000 00
Municipal debentures.....	2,000 00
Mortgages on real estate.....	20,000 00
Miscellaneous.....	410,307 28
Cash in bank and in hand in Canada.....	73,413 49

GENERAL BUSINESS.

Assets of the Company.....	431,063 80
Liabilities of the Company excluding liabilities on current risks.....	678,002 02
Amount of total policies in force.....	45,191,470 00
Amount of capital stock.....	6,000,000 00
Amount paid thereon.....	36,929 13
Total premiums received by the company in the year in all countries	677,723 45

Number of policies, new, or renewals, issued by the Company in the year in all countries.....	23,221	
Amount of above policies.....		61,294,153 00
Amount of year's losses (all countries).....		170,189 63
Amount of year's losses due and unpaid.....		Nil.
Amount of year's losses adjusted and not due.....		24,151 30
Losses in suspense awaiting further proof.....		None.
Losses resisted.....		None.
All other claims against the Company.....		2,874 84

ARTHUR GAGNON,
Secretary.

MONTREAL, 30th January, 1875.

STATEMENT OF THE ROYAL INSURANCE COMPANY.

To 31st DECEMBER, 1874.

CANADIAN BUSINESS.—FIRE.

Total premiums received during the year, (less reinsurances).....		405,501 98
Number of policies, new, including renewals issued during the year.....	14,143	
Amount (<i>i.e.</i> sum insured) of said policies.....		40,326,482 08
Amount at risk on all policies in force.....		36,540,544 10
Number of policies on which losses have occurred during the year.....	255	
Amount of losses paid during the year.....		258,970 79
Amount of losses in suspense.....		19,967 24
Amount of losses resisted.....		None.
Amount of premiums earned during the year, being 40 per cent. of premium receipts of year 1873, and 60 per cent. of premiums received for 1874.....		395,735 72
Amount of premiums unearned being 40 per cent of the premiums receipts of the year 1874.....		150,048 89
Deposit in Canadian securities for Fire and Life Departments viz : \$96,982 cash ; and \$53,533, in Canada 5s.....		150,515 00

LIFE BUSINESS.

Total premiums received during the year.....		33,670 21
Number of new policies issued during the year.....	25	
Amount of policies issued during the year.....		73,895 00
Amount at risk on all policies in force.....		1,147,295 41
Number of policies become claims during the year.....	10	
Amount of policies become claims.....		25,706 06
Amount paid on claims.....		19,206 06
Amount of claims in suspense.....		6,500 00
Amount of claims resisted.....		None.
Deposited in Canadian securities for Fire and Life Departments cash \$96,982, Canadian 5's, \$53,533.....		150,515 00

H. L. ROUTH,

FOR ROUTH & TATLEY,

General Agents.

MONTREAL, 1st February, 1875.

STATEMENT OF THE SCOTTISH AMICABLE LIFE ASSURANCE SOCIETY
OF GLASGOW.

To 31st DECEMBER, 1874.

CANADIAN BUSINESS.

	\$	cts.
Total premiums received during the year in Canada.....	24,007	39
Number of policies issued during the year in Canada.....	71	
Number of policies not taken out.....	4	
Amount of policies issued during the year in Canada.....	229,108	06
Amount of policies not taken out.....	15,573	33
Amount at risk on all policies in force in Canada.....	857,372	57
Number of policies become claims during the year in Canada.....	6	
Amount of said policies.....	10,341	66
Amount paid on claims during the year in Canada.....		None.
Amount of claims in suspense in Canada (not due).....	10,341	66
Claims resisted.....		None.
Deposit in Canadian Government securities.....	150,000	00
Cash in Bank and in hand in Canada.....	655	45

GEO. WM. FORD,
General Agent.

MONTREAL, 5th March, 1875.

STATEMENT OF THE SCOTTISH COMMERCIAL INSURANCE COMPANY
OF GLASGOW.

No return. Licensed 25th June, 1874.

STATEMENT OF THE SCOTTISH IMPERIAL COMPANY.

To 31st DECEMBER, 1874.

FIRE BUSINESS.

Total net premiums received during the year in Canada.....	60,011	78
Number of policies, new, including renewals issued during the year in Canada.....	3,409	
Amount of said policies.....	7,052,547	00
Amount at risk on all policies in force in Canada.....	5,992,041	00
Number of policies in which losses have occurred during the year in Canada.....	101	
Amount of losses during the year paid.....	60,035	55
Amount of losses in Canada in suspense.....	8,762	22
Amount of losses in Canada resisted.....	3,000	00
Amount of premiums earned during the year in Canada, being the unearned premiums of the previous year, and 60 per cent. of the premium receipts for this year.....	59,627	42
Amount of unearned premiums, being 40 per cent. of year's receipts.	24,004	72
Deposit in Dominion stock.....	71,067	62

Cash in bank in Canada.....	937 23
Balance in hands of agents.....	3,783 72
Miscellaneous	904 07

ADDITIONAL STATEMENT.

Amount of premiums received during the year in Canada, net	60,011 79
Less 25 per cent. for expenses.....	\$15,002 94
Less losses paid.....	60,035 55
	<u>75,038 49</u>

ADDITIONAL STATEMENT—GENERAL BUSINESS.

Assets of the Company, 31st December, 1873.....	499,550 65
Liabilities of the Company excluding liabilities on current risks.....	168,399 65
Amount of Capital Stock	4,866,666 67
Amount paid thereon.....	243,333 33
Total net premiums received by the Company in the year in all countries	348,833 08
Amount of losses paid during the year.....	186,963 58
Amount of losses in suspense.....	28,201 96
All other claims against the Company.....	140,197 66
Amount of premiums earned during the year.....	315,208 24
Amount of premiums unearned.....	139,533 23

H. J. JOHNSTON,
Secretary.

MONTREAL, February, 1875.

STATEMENT OF THE SCOTTISH PROVIDENT INSTITUTION, MUTUAL LIFE ASSURANCE.

To 30TH NOVEMBER, 1874.

CANADIAN BUSINESS.

Total premiums received during the year in Canada.....	7,425 48
Amount at risk on all policies in force in Canada.....	280,240 46
Number of policies become claims during the year in Canada.....	1
Amount of said policy paid.....	1,946 67
Amount of claims in suspense in Canada.....	None.
Amount of claims in Canada resisted.....	None.
Deposit in Canadian Government securities.....	100,346 68
Mortgages on real estate.....	6,000 00

Note.—This Company has retired from active business.

JAMES CROIL,
Agent.

MONTREAL, 18th December, 1874.

STATEMENT OF THE SCOTTISH PROVINCIAL ASSURANCE COMPANY.

LIFE BUSINESS TO 31ST JANUARY, 1875.

CANADIAN BUSINESS.

Total premiums received and receivable during the year in Canada.....	64,866 69
Number of policies issued during the year in Canada.....	19
Number of policies not taken out.....	1
Amount of policies issued during the year in Canada.....	28,229 23

Amount of policies not taken out.....	1,995 33
Amount at risk on all policies in force in Canada.....	1,499,972 24
Number of policies become claims during the year in Canada.....	8
Amount of policies become claims during the year in Canada (including bonuses).....	17,160 96
Amount paid on claims during the year in Canada (including bonuses).....	19,441 61
Amount of claims in Canada outstanding as at 31st January, 1875, but not due at that date inclusive of bonuses.....	5,703 61
Amount of claims in Canada resisted.....	None.
Deposit in Dominion stock.....	112,343 68
Deposit in Canada 5 per cents sterling.....	38,446 66
Other Canadian investments, viz., municipal debentures.....	24,000 00
Cash in bank and in hand in Canada.....	4,458 66

NOTE.—This Company has now ceased accepting new risks in Canada.

GEO. WM. FORD,
Agent.

MONTREAL, 3rd February, 1875.

STATEMENT OF THE STADACONA FIRE AND LIFE INSURANCE COMPANY.

FROM 7TH NOVEMBER, TO 31ST DECEMBER, 1874.

(One month and twenty-four days.)

Premiums of one month and twenty-four days.....	21,918 80
Number of policies issued.....	584
Amount at risk.....	2,124,620 00
Earned premiums.....	1,926 65
Number of policies become claims.....	None

CRAWFORD LINDSAY,
Secretary-Treasurer.

QUEBEC, 25th January, 1875.

STATEMENT OF THE STANDARD LIFE ASSURANCE COMPANY, SCOTLAND.

To 31st DECEMBER, 1874.

CANADIAN BUSINESS.

Total premiums received and receivable during the year in Canada...	143,681 00
Number of policies issued during the year in Canada.....	187
Number of policies not taken out.....	19
Amount of policies issued during the year in Canada.....	313,194 34
Amount of policies not taken out.....	41,366 67
Amount at risk on all policies in force in Canada.....	4,839,715 71
Number of policies become claims during the year in Canada.....	36
Amount of said policies.....	77,555 70
Amount paid on claims during the year in Canada.....	64,940 13
Amount of claims in suspense in Canada.....	12,615 57
Claims in Canada resisted.....	None.
Deposit in Dominion Stock.....	150,000 00

Other Canadian Investments:—

Municipal debentures.....	220,907 50
Mortgages on real estate.....	26,100 00
Real Estate owned in Canada.....	83,000 00
Cash in Bank and in hand in Canada.....	47,384 24

W. M. RAMSAY,
Manager.

MONTREAL, 18th February, 1875.

STATEMENT OF THE STAR LIFE ASSURANCE SOCIETY OF ENGLAND.

(Return not received.)

STATEMENT OF THE SUN MUTUAL LIFE INSURANCE COMPANY OF MONTREAL.

To 31st DECEMBER, 1874.

Assets of the Company.....	171,362 81
Liabilities excluding premium reserve.....	None
Amount of premium reserve—not calculated.....	
Amount of capital stock.....	500,000 00
Amount paid thereon.....	50,000 00
Assets consist of, viz:—	
Bank of Montreal and Building Society Stocks and accrued interest	69,322 10
Mortgages on real estate and accrued interest.....	18,866 83
Miscellaneous.....	1,354 69
Cash in Bank and in hand.....	12,636 24
Cash deposited with Dominion Government.....	50,000 00
Interest accrued thereon.....	750 00
Policies and receipts in agents' hands.....	9,397 23
Deferred premiums.....	7,437 25
Increased value of investments held.....	1,598 47
Premiums received during year.....	55,982 34
Interest received during year.....	8,091 54
Number of policies issued during the year.....	321
Amount of policies issued during the year.....	562,842 00
Number and amount of claims from death during the year.....	5 6,000 00
Amount paid on claims from death during the year.....	3,000 00
Amount due on claims matured and paid in 1875.....	3,000 00
Total expenses of management, commissions, agencies, &c.....	20,583 41
Total number of policies and amount at risk.....	918 1,786,092 00

ROBERT MACAULAY,
Secretary.

MONTREAL, 19th February, 1875.

**STATEMENT OF THE TORONTO LIFE ASSURANCE AND TONTINE
COMPANY OF CANADA.**

TO THE 31ST DECEMBER, 1874.

Total premiums for the year in Canada	8,978 04
Number of policies issued during the year in Canada.....	114
Number of policies not taken out.....	
Amount of policies issued during the year in Canada.....	132,500 00
Amount at risk on all policies in force in Canada.....	244 283,800 00
Number of policies become claims during the year.....	None.
Canadian investments (Mortgages on real estate, debentures, &c.)....	42,780 04
Amount deposited with Dominion Government.....	17,000 00
Cash in Banks and in hand.....	1,505 45
Assets of the Company.....	51,021 67
Liabilities of the Company, excluding premium reserve and capital..	10,074 53
Amount of premium reserve.....	9,498 34
Amount of capital stock of the Company.....	100,000 00
Amount paid thereon.....	21,191 70
Expenses of management, agencies, commissions, &c.....	1,947 09

ARTHUR HARVEY,
Manager.

TORONTO, 6th February, 1875.

**STATEMENT OF THE TRAVELERS INSURANCE COMPANY OF HART-
FORD, CONNECTICUT.**

TO 31ST DECEMBER, 1874.

LIFE DEPARTMENT.

CANADIAN BUSINESS.

Total premiums received during the year in Canada.....	90,243 34
Number of policies issued during the year in Canada.....	835
Amount of said policies.....	1,189,635 00
Amount at risk on all policies in force in Canada.....	3,028,126 00
Number of policies become claims in Canada.....	31
Amount of the said policies.....	32,556 86
Amount paid on claims during the year in Canada.....	21,856 86
Amount of claims in suspense in Canada.....	16,200 00

GENERAL BUSINESS.

Assets of the Company.....	3,167,554 82
Liabilities of the Company excluding premium reserve.....	154,312 00
Amount of premium reserve.....	1,903,126 77
Reserve at $\frac{1}{2}$ per cent, based on American experience table.....	
Amount of capital stock of the Company.....	500,000 00
Amount paid thereon.....	500,000 00
Total premiums received by the Company during the year in all countries	531,000 80
Number of policies issued by the Company during the year in all countries	2,767
Amount of policies issued by the Company during the year in all countries.....	5,086,263 00

Number of policies become claims by the Company during the year in all countries.....	120	
Amount of said policies.....		179,364 70
Amount of policies in all countries.....		17,972,063 00
Expenses of management, agencies, commissions &c.....		137,278 52

ACCIDENT DEPARTMENT.

CANADIAN BUSINESS.

Total premiums received during the year in Canada.....		81,862 08
Number of policies issued during the year in Canada.....	11,437	
Amount of said policies.....		13,710,860 00
Amount at risk on all policies in force in Canada.....		Unknown.
Number of policies become claims during the year in Canada.....	652	
Amount of said policies.....		44,723 85
Amount paid on claims during the year in Canada.....		34,098 85
Amount of claims in suspense in Canada.....	11,700	
Amount of claims in Canada resisted.....		None.
Deposit in U. S. 5-20 bonds.....		140,000 00
Deposit in Canadian Government securities.....		None.
Other Canadian investments:—		
Mortgages on real estate.....		2,400 00
Cash in bank and in hand in Canada.....		5,765 98

GENERAL BUSINESS.

Amount of capital stock of the Company.....		500,000 00
Amount paid thereon.....		590,000 00
Total premiums received by the Company during the year in all countries.....		635,510 95
Number of policies issued by the Company during the year in all countries.....	33,355	
Amount of policies issued by the Company during the year in all countries.....		106,395,950 00
Number of policies become claims by the Company during the year in all countries.....	2,075	
Amount of said policies.....		255,791 92
Amount of policies in all countries.....		96,294,230 00
Expenses of management, agencies, commissions, &c.....		353,745 54

T. E. FOSTER,
General Agent.

MONTREAL, 8th March, 1875.

STATEMENT OF THE UNION MUTUAL LIFE INSURANCE COMPANY OF MAINE.

To 31st DECEMBER, 1874.

CANADIAN BUSINESS.

Total premiums received during the year in Canada.....		125,967 75
Number of policies issued during the year in Canada.....	1,056	
Number of policies not taken out.....	28	
Amount of policies issued during the year in Canada.....		1,648,750 00
Amount of policies issued during the year in Canada not taken out...		33,000 00
Amount at risk on all policies in force in Canada.....		4,385,750 00
Number of policies become claims during the year in Canada.....	8	

Amount of the said policies.....	12,500 00
Amount paid on claims during the year in Canada.....	6,000 00
Claims in suspense.....	None.
Claims resisted.....	None.
Deposit in United States 6s of 1881	100,000 00
Mortgages on real estate.....	4,875,624 38

GENERAL BUSINESS.

Assets of the Company.....	8,874,858 46
Liabilities of the Company, excluding premium reserve.....	111,320 00
Reserve at 4 per cent. based on combined experience table.....	
Total premiums received by the Company during the year in all countries.....	1,850,161 00
Number of policies issued by the Company during the year in all countries.....	6,132
Amount of policies issued by the Company during the year in all countries.....	14,505,980 00
Number of policies become claims during the year in all countries	177
Amount of said policies.....	410,264 00
Amount of policies in all countries.....	49,207,370 00
Expenses of management, agencies, commissions, &c.....	447,156 71

HENRY CROCKER,
President.

Boston, 30th January, 1875.

STATEMENT OF THE UNITED STATES LIFE INSURANCE COMPANY,
CITY OF NEW YORK.

CANADIAN BUSINESS.

Total premiums received during the year in Canada.....	3,858 51
Number of policies issued during the year in Canada.....	53
Amount of policies issued during the year in Canada.....	143,000 00
Amount at risk on all policies in force in Canada.....	123,500 00
Number of policies become claims during the year in Canada.....	None.
Deposit in United States Bonds, 6 per cent. gold.....	55,000 00

GENERAL BUSINESS.

Assets of the Company.....	4,422,636 68
Liabilities of the Company, excluding premium reserve.....	130,134 08
Amount of premium reserve.....	3,418,998 00
Reserve at 4½ per cent. based on American table.....	
Amount of capital stock of the Company and scrip.....	325,000 00
Amount paid thereon.....	325,000 00
Total premiums received by the Company during the year in all countries.....	982,662 14
Number of policies issued by the Company during the year in all countries.....	2,598
Amount of policies issued by the Company during the year in all countries.....	5,711,470 00
Number of policies become claims during the year in all countries	142
Amount of said policies.....	348,760 00
Amount of policies in all countries.....	23,073,195 00

Expenses of management, agencies, commissions, &c., &c.....	291,982 28
Amount of premiums received during the year in Canada.....	3,858 51
Less 25 per cent.....	2,893 88
Interest to be deposited.....	3,300 00

CHAS. E. PEASE,
Secretary.

NEW YORK CITY, 12th January, 18 5.

STATEMENT OF THE WESTERN ASSURANCE COMPANY.

To 31st DECEMBER, 1874.

FIRE BUSINESS.

Total net premiums received during the year in Canada, deducting cancellations and re-insurances.....	254,049 12
Number of policies, new, including renewals issued during the year in Canada.....	10,952
Amount of said policies.....	18,565,687 00
Amount at risk on all policies in force in Canada.....	14,647,508 00
Number of policies on which losses have occurred during the year in Canada.....	224
Amount of losses in Canada during the year paid... ..	143,652 98
Amount of losses in Canada in suspense (waiting proof).....	1,879 25
Claims resisted.....	None.
Amount of premiums earned during the year in Canada, being the unearned premiums of the previous year, and 60 per cent. of the premium receipts of the current year.....	255,068 89
Amount of premiums unearned, viz., 40 per cent. of the last year's receipts.....	101,619 64
Deposit in municipal debentures, par value \$55,200, market value....	51,502 50
Other Canadian investments, viz. :—	
Province of Quebec bonds, par value £20,000 sterling.....	95,333 34
Municipal debentures, par value, \$174,629.62, market value.....	163,430 34
Mortgages on real estate.....	73,157 99
Bank stock.....	119,460 65
Building Societies stocks.....	31,807 81
Bills receivable.....	26,650 94
Real estate owned in Canada and Company's office.....	24,163 15
Miscellaneous.....	24,078 40
Cash in bank in Canada.....	2,602 78

GENERAL BUSINESS.

Assets of the Company.....	895,409 93
Liabilities of the Company, excluding liabilities on current risks.....	36,051 96
Amount of total policies in force.....	23,624,855 00
Amount of capital stock.....	800,000 00
Amount paid thereon and called in.....	400,000 00
Total premiums received by the Company in the year in all countries	428,577 10
Number of policies, new, or renewals issued by the Company in the year in all countries.....	11,059
Amount of the above policies.....	33,552,729 00

Amount of the year's losses, viz. :—

Losses paid in all countries.....	204,883 33
Losses due and unpaid.....	None.
Losses adjusted and not due.....	None.
Losses in suspense awaiting further proof.....	9,079 25
Losses resisted.....	None.
All other claims against the Company.....	None.
Amount of premiums earned during the year.....	359,785 68
Amount of premiums unearned during the year on Fire Business in Canada and elsewhere.....	171,430 84

INLAND MARINE BUSINESS.

Amount of losses paid during the year.....	53,901 54
Amount of losses due and unpaid.....	None.
Losses adjusted and not due.....	None.
Losses in suspense waiting further proof.....	5,868 28
All other claims against the Company.....	None.
Amount of premiums earned for the past year.....	204,159 31
Amount of premiums unearned for the past year.....	11,032 60
Number of policies issued during the year.....	2,858
Amount of said policies.....	10,106,043 00
Amount at risk at date of statement.....	427,818 00
Premiums received during the past year.....	215,191 91

BERNARD HALDAN,
Managing Director.

FRED. C. LOVELACE,
Secretary.

TORONTO, 10th February, 1875.

ADDENDA.

STATEMENT OF THE IMPERIAL INSURANCE COMPANY OF LONDON, ENGLAND.

FIRE BUSINESS TO 31ST DECEMBER, 1874.

CANADIAN BUSINESS.

	\$	cts.
Total net premiums received during the year in Canada (deducting cancellations and re-insurances)	134,794	59
Number of policies, new, including renewals issued during the year in Canada	4,554	
Amount of said policies	12,302,987	97
Amount at risk on all policies in force in Canada	10,452,343	98
Number of policies on which losses have occurred during the year in Canada	81	
Amount of losses in Canada paid during the year	68,886	46
Amount of losses in Canada in suspense	17,461	14
Amount of losses in Canada resisted		None.
Amount of premiums earned during the year in Canada, being the unearned premiums of the previous year, and 60 per cent. of premium receipts of the current year	139,560	00
Amount of premiums unearned, <i>i.e.</i> 40 per cent. of the year's receipts	57,650	58

RINTOUL BROS.,

General Agents.

MONTREAL, 24th March, 1875.

[This statement is to take the place of that on page 19.]

STATEMENT OF THE LANCASHIRE INSURANCE COMPANY.

To 31ST DECEMBER, 1874.

CANADIAN BUSINESS—FIRE.

	\$	cts.
Total net premiums received during the year in Canada, deducting cancellations and re-insurances	43,097	21
Number of policies, new, including renewals, issued during the year in Canada	2,309	
Amount of the said policies, approximate estimate	4,465,858	00
Amount at risk on all policies in force, in Canada, (approximate estimate)	3,920,333	00
Number of policies on which losses have occurred during the year in Canada	73	
Amount of losses in Canada during the year paid	45,088	79
Amount of losses in Canada in suspense	6,436	25
Amount of losses in Canada resisted (under appeal to England)	15,000	00
Amount of premiums earned during the year in Canada, being the unearned premiums of the previous year, and 60 per cent. of the premium receipts of the current year	52,551	85
Amount of premiums unearned, <i>viz.</i> , 40 per cent. of the year's receipts	17,238	88

S. C. DUNCAN, CLARK & Co.,

General Agents.

TORONTO, 19th April, 1875.

STATEMENT OF THE MUTUAL LIFE ASSOCIATION OF CANADA.

To 31st DECEMBER, 1874.

	\$	cts.
Total premiums received during the year.....	56,136	68
Number of policies issued during the year.....	837	
Number of policies not taken up.....	135	
Amount of policies issued during the year.....	946,817	13
Amount of policies not taken up.....	148,700	00
Amount at risk on all policies in force.....	1,813,292	13
Number of policies become claims during the year.....	6	
Amount of said policies.....	5,000	00
Amount paid on claims.....	5,000	00
Amount of claims resisted.....	None.	
Cash deposit with the Government.....	33,333	33
Municipal debentures do.....	21,490	00
Municipal debentures not deposited.....	17,400	00
Other assets.....	38,535	83
Interest received.....	2,992	67
Balance cash overdrawn.....	2,496	80
Assets.....	107,141	52
Guarantee fund.....	50,000	00
Re-assurances Premiums.....	28	00
Preliminary written off.....	1,282	44
Office furniture do.....	69	19
Establishing agencies, agents' salaries, travelling, commissions, &c... ..	14,856	59
Physicians' fees.....	3,082	72
Expense account.....	9,316	46
Interest on guarantee fund.....	3,500	00
Directors' fees.....	998	00
Policy values refunded, withdrawing members.....	489	33

HAMILTON, 2nd April, 1875

WM. POWIS,
Actuary and Manager.

STATEMENT OF THE PHENIX INSURANCE COMPANY OF BROOKLYN.

To 31st DECEMBER, 1874.

CANADIAN BUSINESS—FIRE.

	\$	cts.
Total premiums received during the year in Canada, deducting cancellations and re-insurances.....	2,066	95
Number of policies, new, including renewals, issued during the year in Canada.....	68	
Amount of the said policies.....	260,545	00
Amount at risk on all policies in force in Canada.....	158,175	00
Number of policies on which losses have occurred during the year in Canada.....	One	
Amount of losses in Canada during the year paid.....	6	25
Amount of premiums earned during the year in Canada being 16½ per cent. of the premium receipts of the current year.....	331	51
Amount of premiums unearned, viz., 83½ per cent. of the year's receipts.....	1,735	44
Deposit 50,000 U.S. Bonds 10-40, par value.....	50,000	00
Cash in bank and in hand in Canada.....	25,000	00

GENERAL BUSINESS.

	\$	cts.
Assets of the Company	2,183,956	12
Liabilities of the Company, excluding liabilities on current risks.....	59,684	94
Amount of total policies in force.....	105,639,887	00
Amount of capital stock.....	1,000,000	90
Amount paid thereon.....	1,000,000	00
Total premiums received by the Company in the year in all countries	1,645,613	39
Amount of policies, new or renewals, issued by the Company in the year in all countries	157,729,382	00
Amount of losses paid, all countries	543,028	18
Losses adjusted and not due.....	4,501	92
Losses in suspense, awaiting further proof.....	41,282	02
Losses resisted.....	8,400	09
All other claims against the Company	5,501	00
Amount of premiums earned during the year	1,670,913	41
Amount of premiums unearned during the year	1,115,876	73
Amount of premiums received during the year in Canada.....	2,066	95
Less 25 per cent.....	516	74
	1,550	21
Less also the amount of losses paid.....		6 25
		1,543 96

INLAND MARINE BUSINESS.

Amount of premiums earned for the past year	836	75
Number of policies issued during the year.....One open policy		
Amount of do do do	128,743	00
Greatest amount of risk on total policies in force in Canada at any time during the year.....	11,322	00
Least do do	85	00
Premiums received in Canada during the year.....	836	75
Premiums earned during the year in Canada	836	75
Amount of premiums received during the year in Canada	836	75
Less 25 per cent.....	209	19
Less the net amount of losses actually paid	Nil	
Deposit in conformity with 2nd section of the said Act.....	627	56

ROBERT HAMPSON,
Agent.

MONTREAL, 30th March, 1875.

STATEMENT OF THE STAR LIFE ASSURANCE SOCIETY OF ENGLAND.

To MARCH, 1874.

CANADIAN BUSINESS.

	\$	cts.
Total premiums received during the year in Canada.....	11,201	05
Number of policies issued during the year in Canada to March, 1874.....	12	
Number of policies not taken out, year ending March, 1874.....	18	
Amount of policies issued during the year in Canada.....	20,926	86
Amount of policies not taken out	39,906	64

	\$	cts
Amount at risk on all policies in force in Canada.....	365,047	88
Number of policies become claims during the year in Canada...None.		
Claims in suspense in Canada.....None.		
Claims resisted in Canada.....None.		
Deposit in Dominion Stock	100,343	68
Other Canadian investments.....		
Mortgages on real estate.....	166,505	70

GENERAL BUSINESS.

Assets of the Company	5,918,429	58
Liabilities of the Company, excluding Premium Reserve.....	4,842,928	04
Amount of Premium Reserve.....	5,893,821	12
Reserve at 3 per cent., based on Carlisle Tables.....		
Amount of capital stock of the Company.....	487,110	68
Amount paid thereon.....	24,355	33
Total premiums received by the Company during the year in all countries.....	801,092	92
Number of policies issued by do do do ...		1502
Amount of do do do do do	2,487,864	00
Number of policies become claims do do do ...		206
Amount of said policies.....	450,698	92
Amount of policies in all countries	25,749,359	20
Expenses of management, agencies, commissions, &c.....	119,282	27

A. W. LAUDER.

TORONTO, 29th March, 1875.

SUMMARY of Life Business in Canada in 1874.

Name of Company.	Premiums of the Year.	Number of Policies (new.)	Amount of Policies (new.)	Amount at Risk.	Number of Policies become Claims.	Amount of Policies become Claims.	Claims Paid.	Claims in Suspense.	Claims Resisted.
	\$ cts.		\$ cts.	\$ cts.		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Ætna	339,687 39	1,600	2,323,647 00	8,941,479 00	34	56,183 00	66,790 00	None	None
Atlantic Mutual	35,540 80	277	358,087 00	1,331,636 00	8	13,500 00	12,500 00	1,000 00	None
Briton Medical	49,899 66	159	215,106 48	1,636,769 33	10	37,524 88	52,106 02	None	None
Canada Life	388,430 57	1,279	1,854,768 00	11,954,638 96	89	130,386 78	122,839 95	3,500 00	None
Citizens	39,519 78	221	358,689 00	1,194,769 00	6	8,000 00	4,500 00	3,500 00	None
Commercial	27,375 96	27	58,239 39	813,638 26	6	13,400 00	12,156 00	1,946 67	None
Confederation	89,809 32	1,202	1,673,908 00	2,641,708 00	4	6,000 00	3,000 00	3,000 00	None
Connecticut	209,369 56	369	983,642 00	6,768,000 00	8	19,638 00	14,638 00	None	None
Edinburgh	24,959 17	5	14,113 34	808,339 06	4	5,403 71	4,505 35	4,505 35	None
Equitable	191,652 92	660	1,797,500 00	5,071,650 00	14	41,500 00	27,500 00	14,000 00	None
Globe Mutual*	136,179 35	111	193,479 20	4,116,282 95	28	64,722 41	64,944 11	20,440 00	None
Life Association of Scotland	12,252 45	21	28,500 00	354,500 00	1	1,037 40	1,037 40	None	None
Liverpool and London and Globe	20,485 56	262	418,700 00	935,439 17	1	5,000 00	5,000 00	5,000 00	1,000 00
London and Lancashire	63,939 32	362	603,500 00	2,129,500 00	2	6,000 00	None	None	None
Metropolitan	56,136 68	837	946,817 13	1,813,292 13	6	5,000 00	5,000 00	None	None
Mutual	35,429 07	131	288,613 00	1,586,616 00	7	8,000 00	10,000 00	2,000 00	None
National	245,517 26	516	1,223,485 00	7,066,000 00	14	60,776 79	75,950 55	10,000 00	None
North Western	28,691 68	357	509,500 00	848,187 00	3	5,000 00	3,000 00	2,000 00	None
Phoenix Mutual	205,856 36	940	1,246,935 00	4,937,695 00	34	46,592 00	34,592 00	18,000 00	None
Positive Government	14,003 53	314	473,500 00	380,000 00	None	None	None	None	None
Queen	11,707 99	10	31,200 00	379,750 44	4	3,960 00	1,960 00	2,000 00	None
Reliance	19,931 60	77	106,500 00	521,913 41	3	3,500 00	1,000 00	2,500 00	None
Royal	33,670 21	25	73,895 00	1,147,295 41	10	25,706 06	19,206 06	6,500 00	None
Scottish Amicable	24,007 39	71	229,108 06	857,372 57	6	10,341 66	None	10,341 66	None
Scottish Commercial	Licensed 26th	June, 1874				No return			
Scottish Provident	7,425 48			280,240 46	1		1,946 67	None	None
Scottish Provincial	64,866 69	19	28,229 23	1,499,972 24	8	17,160 96	19,441 61	5,703 61	None
Standard	143,681 00	187	313,194 34	4,839,715 71	36	77,555 70	64,940 13	12,615 57	None
Star	11,201 05	12	20,926 86	365,047 88	None				
Sun	55,982 34	321	562,842 00		5	6,000 00	3,000 00		
Toronto Life and Tontine	8,978 04	114	132,500 00	283,800 00	None				
Travelers	90,243 34	835	1,189,635 00	3,028,126 00	31	32,556 86	21,856 86	16,200 00	None
Union	125,967 75	1,066	1,648,750 00	4,385,750 00	8	12,500 00	6,000 00	None	None
United States	3,868 51	53	143,000 00	123,500 00	None				

* The statement rendered by this Company refers to their general business.

SUMMARY of Fire Insurance Business in Canada in 1874.

Name of Company.	Premiums of the Year.	Number of Policies (new.)	Amount of Policies (new.)	Amount at risk.	Number of Losses in the year.	Amount of Losses paid.	Losses in Suspense.	Losses Resisted.
	\$ cts.		\$ cts.	\$ cts.		\$ cts.	\$ cts.	\$ cts.
Aetna	168,147 46	7,458	15,243,769 00	13,550,427 00	135	103,864 49	17,769 00	None.
Agricultural Mutual	74,377 86	14,101	12,954,387 00	34,756,276 00	212	45,047 29	5,600 00	1,200 00
British America	194,077 60	10,036	20,195,582 00	17,596,653 00	213	92,346 48	10,242 22	None.
Canada Agricultural	109,892 68	15,000	.....	15,000,000 00	146	41,317 99	None.	None.
Commercial Union	84,066 23	2,644	10,230,644 25	6,404,891 28	31	30,467 21	3,984 00	None.
Guardian	51,225 39	1,343	4,025,345 00	4,533,912 00	25	34,465 24	25 00	None.
Hartford	90,902 85	8,000	10,000,000 00	11,500,000 00	80	39,719 01	20,661 95	None.
Imperial	134,794 59	4,554	12,302,987 97	10,452,343 98	81	68,986 46	17,461 14	None.
Isolated Risk	83,250 00	8,316	8,635,754 00	17,274,319 00	107	37,210 00	2,229 50	None.
Lancashire	43,097 21	2,309	4,465,858 00	3,970,333 00	73	45,088 79	6,436 25	15,000 00
Liverpool and London, and Globe	219,948 97	10,496	21,201,439 00	21,214,586 00	241	164,156 89	3,500 00	8,200 00
London	60,086 23	1,948	6,863,943 00	5,557,885 00	45	56,724 66	None.	None.
North British	322,516 66	11,998	31,039,837 00	26,665,943 00	200	157,391 23	10,916 78	3,000 00
Northern	76,397 10	4,025	9,266,707 00	7,482,018 00	82	35,269 76	8,242 00	2,000 00
Phenix of Brooklyn, U.S.	2,066 95	68	260,545 00	158,175 00	1	6 25	.....	.....
Phoenix	188,503 06	3,925	16,786,684 00	15,073,539 00	58	81,752 57	3,640 00	None.
Provincial	244,331 71	7,017	.....	16,254,639 00	211	117,386 56	8,525 00	8,875 00
Quebec	79,453 07	3,621	8,013,975 00	.....	61	27,840 66	12,000 00	.....
Queen	163,329 79	6,262	13,782,765 00	.....	164	126,903 91	15,285 16	980 00
Royal Canadian	392,434 45	13,620	39,844,291 00	25,305,961 00	169	157,672 22	14,898 68	None.
Royal	465,501 98	14,143	40,326,482 08	36,540,544 10	255	256,970 79	19,967 24	None.
Scottish Imperial	60,011 78	3,409	7,052,547 00	5,992,041 00	101	60,035 55	8,762 22	3,000 00
Stadacona	21,918 80	584	2,124,620 00	.....	None.	.....	.....	.....
Western	254,049 12	10,952	18,565,687 00	14,647,508 00	224	143,652 98	1,879 25	None.

SUPPLEMENTARY RETURN

To an ADDRESS of THE SENATE, dated 25th February, 1875; For such papers in connection with the negotiations with the Government of the United States for a Treaty of Commercial Reciprocity as may be compatible with the public interest to submit.

By Command.

R. W. SCOTT,

Secretary of State.

DEPARTMENT OF THE SECRETARY OF STATE,
19th March, 1875.

GOVERNOR GENERAL'S OFFICE,
March 19th, 1875.

SIR,—In compliance with your order of reference on an Address from the Senate, dated 25th February, I have the honor to forward herewith copies of papers respecting recent negotiations with the Government of the United States, for a Treaty of Commercial Reciprocity.

I have the honor to be, Sir,

Your most obedient humble servant,

(Signed,) H. C. FLETCHER,
Governor's Secretary.

The Honorable the Secretary of State for Canada.

List of papers relating to the recent negotiations with the Government of the United States for a Treaty of Commercial Reciprocity.

1. The Earl of Dufferin to the Earl of Carnarvon, February 24th, 1874.
2. A. Mackenzie, March 9th, 1874.
3. The Earl of Dufferin to the Earl of Carnarvon, March 14th, 1874.
4. The Earl of Dufferin to the Secretary of State for the Colonies, No. 74, 17th March, 1874.
5. The Earl of Dufferin to the Earl of Carnarvon, No. 91, 27th March, 1874.
6. The Earl of Carnarvon to the Earl of Dufferin, 25th March, 1874.
7. The Earl of Carnarvon to the Earl of Dufferin, 23rd April, 1874.
8. The Earl of Carnarvon to the Earl of Dufferin, 27th April, 1874.
9. The Earl of Carnarvon to the Earl of Dufferin, 6th May, 1874.
10. The Earl of Carnarvon to the Earl of Dufferin, 9th July, 1874.
11. The Earl of Dufferin to the Earl of Carnarvon, No. 41, February 19th, 1875.
12. Return to an Address, 4th March, 1875.

(1.)

The Earl of Dufferin to the Earl of Carnarvon.

(Copy of Telegram.)

OTTAWA, February 24th, 1874.

I have transmitted an Order in Council dated the 23rd of February, 1874, of which the following is the purport:—

The Council are of opinion that a most favorable opportunity is now presented for a renewal of the negotiations for a Reciprocity Treaty between the Dominion of Canada and the United States, by which the compensation claim in respect to the Fisheries might be arranged without the reference stipulated for in the Treaty of Washington, and the Council therefore recommend that a request be made to the Imperial Government to give authority to the British Minister at Washington to commence negotiations on the matter with the United States.

At the recent elections a large majority was returned to support my present Ministers, and I am led to believe, that Parliament will concur with the proposed policy. My Ministers think that complications arising out of the elections to the Congress of the United States, may, unless the proposed negotiations are quickly initiated, tend to compromise them.

(Signed,) DUFFERIN.

To the Earl of Carnarvon.

(2.)

(Copy of Memorandum.)

OTTAWA, March 9th, 1874.

RECIPROCITY NEGOTIATIONS.

The restoration in a new Treaty of Article 3 of the Treaty of 1854-5, would not now meet the requirements of the trade of the country nor be in itself a satisfactory exchange for the fishery compensation and other advantages expected from Canada by the United States under the implied terms of the Treaty of Washington.

Article four (4) of the Treaty of 1854, conceded the right to navigate the canals of Canada, between the great lakes and the Atlantic Ocean, as part of the advantages Canada had then to offer.

The proposal of Lord Carnarvon to renew or restore Article 3 alone when considered in connection with a late despatch, implies that Article 27 of the Treaty of Washington has absolutely conceded the right of navigation on our canals. By that Article "Her Majesty engages to urge on the Government of the Dominion to secure to the citizens of the United States the use of the Welland and St. Lawrence Canals on terms of equality with the inhabitants of Canada."

The United States engaging similarly "that the subjects of Her Majesty shall enjoy the use of the St. Clair Flats Canal on terms of equality with the inhabitants of the United States," and further "to urge on the State Government to secure to Her Majesty's subjects the use of the several State canals connected with the navigation of the lakes or rivers traversed by or contiguous to the boundary line." * * *

The St. Clair Flats Canal is the only canal owned by the United States, it is simply a deepening of the middle channel, connecting the River St. Clair with Lake St. Clair, this channel being the boundary, and believed to be cut in the bank on the British side. Canada is the sole owner of another channel, and is not therefore confined to the use of the one improved by the United States.

The canal at Sault Ste. Marie is the only State canal that comes under the above definition; that canal is a mile long, but Canada can, if it pleases, construct a canal on the Dominion side.

It will be seen from this statement that the United States have no equivalent to offer for our canals, and there can be no doubt that the advantages we have in our power to offer, combined with the national desire of the United States to obtain an

absolute right to the use of the canals, would result in obtaining advantages for British shipping.

Article 28 of the Treaty of Washington gives the right to British vessels to navigate Lake Michigan for ten years, while Article 26 gives the United States the right of navigating one part of the St. Lawrence free for ever.

The partial and temporary concession made to us is hampered by vexatious conditions. Every Canadian or British vessel entering Lake Michigan is compelled, under the penalty of forfeiture, to report at the Port of Mackinaw before entering the lake. Fresh negotiations should result in having such anomalies removed by a judicious use of the power we possess in our canal system.

Canada is disposed to enlarge all the St. Lawrence Canals to the utmost capacity of the Lake harbours, and possibly to construct a new canal from Lake St. Francis on the St. Lawrence to Lake Champlain, and give the free use of such enlarged and new canals to United States citizens in return for other trade advantages.

In the matter of reciprocal trade considered by itself, there is no reason to doubt that Canada would derive very great advantages from an extension of the list of articles named in Article 3 of the former Treaty, such as follows:—Manufactures in wood, agricultural implements, salt, mineral oils, bricks for building, bath bricks, calcined plaster, burnt lime, manufactured articles not produced in or exported from England, ochres, ground or unground.

This list, hastily made up, embraces some articles unknown as Canadian productions in 1854, but now extensively produced, in which a very large trade would be done.

Other subjects would very properly be discussed in the interests of trade, as for instance the system of Consular certificates in force on the border, and the impositions on Canadian shipping in ports of the United States, all of which are a grievous burden to our traders.

A local knowledge of our trade, canal system, manufactures, and the result of our past commercial relations with the United States seems essential to a successful negotiation with the United States authorities. Their plenipotentiaries or negotiators are on their own ground, and have the great advantage of an intimate knowledge of everything necessary to an intelligent discussion. The British Minister acting alone cannot possibly meet such men alone, no matter how able he may be.

Respectfully submitted,

(Signed,) A. MACKENZIE.

(3.)

The Earl of Carnarvon to the Earl of Dufferin.

(Copy of Telegram.*)

From the Earl of Carnarvon. March 14.—I am informed that the Hon. G. Brown, Senator, will be appointed Commissioner.

(4.)

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

(Copy—No. 74.)

CANADA, 17th March, 1874.

MY LORD,—I have the honor to acknowledge the receipt of a telegram, dated 14th March, from your Lordship, in which you have been pleased to signify your assent to the request of my Government that a Canadian gentleman should be associated with Sir Edward Thornton in the event of Her Majesty's Government autho-

* Received at Ottawa, March 14th, 1874.

rising the British Minister at Washington to enter upon a negotiation with the United States for the whole or partial renewal of a Reciprocity Treaty.

I have been requested by Mr. Mackenzie and his colleagues to convey to your Lordship their sense of the consideration which has been shown to their representations by Her Majesty's Government in this matter.

I have further to inform your Lordship that it is perfectly understood by the Dominion Government that Her Majesty's Government in consenting to authorize the substitution of a Reciprocity Treaty in lieu of the money payment secured to Canada in respect of her Fishery claims under the Article of the Treaty of Washington, have done so at the express instance and solicitation of the Canadian Government.

It is also understood that the Canadian Commissioner will act under Imperial instructions, and that all propositions to be made to the United States Government will be previously submitted to the Secretary of State.

I have communicated a copy of this despatch to the Privy Council.

I have, &c.,

(Signed,) DUFFERIN.

The Right Hon.

The Secretary of State for the Colonies.

(5.)

The Earl of Dufferin to the Earl of Carnarvon.

(Copy—No. 91.)

OTTAWA, 27th March, 1874.

MY LORD,—I have the honor of forwarding a copy of an approved report of a Committee of the Privy Council, on the subject of establishing reciprocal trade relations between the United States and Canada.

I have, &c.,

(Signed,) DUFFERIN.

The Right Honorable the Earl of Carnarvon.

Copy of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council, on the 26th March, 1874.

The Committee of Council have had under consideration the correspondence between His Excellency the Governor General and the Secretary of State for the Colonies, relating to a settlement of the claims of the Dominion for compensation of the Fishery privileges granted to the United States by the Washington Treaty.

The Committee having ascertained from Mr. Rothery, the special agent of the Imperial Government, that no objection would be raised by Her Majesty's advisers to a settlement, without having recourse to the arbitration provided for in the Treaty, agreed, after deliberation, to the proposed course.

It was accordingly decided upon to despatch a confidential agent to Washington, and this mission having been accepted by the Hon. George Brown, that gentleman proceeded to Washington early in February, and speedily succeeded in ascertaining that a general willingness existed on the part of the leading statesmen of the United States to enter into a new commercial treaty, embracing the settlement of the claims of Canada for such compensation.

Upon receiving Mr. Brown's report, application was made to the Imperial Government to authorize the British minister at Washington to open negotiations with the United States Government for more extended trade relations between the two countries, and, at the same time, requesting that a Canadian be appointed Commissioner to act with Sir Edward Thornton in such negotiations.

These requests were acquiesced in, and the Hon. George Brown was empowered to act as Imperial Commissioner on behalf of the Canadian Government.

Under these circumstances it is desirable for the guidance of the Commissioners to show the advantages which Canada possesses in reference to various important interests more or less affecting the commercial prosperity of both countries.

First among them is the position of our canals, which, from the instructions given by Lord Carnarvon to Sir Edward Thornton, and his subsequent despatch to His Excellency the Governor General, asking whether the Government of Canada had considered the effect of the articles 27 and 30 of the Treaty of Washington, it would appear that Her Majesty's Government were under the impression that the use of the canals of the Dominion was unconditionally conceded to the United States. This, however, is not the case. By Article 27 of the Treaty "Her Majesty engages to urge on the Government of the Dominion * * * to secure to the citizens of the United States the use of the Welland and St. Lawrence Canals in terms of equality with the inhabitants of Canada, the United States similarly engaging that the subjects of Her Majesty shall enjoy the St. Clair Flats Canal on terms of equality with the inhabitants of the United States;" and further agreeing "to urge on the States Governments to secure to Her Majesty's subjects the use of the several States canals connected with the navigation of the lakes or rivers traversed by or contiguous to the boundary line."

The St. Clair Flats Canal is the only canal owned by the United States Government, and is merely a straightening and deepening of the centre or boundary channel by which the waters of the St. Clair River reach Lake St. Clair.

This so-called canal is believed to have been cut on the British side of the channel, and General Cram, the United States Engineer, so reported to his Government.

But it is important to observe that, irrespective of this work, Canada possesses another channel, which, at a small expenditure, could be made equal to that claimed by the United States.

The canal at Sault Ste. Marie, owned by the State of Michigan, and only about a mile in length, is in reality the sole work of the kind which comes within the definition of the 27th Article. But at this point, too, Canada can at a very slight expense, construct a channel on the Dominion side of the river, and will no doubt do so at an early day.

The only valuable canals that the States Governments could offer, are the Erie Canal from Lake Erie to the Hudson River, and the canal from Lake Champlain to the Hudson, and both those canals appear by the careful language of Article 27, to be intentionally excluded.

The United States have, therefore, as will be seen from this brief statement, no equivalent to offer the Dominion of Canada for the free and absolute right to use our canals.

In the same manner, although the Treaty of Washington concedes to Canada the right to navigate Lake Michigan for a limited period of ten years, the same Treaty concedes to the United States the free navigation of the St. Lawrence forever. It must further be observed that the concession to Canada of the temporary navigation of Lake Michigan is hampered with vexatious regulations injurious to our trade. British and Canadian vessels are required to report at the Port of Mackinaw before entering Lake Michigan and proceeding to their destination, under the penalty of forfeiture, thereby often occasioning long and needless delay.

Canada could have no objection to allow United States citizens to use the Welland and other canals belonging to the Dominion on terms of equality with British subjects, but would require in return concessions of equal value.

The Canadian Government are at present engaged in enlarging and improving the Welland Canal, so as to admit of the passage of vessels 260 feet in length with 45 feet beam, and a draft of 12 feet; and would be quite prepared to undertake similar improvements in the case of the St. Lawrence Canals, provided any adequate inducement be held out for the large outlay necessary to effect this object; but the Committee are of opinion that in this event the navigation of Lake

Michigan and the right to trade freely with United States ports in the same manner as American vessels are now permitted to traffic in the harbors of the Dominion should be conceded in perpetuity.

Under existing regulations Canadian ships engaged in trading on the frontier rivers and lakes are practically prohibited from entering American ports, while the United States Registration Laws are so framed as to prevent any Canadian-built vessel from acquiring an American register, except where forfeited, or when wrecked, and repairs are made to the extent of not less than three-fourths of the entire value.

It is admitted that a British vessel may deliver portions of one cargo at more than one port of the United States, but it cannot do so, except under such strict regulations and imposts as to make the permission of no value.

The coasting trade is allowed by Canadian laws to be carried on by United States citizens upon our frontier rivers, the only requirement being that foreign vessels engaged in this trade shall call alternately at American and Canadian ports, but Canadian vessels so employed are required to make a formal entry at each United States port touched at, as though every time they put into port they were making a distinct voyage.

The effect is to exclude British steamers from participation in the river trade between the two countries. The Canadian Government are willing that the coasting trade should be made entirely free to the people of both countries.

With regard to the value of the fisheries, it must be borne in mind that the Treaty of Washington does no more than convey the right to the citizens of the United States to fish in Canadian waters for a term of ten years, and that the Treaty requires the payment to Canada in one sum of the difference in value when that shall have been determined by arbitration. The value of our Fisheries to the United States are to be estimated not merely by the worth of the trade in fish and fishing, but if the fishing privileges are to be extended to a longer period, consideration must also be had to the national importance attachable to the employment of a large portion of the population, and the facilities offered for training seamen to man the national marine, as well as of the loss to Canada of conceding so large a portion of its possessions for the enrichment of another country.

The statements prepared and forwarded by the Minister of Marine and Fisheries will show the value attached to this trade, and of the privileges granted by the Government of Canada; and it is desirable that this part of the case should be presented in a clear and distinct form to the representative of the United States Government, in order that that Government may be able to form an estimate of the importance of the concessions we are prepared to make in return for the advantages we seek from them.

Sir Edward Thornton's despatch to His Excellency the Governor General of a late date, indicates a desire on the part of the United States to extend the list of articles named in the Treaty of 1854, so as to embrace articles of the manufacture of the two countries. The Government of Canada will be willing to agree to such reciprocity—to include manufactures in wood, such as sashes, doors, blinds, pails, tubs, barrels, matches and various other articles of a like nature—agricultural implements, bath-brick, bricks for building purposes, calcined gypsum or plaster lime, earth arches, ground or unground, and, generally, all manufactured articles not produced in or exported from Great Britain to this country, together with such other articles as the Imperial and Dominion Governments may mutually agree upon, or as may by mutual arrangement be entered at a fixed duty to be specified in the treaty. It is, however, understood that no proposition effecting the introduction of manufactured goods shall be finally determined upon prior to reference to the Imperial and Dominion Governments. As a natural production, salt may be added to the former free list.

The Canadian Commissioner will report fully upon any proposition that may be submitted on behalf of the United States Government regarding manufactures, before making any proposition in return, until he receives such representations as may be

made to him from Ottawa respecting the duties now payable upon such manufactures, and the effect upon our trade and revenue of such propositions.

He will also consider whether it may not be advisable to establish in the Treaty that may be proposed three distinct schedules, the first embracing the natural productions of the two countries, as in the Treaty of 1854; the second, a list of manufactured articles to be interchanged; and the third, a list of articles upon which a reduced fixed duty may be imposed.

In carrying on the negotiations, the Canadian Commissioner will keep clearly in view the circumstance that the Government of Canada is desirous on general principles to afford every facility for the encouragement of international trade as mutually beneficial to both countries, conferring not alone pecuniary advantages, but tending to foster and strengthen a feeling of national friendship so desirable in the interests of peace and good neighborhood to two countries occupying the geographical position towards each other of the United States and Canada; and that any measure which will tend to promote and maintain friendly intercourse and harmony between our neighbors and ourselves through the free interchange of commodities, so that it be not seriously prejudicial to our industrial interests, will receive the support of the Dominion Government.

Mr. Brown will communicate this view to Sir Edward Thornton, accompanied with the representation that the Government of Canada do not propose any modification in matters of trade and commerce which would in any way injuriously affect Imperial interests.

The Committee further advise that a copy of this minute be sent to Mr. Brown, and that the Hon. A. J. Smith, Minister of Marine and Fisheries, be requested to proceed to Washington at an early day to confer with Mr. Brown more fully, and render such assistance as may be necessary to a perfect understanding of the whole question.

Certified.
(Signed,) W. A. HIMSWORTH,
Clerk, Privy Council.

(6.)

The Earl of Carnarvon to the Earl of Dufferin.

(Copy—Canada—Secret.)

DOWNING STREET, 25th March, 1874.

MY LORD,—With reference to my despatch, marked "Secret," of the 18th inst., I have the honor to transmit to you a copy of a despatch which has been addressed by the Earl of Derby to Mr. George Brown appointing him Joint Plenipotentiary with Sir E. Thornton for the negotiation of the proposed Treaty with the Government of the United States.

I have, &c.,
(Signed,) CARNARVON.

Governor General

The Right Hon. the Earl of Dufferin, K.P., K.C.B., &c., &c.

The Earl of Derby to Mr. Brown.

(Copy.)

FOREIGN OFFICE, March 21st, 1874.

SIR,—Her Majesty having been graciously pleased to appoint you to be Joint Plenipotentiary with Her Majesty's Minister at Washington, for the purpose of nego-

tiating and concluding a Treaty with the United States relating to fisheries, commerce and navigation, I have to acquaint you that Her Majesty has granted to you and Sir E. Thornton, under the great seal, a full power for that purpose.

I am, &c.,

(Signed,) DERBY.

The Hon. G. Brown, &c., &c.

(7.)

The Earl of Carnarvon to the Earl of Dufferin.

(Copy—Canada—Secret.)

DOWNING STREET, 23rd April, 1874.

MY LORD,—With reference to the negotiations for the renewal of a Reciprocity Treaty with the Government of the United States, I have the honor to inform you that a telegram was lately received by the Secretary of State for Foreign Affairs from Sir E. Thornton, dated 17th instant, communicating the substance of a paper which he and Mr. Brown proposed to communicate to Mr. Fish, of which the following was to be the purport.

They proposed to state that the stipulations of the Treaty of Washington relating to the Fisheries should be kept in force if the present negotiation should fail, such negotiation to be carried out by the termination of the present Congressional Session.

They proposed to analyse the traffic between Canada and the United States for the past 50 years, and demonstrate its increase, the loss occasioned to the United States by the cessation of the Treaty of 1854, and the benefit to accrue from the renewal of that Treaty.

They would then propose—

That the Reciprocity Treaty should be renewed for 21 years, including the Fisheries, with addition of free admission of salt, manufactures of wood, iron or steel articles, or of those jointly, agricultural implements and a few other trifling articles.

To open coasting trade of lakes and River St. Lawrence.

To enlarge Canadian canals.

That canals of Canada and United States should be open on equal terms to both countries

That a Joint Commission should be appointed to improve the navigation of the River St. Clair at joint expense.

That the navigation of Lake Michigan should be thrown open in perpetuity.

That citizens of United States or Canada may own or navigate vessels of the other country.

That there should be reciprocal admission to Patent Rights.

That a Joint Commission should be appointed for propagating and protecting fish in the lakes and for co-operation in the establishment of light-houses.

Sir E. Thornton stated that the paper to the above effect would be submitted to the Government of Canada.

After consultation with this Department Lord Derby sent a telegram to Sir E. Thornton, informing him that the proposed paper might be submitted to Mr. Fish, but that the proposals should not be made as being the result of the matured decision of Her Majesty's Government, but as preliminary only—and Sir E. Thornton was desired to explain this to Mr. Fish.

Sir E. Thornton was further informed that it may be desirable to take the opinion of the Board of Trade before coming to any final decision, especially in regard to the free reciprocal admission of certain articles and the mutual registration of shipping.

I have, &c.,

(Signed,) CARNARVON.

Governor General

The Right Honorable the Earl of Dufferin, K.P., K.C.B.

(8.)

The Earl of Carnarvon to the Earl of Dufferin.

(Copy—Canada—Secret.)

DOWNING STREET, 27th April, 1874.

MY LORD,—With reference to my despatch, secret, of the 23rd instant, I transmit to you a copy of a despatch which the Secretary of State for Foreign Affairs has addressed to the British Minister at Washington, in regard to the proposed bases for a new Reciprocity Treaty between Canada and the United States.

I have, &c.,

(Signed,)

CARNARVON.

Governor General

The Right Honorable the Earl of Dufferin, K.P., K.C.B.,
&c., &c., &c.

The Earl of Derby to Sir E. Thornton.

(Copy—No. 125.)

FOREIGN OFFICE, April 21st, 1874.

SIR,—I have had under my consideration, in communication with Her Majesty's Secretary of State for the Colonies, your telegram of the 17th instant, giving the substance of a paper prepared by Mr. Brown and you for submission to Mr. Fish, stating, in accordance with his suggestion, your views as to the bases of the Reciprocity Treaty which you have been instructed to negotiate.

I enclose for your information a copy of a letter on the subject from the Colonial Office, and I authorize you to proceed in the manner set forth in your telegram.

The propositions should, however, be made as preliminary and not as being the result of a mature decision on the part of Her Majesty's Government, and you will be careful to make it clear to Mr. Fish that Her Majesty's Government are not at present able to pledge themselves absolutely to adhere to, or finally adopt them, as their effect would have to be fully and deliberately considered.

It appears, moreover, desirable to take the opinion of the Board of Trade before any final decision is come to, especially with regard to the free admission of certain articles reciprocally, and the mutual registration of shipping, and I have accordingly referred your telegram to that department for such observations as they may have to offer on the subject.

I am, &c.,

(Signed,)

DERBY.

The Right Honorable Sir E. Thornton, K.C.B.,
&c., &c., &c.

(9.)

The Earl of Carnarvon to the Earl of Dufferin.

(Copy—Canada—Secret.)

DOWNING STREET, 6th May, 1874.

MY LORD,—With reference to my despatch, marked "Secret," of the 23rd of April, I have the honor to transmit to you a copy of a letter addressed by the Board of Trade to the Under Secretary of State for Foreign Affairs, in reply to a communication from the Foreign Office, containing observations upon the proposals for the renewal of a Reciprocity Treaty with the United States of America.

I have, &c.,

(Signed,)

CARNARVON.

Governor General

The Right Hon. the Earl of Dufferin, K.P., K.C.B., &c., &c.

Mr. Farrer to Lord Tenterden.

(Copy.—Secret and Confidential.)

BOARD OF TRADE, 23rd April, 1874.

MY LORD,—I am directed by the Board of Trade to acknowledge the receipt of your secret and confidential letter of 21st instant, requesting that the Earl of Derby might be avored with their observations upon certain proposals for the revival of the Reciprocity Treaty between the United States and Canada.

I reply, I am to transmit to you, to be laid before His Lordship, the accompanying paper with the Board's observations upon the propositions contained in Sir E. Thornton's telegram of the 17th instant.

I have, &c.,

(Signed,) T. H. FARRER.

Lord Tenterden, C.B., &c., &c.

(Copy.)

Extracts from Sir E. Thornton's Telegram of April, 17th, 1874, with Observations by the Board of Trade.

"We shall then make the following propositions:—

"Renewal of Treaty of 1854 for 21 years, including the fisheries, with the addition of the free admission of salt, manufactures of wood, iron or steel articles, or of these jointly, agricultural implements and a few other trifling articles." To this no objection can be taken whatever criticisms may have been made on the original Reciprocity Treaty, on the ground that Canada was setting up differential duties in favor of the United States, both against this country and countries with which we have most favored Nation Treaties. No such objections can be taken now.

"To throw open coasting trade of Lakes and River St. Lawrence." Most desirable. A matter for Canada rather than the Imperial Government.

"That Canada should enlarge St. Lawrence Canals." A matter for Canada.

"That American and Canadian canals shall be thrown open to both countries on equal terms." A matter for Canada.

"That a joint Commission be appointed for improving the navigation of the St. Clair River at joint expense." A matter for Canada.

"That the navigation of Lake Michigan be open in perpetuity," Very desirable. A matter for Canada.

"That citizens of either country may own and register vessels of other." This needs explanation. If it merely means that United States citizens may buy Canadian built ships and register them in the United States, and *vice versa*, it is in accordance with our own policy and obviously right. But if it means, as the words seem to imply, that an American, whilst remaining an American citizen, may own a Canadian, *i.e.* a British ship, it is contrary to the letter and policy of our law (Merchant Shipping Act, 1854, sec. 18), which makes British citizenship the sole and essential qualification for owning British ships.

"Reciprocity of admission to Patent Rights." Patent Law is treated as a matter of Colonial and not of Imperial Law, but it requires consideration whether under the more favoured nation clause of commercial treaties Canada must not, if she admits United States Citizens to the benefits of her Patent Law, do the same for nations with which we have treaties containing that Clause.

"That a Joint Commission be appointed for propagating and protecting fish in the Lakes and for co-operation in establishing light-houses." A matter for Canada.

(10.)

The Earl of Carnarvon to the Earl of Dufferin.

(Copy—Canada—Secret.)

DOWNING STREET, 9th July, 1874.

MY LORD,—In consequence of the postponement by the Senate of the United States of the consideration of the proposed Reciprocity Treaty until the December session, I telegraphed to you on the 25th ultimo to the effect that Her Majesty's Government presumed that as the Canadian Government were desirous of securing a Reciprocity Treaty, they would not wish that proceedings should be taken before December for the Fisheries Commission under the Treaty of Washington.

2. I stated that if this should be their opinion, Mr. Rothery would return to this country, and that Her Majesty's Government would inform the Government of the United States that they reserved all rights under the Treaty of Washington.

3. I received in reply your telegram of the 27th of June, from which it appears that the Canadian Government agree to this course, on the understanding that the consideration of the Draft Reciprocity Treaty will be undertaken by the Senate in December next.

4. I enclose, for your information, a copy of a despatch, of the substance of which you have been already informed by telegram, which has been addressed to Sir E. Thornton in accordance with the above views.

5. I also enclose copy of one addressed to Mr. Rothery, informing him that as there is no prospect of the Fisheries Commission meeting at present, he is at liberty to return to this country.

6. I take this opportunity of informing you that Sir E. Thornton has recently applied for leave of absence to visit this country, which application, in the present position of this question, has been granted to him by the Secretary of State for Foreign Affairs.

I have, &c.,
(Signed,)

CARNARVON.

Governor General

The Right Hon. the Earl of Dufferin, K.P., K. C. B.,

&c.,

&c.,

&c.

(Copy.)

*Foreign Office to Sir E. Thornton.*FOREIGN OFFICE,
July, 1874.

SIR,—I received on the 24th instant your telegram of the same date, relative to the prospect of concluding a Reciprocity Treaty next winter, and I have considered the question of the revival of the Fisheries Commission in communication with Her Majesty's Secretary of State for the Colonies, who has also ascertained the views of the Canadian Government on the subject.

I enclose for your information copies of two letters from the Colonial Office, enclosing telegrams to and from Lord Dufferin, and I have to instruct you to address a note to Mr. Fish, stating that on the understanding that the Draft Reciprocity Treaty as agreed to by him will be considered by the Senate in December next, Her Majesty's Government will await the final result of the consideration which the Treaty may then receive in the Senate, before taking any fresh steps with regard to the Fisheries Commission.

You will add that Her Majesty's Government wish it to be clearly understood that their right to revert to the provisions of the Treaty of Washington, for the appointment of the Fisheries Commission, is in no way prejudiced by the delay that has occurred, or may occur, in consequence of the proceedings with reference to the Reciprocity Treaty.

I have, &c.,

Foreign Office to Mr. Rothery.

FOREIGN OFFICE,
July, 1874.

SIR,—I have received your despatch, No. 38, of the 2nd of June, containing a report of your movements since you left Washington, and I have to state to you that, as there is no prospect of the Fisheries Commission meeting at present, you are at liberty to return to England.

I take this opportunity of expressing to you the high sense of your zeal and ability, which is entertained by Her Majesty's Government, and I trust you will not have suffered any inconvenience from your detention in America during the progress of the negotiations for a Reciprocity Treaty.

I have, &c.,

(11.)

The Earl of Dufferin to the Earl of Carnarvon

(Copy—No. 41.)

OTTAWA, 19th February, 1875.

MY LORD,—I have the honor of communicating for Your Lordship's information a copy of an approved Order of the Privy Council of the Dominion, which states that in consequence of the Senate of the United States having decided that it is not expedient to ratify the Treaty of Reciprocity agreed to by Her Majesty's Plenipotentiaries at the United States, it is now deemed desirable "that no time should be lost in proceeding under the Treaty of Washington to ascertain the compensation due to Canada for the concession of the Fishery rights to citizens of the United States."

I have, &c.,

(Signed,) DUFFERIN.

Copy of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General, on the 19th February, 1875.

The Committee of Council have had under consideration a Despatch from Sir Edward Thornton, British Minister at Washington, informing your Excellency that the United States Senate has decided that it is not expedient to ratify the Treaty of Reciprocity agreed to by Her Majesty's Plenipotentiaries and the United States Government.

Inasmuch as the arbitration proceedings under the 22nd Article of the Treaty of Washington were delayed pending the result of the negotiations for such Reciprocal Treaty, it is now deemed desirable that no time should be lost in proceeding under the Treaty of Washington to ascertain the compensation due to Canada for the concession of the Fishery rights to citizens of the United States.

The Committee therefore respectfully request that your Excellency may be pleased to inform Her Majesty's Imperial Government of the desire of this Government to proceed at the earliest possible day.

Certified.

(Signed)

W. A. HIMSWORTH,
Clerk, Privy Council.

(No. 52.)

RETURN

To an ADDRESS of THE HOUSE OF COMMONS, dated 17th February, 1875 ;
For copies of all special rates granted for freight on the Intercolonial
Railroad, giving names of person or persons obtaining the same and
dates.

By Command.

R. W. SCOTT,

Secretary of State.

DEPARTMENT OF THE SECRETARY OF STATE.

10th March, 1875.

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

(No. 52.)

RETURN

To an ADDRESS of the SENATE, dated 4th March, 1875; For a Comparative Statement of the number of tons of freight, not to include Government freight, carried over the Intercolonial Railway in Nova Scotia and New Brunswick, during the months of October, November and December, in the years 1873 and 1874, and the months of January and February 1874 and 1875, respectively; together with the average distance carried, the average rate received per ton, and the average rate per mile per ton.

By Command.

R. W. SCOTT,

Secretary of State.

DEPARTMENT OF THE SECRETARY OF STATE.

6th April, 1875.

(No. 52.)

RETURN

To an ADDRESS of the HOUSE OF COMMONS, dated 17th February, 1875; For all Papers and Correspondence connected with the contract for supplies to the Intercolonial Railroad, from 1st June to 31st December, 1874, of Cars, Trucks, Bar Iron and railway materials; together with copies of tenders, giving names and dates.

By Command.

R. W. SCOTT,

Secretary of State.

DEPARTMENT OF THE SECRETARY OF STATE.

10th March, 1875.

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

(No. 52.)

RETURN

To an ADDRESS of the HOUSE OF COMMONS, dated 15th March, 1875 ; For a Statement, in detail, of the several amounts paid out by the Government, for work actually performed, on Section Sixteen of the Intercolonial Railway, from the time the work was taken out of the hands of the Contractor, until the present time, with the names of the parties to whom sums were paid, and the particular duties performed therefor ; also, a Statement, in detail, of any other sums (if any) which have been paid by the Government in relation to said section, from the time the said section was taken out of the contractor's hands, up to the present time, stating, in detail, the grounds for paying the same, and whether the amount so paid (if any) were sanctioned by the contractor before payment, and, if not, what steps were taken by the Government to ascertain the correctness of such payments : also, any Report of the Officer in charge of said work, or others, in relation to the completion and condition of said section when completed ; also, a Statement, in detail, of all quantities of all work performed in earth, rock and masonry, on Section 16 of the Intercolonial Railway since that section was taken out of the hands of the Contractor ; also, copies of all Orders in Council, Reports to Council, Orders of Commissioners, Orders of Charles J. Brydges, Orders of Mr. Collingwood Schreiber, or other party connected with the completion of said work, and also in reference to the taking possession of the goods, houses, stables, plant and materials of the Contractor.

By Command.

R. W. SCOTT,

*Secretary of State.***DEPARTMENT OF THE SECRETARY OF STATE,**

5th April, 1875.

RETURN.

To an ADDRESS voted by the SENATE on the 11th February, 1875; For copies of all advertisements, tenders, contracts, reports and all other correspondence as well as all affidavits in connection with the construction of booms, piers and other works on the Gatineau River last winter, and the entire cost of same.

By command.

R. W. SCOTT,

Secretary of State

DEPARTMENT OF SECRETARY OF STATE,
OTTAWA, 11th March 1875.

NOTICE TO CONTRACTORS.

Sealed tenders addressed to the undersigned and endorsed "Tender for Works" will be received at this office until Saturday next the 7th instant at noon, for the following works:—

The construction of a new boom, one mooring pier, four anchor piers and the enlargement of the present upper mooring pier at the Gatineau about $\frac{3}{4}$ of a mile above the mouth of that river.

Plans and specifications for the above works can be seen on and after Wednesday the 4th instant at the office of the Superintendant of Ottawa River Works, where printed forms of tender and all other necessary information can be obtained.

There will be required the actual signatures, occupations and residences of the parties tendering, as well of two responsible persons willing to become sureties for the due fulfilment of the works.

The department does not bind itself to accept the lowest or any tender.

By order,
(Signed,) F. BRAUN,
Secretary.

Department of Public Works,
Ottawa, 2nd February, 1874.

[*Translation.*]

DEAR SIR,—The bearer is Mr. Lyons, a contractor in this city, who I think has tendered for the construction of the Gatineau booms. Mr. L. is well recommended and is able I think to fulfil a contract if the work is given to him.

Yours, &c.,
(Signed,) A. A. DORION.

T. Trudeau, Esq.,
Assistant Engineer.

DEAR TRUDEAU,—Mr. John Lyons has a number of friends in the city who would be gratified by our giving him some work. Can we employ him to construct the Gatineau boom?

Yours truly,
(Signed,) R. W. SCOTT.

We the undersigned are acquainted with the bearer, Mr. John Lyons, of Ottawa contractor, and know him to be a good and competent person to fulfil whatever undertaking he tends for. We have confidence in his sobriety and honesty of purpose and industry, and he has our earnest wishes for his success in whatever undertaking he enters upon.

Ottawa, January 14th, 1874.

(Signed,)

W. H. WALLER,
JOHN P. FEATHERSTONE,
WM. FINLAND,
DR. P. ST. JEAN,
FRANCIS MCDUGALL,
CHARLES BATE.

The Hon. R. W. Scott.

OTTAWA RIVER WORKS, SUPERINTENDENT'S OFFICE,

OTTAWA, 9th February, 1874.

SIR,—I have the honor to transmit to the Department the tenders for the Gatineau Boom Works, together with a statement of calculations showing the lowest tender to be that of Mr. Wm. Palen, contractor of this city.

Mr. Palen is a practical man of much experience and his sureties are perfectly good. I would respectfully recommend that the contract be awarded to him, and as the time for doing the work is now quite limited, it is desirable that a decision should be come to at the earliest possible moment.

I have the honor to be, Sir,

Your most obedient servant,

(Signed,) HORACE MERRILL,
Superintendent Ottawa River Works.

F. Braun Esq.,
Secretary of Public Works, Ottawa.

POST OFFICE DEPARTMENT,

OTTAWA, 9th February, 1874.

MY DEAR SIR,—Mr. Wm. Palen states that he dropped into the receivers box of the Ottawa Post Office on Saturday last, a little before twelve at noon, a tender addressed to your Department—Then he shortly afterwards came up to this Department to see the Postmaster General and mentioned that he had so tendered. The Honorable Mr. Macdonald remembers that Mr. Palen did so call and make mention of his having tendered. This was between twelve and one o'clock on Saturday. Mr. Hopkirk, the Postmaster General's Secretary, also remembers Mr. Palen's visit, and that it was about half past twelve on Saturday. Mr. Palen states that after posting his tender he went back to the Russull House and was some time there before he came up to the Postmaster General. The circumstantial evidence is therefore somewhat strong that the tender was posted as stated, though not taken out of the Post Office Receiver until after 12 asshewn by the postmaster's stamp.

Yours truly,

(Signed,) W. H. GRIFFIN.

F. Braun, Esq.,
Secretary, Public Works.

Schedule of Tenders received for the Gatineau Boom Extension.

No. 1—W. Palen.....	\$15,863 86
No. 2—J. Harvey.....	16,059 18
No. 3—Murphy & Braden.....	16,550 50
No. 4—Thomas Pidgeon.....	17,193 29
No. 5—Robert Stanley.....	19,131 79
No. 6—J. Lyons.....	19,415 01
No. 7—F. McKenna (drawing chains only)....	

In the matter of the Tender for the Boom at the mouth of the Gatineau.

I, John Harvey, of the Village of Arnprior, in the County of Renfrew, and Province of Ontario, contractor, make oath and say as follows :

1. That I tendered for the contract of the boom to be constructed at the mouth of the Gatineau River.

2. That my tender for the said contract was deposited by myself in Her Majesty's Post Office at the City of Ottawa in the County of Carleton, on Saturday last in the forenoon, addressed " F. Braun, Esq., Secretary of Public Works, Ottawa," and marked on the outside "Tender for Gatineau Boom."

3. That immediately after I had deposited the said tender as aforesaid in the Post Office, I went down to the Russell House, and met William Palen on the street opposite the Russell and he asked me if I was putting in a tender for the Gatineau Boom, to which I answered yes. I have just now dropped my tender into the post office, said Palen then told me that he had put in his tender.

4. That previously to putting in my tender I went to the office of Horace Merrill, Esq., to examine the plans and specifications for the said boom, that I saw Mr. Merrill on that occasion, and that the only question I asked respecting the works, were if the timber and plank mentioned in the specifications were on hand. And I positively and solemnly swear that I had no conversation with Mr. Merrill before I had deposited my tender in the post office as aforesaid, as to the prices or costs of the materials or the value of the work, nor did I ask nor did he inform me what his estimate of the costs of the work was.

5. That the twelve o'clock noon gun was fired on the Government Hill while I was holding the conversation referred to in the third paragraph of this affidavit with said William Palen, and that I had previously deposited my tender in the post office as already stated.

(Signed,) JOHN HARVEY,
Contractor.

Sworn before me at the City of Ottawa in the County of Carleton, this 13th day of February, A.D., 1874.

THOS. LANGRELL, J.P.

OTTAWA, February 12th, 1874.

SIR,—I herewith beg to enclose my affidavit relating to my tender for works on Gatineau River.

I have the honor to be, Sir,
Your obedient servant,
(Signed,) WM. PALEN.

Hon. A. Mackenzie,
Minister of Public Works, Ottawa.

I, William Palen, of the City of Ottawa, in the County of Carleton, contractor, make oath and say as follows, to wit :

1st. That I am and for a number of years last past have been a contractor engaged in the construction of public and private works in Canada.

2nd. That having noticed in an issue of the *Ottawa Daily Times*, a newspaper published in the City of Ottawa, an advertisement calling for tenders for the construction of a new boom, one mooring pier, four anchor piers, and the enlargement of the present upper mooring piers at the Gatineau, I, in the ordinary prosecution of my business as a contractor, tendered for the said works in accordance with the advertised terms and conditions as set forth in the said *Ottawa Times* newspaper, to wit: "Tenders to be received until Saturday the Seventh of February instant at noon."

3rd. That in compliance with my rule, and the ordinary practice which prevails among contractors on similar occasions, I deposited my tender for the construction of the said works in the Post Office of the City of Ottawa, addressed according to instructions advertised "Tenders for Gatineau Boom," to F. Braun, Esq., Secretary.

4th. That such tender so addressed was by myself in person deposited in the City of Ottawa Post Office, at or before the hours of eleven hours and forty minutes of the clock in the forenoon of Saturday the Seventh instant, and not later.

5th. That my said tender so posted as aforesaid, was received, opened, examined and accepted by the Department of Public Works, and the works allotted to me as being the lowest tenderer, and I was forthwith instructed by Horace Merrill, Esq., Superintendent of Public Works on the Ottawa, to proceed with my contract my sureties being unobjectionable.

6th. That in obedience to such order, and upon being informed that the contract had been awarded to me, I commenced and am still prosecuting the work in order to complete it within the necessary time, and have already paid and promised to pay out large sums of money for work, labor and material, and otherwise in and about the prosecution of the said works, and that any interference with or interruption of my present plans would occasion me serious loss and damage.

7th. That throughout I have acted in entire good faith with the Department, and have only proceeded with the work on their authorization as conveyed to me by their duly authorized officers.

(Signed,) WM. PALEN.

Sworn before me at the City of Ottawa, in the County of Carleton, this Twelfth day of February, eighteen hundred and seventy-four.

(Signed,) GEORGE HAY, Justice of the Peace in and for the County of Carleton.

OTTAWA, February 16th, 1874.

SIR,—I beg to inform you that by an Order in Council dated the 7th instant, authority is granted for the expenditure of \$21,000 for the extension of the Gatineau Boom.

I am, Sir, your obedient servant,

(Signed,) F. BRAUN,
Secretary

H. Merrill, Esq.,
Ottawa Works, Ottawa.

OTTAWA, February 16th, 1874.

GENTLEMEN,—I am directed by the Minister of Public Works to inform you that your tender for the extension of the Gatineau Boom has been accepted, and that a contract is being prepared accordingly. In the meantime you are authorised to proceed with the works.

I have the honor to be, Sir,
Your obedient servant,
(Signed,) F. BRAUN,
Secretary.

Messrs. Murphy & Braden,
Contractors, Ottawa.

OTTAWA RIVER WORKS SUPERINTENDENT'S OFFICE,

OTTAWA, February 12th, 1874.

SIR,—When I had the honor of an interview with you last evening in your office, if I mistake not you informed me that more than one party had accused me of unfair dealing as regards the tenders for the Gatineau Works, and that I had communicated improper information to Mr. Wm. Palen, contractor. This I most emphatically deny and challenge the parties to bring proof.

Some fifteen persons called at this office and got the necessary printed forms to enable them to tender for the work ; and the same explanations were made to each of them.

The time for constructing the boom being quite limited, I called at the Department on Saturday afternoon and got five tenders marked from A to E inclusive, (one D being informal) so that calculations could be made for the purpose of determining the lowest tender. Thinking when so few had been received, that there must have been some mistake on the part of some of the parties tendering, I sent my assistant to the Department to ascertain whether or not other tenders had not been sent in ; and on Monday morning I went there myself, when two tenders—those of Wm. Palen and John Harvey—which at first were thought to be too late, were handed to me in order that the calculations might be extended along with the others. This was done and a report furnished to the Secretary.

I am prepared to prove by the affidavits of myself and others in this office that no information was imparted to any individual touching the tender prices while the documents were in my possession, and that no undue advantage was taken of any contractor from first to last.

I have the honor to be, Sir,
Your most obedient servant,
(Signed,) HORACE MERRILL,
Supt. Ottawa River Works.

The Hon. A. Mackenzie,
Minister of Public Works, Ottawa.

OTTAWA, February 16th, 1874.

SIR,—I have received a notice to commence work at the Gatineau. I am prepared to commence as soon as I get peaceable possession of the works. I wish the contract made out in my own name as Mr. Braden wishes to have nothing to do with it. The security will be the same as appears on my tender.

Yours respectfully,
(Signed,) JAMES MURPHY,
Corner King and Parry Streets, Ottawa.

To the Minister of Public Works.

COUNTY OF CARLETON, }
To Wit: }

In the matter of the Gatineau Boom Contract.

I, Alfred Aubrey, of the City of Ottawa, in the County of Carleton, carpenter, depose and say as follows :

1st. That on Tuesday the tenth day of February instant I was engaged by William Palen, Esq., of the City of Ottawa to take charge of the works in constructing a retaining boom and piers at the mouth of the Gatineau River, for which the said Palen informed me he was the contractor, I was engaged as foreman over the said works.

2nd. That on Wenesday the eleventh instant I proceeded with a force of thirty-five men, and four span of horses to the site of the proposed works and commenced operations in accordance with the plan and specifications I was acting under the advice and orders of the inspector of the said works, John Eastman, who assisted me in laying out part of the work and gave me the pattern of the boom. That the said force of men and horses were as many as could be advantageously employed in the mere commencement of the work and until it got properly under way.

3rd. That I continued to work at the said boom with the men under my charge without any interruption whatsoever until Saturday the fourteenth instant, when between the hours of three and four of the afternoon several persons about five in number came to me at the said works whilst I was engaged about my ordinary business and verbally requested me to desist.

4th That among the said persons I knew Mr. Brophy, Murphy, Lyons and Eastman. Mr. Brophy told me that the contract had been taken from Mr. Palen and given to Mr. Murphy, and that I should stop working. I asked if he had any written authority, he said not, that it was not necessary, but that I had better give up working for Palen and hire with Murphy. This I refused to do stating that I must see Mr. Palen. They then went away, Mr. Lyons whom I understand to be a partner of Mr. Murphy's, stating that he would bring a gang of fifty men on Monday and drive me off.

5th. That on Monday morning I again proceeded (with an increased force of men as the requirement of the work required) to the boom, and continued to work thereat until ordered to desist by my employer, Mr. Palen. At noon on Monday I paid off my men and retired from the work.

That from my knowledge of works of a similar character the work would have been satisfactorily completed within the time specified, as the force of men I supplied was amply sufficient, and that the interruption of the work under the control of Mr. Palen has been a serious loss and damage to me and to the other workmen employed.

(Signed,) ALFRED AUBREY.

Sworn before me, at the City of Ottawa, in the County of Carleton, this eighteenth day of February, A.D., 1874.

(Signed,) THO. LANGRELL, J. P.

A Justice of the Peace in and for the County of Carleton.

COUNTY OF CARLETON, }
To Wit: }

In the matter of the Gatineau Boom Contract.

I, William Palen, of the City of Ottawa, in the County of Carleton, contractor, make oath and say as follows :

1st. That I tendered for the construction of the Gatineau Boom in accordance with the advertized conditions calling for such tender as published in the *Ottawa Times and*

that my tender was by myself in person deposited in the Post Office in the City of Ottawa at least twenty minutes before twelve of the clock of the forenoon of Saturday the seventh day of February instant. To this fact without any reservations whatsoever I solemnly swear and make oath.

2nd. That I have been informed and verily believe that my tender was opened extended and found to be the lowest of any tender received, that notwithstanding that fact and that I had already made commencement of the work it was taken from me and awarded to another and higher tenderer, on the grounds as I am led to believe through private and public sources notably through the columns of the Public Press to wit the *Montreal Herald* of Saturday the twenty first-day of February instant, that I had improperly obtained information respecting the prices contained in the other tenders for the said work before depositing my own in the post office as aforesaid.

That on the face of such charge it would appear that such information must have been obtained from Horace Merrill, Esq., Superintendent of Public Works, for the Ottawa to whom was intrusted the duty of extending and making up the gross amount of the said tenders or from some one or other of his assistants.

I solemnly swear that beyond the ordinary and necessary communication which I had with Mr. Merrill, for the purpose of framing my tender, the plans and specifications being in his charge, I had no communications of any kind whatever with M. Merrill or any of his assistants respecting the said contract after that I had deposited my tender in the Post Office in Ottawa, before twelve o'clock of the forenoon aforesaid.

That I never did know and do not now know the amounts of the tenders of the contractors for the said work other than my own, and that I never asked and never was supplied with any information respecting such tenders.

That I have been a contractor for the last twenty-five years and have always tendered on my own responsibility without regard to the prices of other contractors and to the best of my own knowledge and ability.

(Signed,) WM. PALEN.

Sworn before me at the City of Ottawa, in the County of Carleton, this 27th day of February, A.D., 1873.

(Signed,) GEORGE HAY.

A Justice of the Peace in and for the County of Carleton.

OTTAWA RIVER WORKS, SUPERINTENDENT'S OFFICE,

OTTAWA, 20th March, 1874.

SIR,—I have the honor to enclose articles of agreement and plan executed by Mr. James Murphy, contractor for the Gatineau Boom extension; and the bond for the due performance of the work signed by him and Messrs McGillivray and O'Meara his sureties.

I have the honor to be, Sir,

Your most obedient servant,

(Signed,) HORACE MERRILL,
Superintendent of Ottawa River Works.

F. Braun, Esq.,
Secretary of Public Works, Ottawa.

OTTAWA, March 30th, 1874.

SIR,—I am directed by the Minister of Public Works to transmit to you herewith the duplicate of your contract for the extension of the boom on the Gatineau River.

I have the honor to be, Sir,

Your obedient servant,
(Signed,)

F. BRAUN.
Secretary.

James Murphy, Esq.,
Contractor, Ottawa.

OTTAWA RIVER WORKS, SUPERINTENDENT'S OFFICE,

OTTAWA, 7th April, 1874.

SIR,—I have the honor to transmit to the Department Estimate No. 1 (Final)—made in duplicate—in favor of Mr. James Murphy, contractor for work done in constructing a new boom and piers near the mouth of the Gatineau River.

The net amount of the estimate is \$17,067.51.

I have the honor to be, Sir,

Your most obedient servant,
(Signed,)

HORACE MERRILL,
Superintendent of Ottawa River Works.

To F. Braun, Esq.,
Secretary of Public Works, Ottawa.

(No. 54.)

RETURN

To an ADDRESS of the HOUSE OF COMMONS, dated 31st March, 1874;
Calling for a Statement of the number of persons killed or injured on the different Railroads of Canada, the cause of the accident, the amount of claims paid for any such accident; also, the names of the persons so killed, or maimed, since the opening of each of those railroads.

By Command.

R. W. SCOTT,

Secretary of State.

DEPARTMENT OF THE SECRETARY OF STATE,
OTTAWA, 10th March, 1875.

(No. 55.)

RETURN

To an ADDRESS of the HOUSE OF COMMONS, dated 18th May, 1874; For copies of any correspondence between the Dominion Government and the Government of Prince Edward Island, concerning the contract for the construction of the Railway on the Island, and handing over the same to the Government; and also all correspondence between the contractors, the Local Government or the Dominion Government, or either of them, regarding the substitution of wire fencing for the fencing provided for in the contract.

By Command.

R. W. SCOTT,

Secretary of State.

DEPARTMENT OF THE SECRETARY OF STATE,
OTTAWA, 10th March, 1875.

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

(No. 56.)

RETURN

To an ADDRESS of the HOUSE OF COMMONS, dated 1st March, 1875; For Return respecting that portion of the Mississagua Indian Tribe, now settled upon Scugog Island: 1st, For the amount invested by the Dominion Government, on their behalf, in the lands which said Indians now occupy; 2nd, For the amount of all other funds originally received from and invested on behalf of said Indians, with the several annual additions thereto; shewing how said funds are invested, and at what rate of interest, and the several annual payments or donations made by Government to them, since the first receipt and investment of said funds in the Indians' behalf.

By Command.

R. W. SCOTT,

Secretary of State.

DEPARTMENT OF THE SECRETARY OF STATE,
OTTAWA, 4th March, 1875.

(No. 57.)

SUPPLEMENTARY RETURN

To an ADDRESS of the SENATE, dated 1st March, 1875; For copy of advertisement calling for a Winter Steamer at Prince Edward Island, and also for a copy of the contract entered into for the performance of said service.

By Command.

R. W. SCOTT,

Secretary of State.

DEPARTMENT OF THE SECRETARY OF STATE,
OTTAWA, 25th March, 1875.

R E T U R N

To an ADDRESS of the HOUSE OF COMMONS, dated 18th February, 1875: For copy of contract entered into between James King, Esquire, of Halifax, N.S., and this Government, for the purpose of running a steamer between Georgetown, P.E.I., and Pictou, N.S., during the winter season.

By Command.

R. W. SCOTT,

Secretary of State.

DEPARTMENT OF SECRETARY OF STATE,
OTTAWA, 13th March, 1875.

THIS AGREEMENT entered into this Ninth day of December, in the Year of our Lord One Thousand Eight Hundred and Seventy-four, between James King, of Halifax, in the County of Halifax, Province of Nova Scotia, and Dominion of Canada hereinafter called Contractor, his heirs, executors and administrators of the one part, and the Honorable Donald A. Macdonald, Postmaster General of Canada, acting for and in behalf of Her Majesty, her heirs and successors on the other part.

WITNESSETH, That for and in consideration of the sum of money hereinafter mentioned, the said James King has contracted with the said Honorable Donald A. Macdonald, Postmaster General, for the conveyance of Her Majesty's Mails between Prince Edward Island and Nova Scotia during the winter season, the conveyance to be made for the first winter's service embraced in this contract, namely, that for the winter of 1874-75, by the steamship *Albert*, should she, upon sufficient trial, perform the service to the satisfaction of the Postmaster General, as a provisional steamer for this winter only, and for the remaining term of the contract the conveyance to be made by a new steamer to be provided by the contractor, and constructed specially for the purpose of this service, said steamer to be at all times subject to the Postmaster General's approval in respect to tonnage, speed, accommodation for passengers and adaptation for the successful performance of the service.

The service to commence each season with the closing of navigation at Charlottetown, and to continue until paddle wheel steamers resume their trips in the following spring, the season ranging generally from December till May. The boat to be ready for service by the twentieth day of November of the present year, and to be under all practicable orders of the Post Office Department as to service to be performed, it being the intention, as far as possible, the trips shall be made between Georgetown, Prince Edward's Island and Pictou, or some other convenient port in Nova Scotia.

The mails are to be conveyed to and from the post offices at each terminus of the route at the expense of the contractor, and the said contractor further agrees to convey, without charge, the Postmaster General, Inspector, or any other agent of the Post Office Department who may, in the execution of his duty, travel in the steamer used by the said contractor in the transport of said mails; and the said contractor further agrees to provide for the defence of the said mails whilst in route from the weather, and from other causes of injury, and from danger of every kind, and to keep the bags constantly in his own custody, or in the custody of some responsible person employed by him.

The said contractor shall not have it in his power to transfer his interest in this contract without the special and written approbation of the Postmaster General, and to ensure the more faithful observance of the foregoing stipulations, and the more diligent performance of the service, and because any default or failure therein would lessen the value of the said service, or neglect or violation of the orders or regulations communicated by the Postmaster General to the said contractor for his government in the performance of this contract, shall subject the said contractor to a forfeiture or deduction from the allowance hereinafter provided to be paid to the said contractor of not exceeding one hundred dollars, at the discretion of the Postmaster General.

And it is further agreed and understood that should the said contractor at any time fail to provide for the conveyance of the said mails, the Postmaster General may, at the proper cost and charge of the said contractor, hire sufficient means of conveyance for the said mails, and the expense thus incurred shall be deducted from the compensation hereinafter stipulated to be paid to the said contractor. And it is further agreed that any such forfeiture or deduction aforementioned shall be retained by the Postmaster General out of the monies which shall first thereafter become due and payable to the said contractor for and on account of this agreement and the matters and things therein contained.

It is understood that this contract shall continue in force for a period of not exceeding ten years, provided always that in frequent violations of any of the provisions or stipulations hereinbefore set forth and declared, the Postmaster General shall have the power to terminate the same, and in such a case to consult his own convenience as to the notice to be given to the contractor for the discontinuance of the said service.

The Postmaster General also reserves the right to annul the agreement whenever, in his opinion the public interest shall require it, by giving the contractor in writing three months' notice of his intention to put an end to the service.

The above services are to be performed, and the stipulations observed by the contractor, in consideration of the sum of eight thousand seven hundred dollars per annum, to be paid to the contractor by the Postmaster General or his order, such payments subject to deduction for any and every forfeiture hereinbefore mentioned.

Signed, sealed and delivered in the presence of	}	(Signed,)	JAMES KING,	[L.S.]
(Signed,)	}	(Signed,)	W. H. GRIFFIN,	[L.S.]
J. D. STORY.			<i>Deputy Postmaster General.</i>	

Examined.

(Signed,)

F. M. PASSOU,
Assistant Post Office Inspector.

REPORT.

HOUSE OF COMMONS,

OTTAWA, May 22nd, 1874.

The "Select Committee appointed to inquire as to the best and most direct route for the Conveyance of Mails and Passengers, between the Dominion of Canada and Europe; the possibility of navigating the Gulf of St. Lawrence, during the winter months: and of finding on the shores of the Dominion a harbor accessible both in winter and summer, to be the terminus of such shortest route; with power to send for persons, papers and records; and to report from time to time," beg leave to present their

SECOND REPORT

as follows:—

Your Committee are happy in stating, that though they have not been able to elicit, owing to the shortness of time at their disposal, all the information which may be considered necessary, they have procured much valuable information, of a nature, sufficient, in their opinion to justify them in reporting as follows:—

1st. That there are but three harbors, possessing the qualities necessary to commend them to the attention of Your Honorable House, viz.: Halifax, Louisburg and Paspebiac.

2nd. That from the evidence given before your Committee it has been shown that Louisburg is a first-class harbor, having the geographical advantage of being the nearest available harbor of this Dominion to Europe.

It is 230 miles nearer to Europe than Paspebiac; and 196 miles nearer to Europe, than Halifax, by the direct route.

It should also be observed that the approaches to Louisburg are very easy; and that the anchorage is good in the north-east portion of the harbor, which is entirely sheltered from winds; and that the harbor is capable of floating vessels of any size.

Your Committee believe that the ultimate selection will be between Louisburg on the one hand, and some port on the line of the Interecolonial Railroad, in the vicinity of Shippegan or Paspebiac on the other; but from the evidence given before your Committee they cannot report favorably upon the harbor of Shippegan.

From the evidence given by S. Fleming Esq., C. E., before this Committee, we learn that Shippegan is closed to navigation so long as the ports of Montreal and Quebec are closed; and if no other reason were to be adduced, your Committee would feel themselves, because of that reason, obliged to report against entertaining favorable ideas of Shippegan.

But in addition your Committee have learned, from the evidence of Col. Farijana, Hydrographic Engineer—and an engineer upon whose capacity and judgment your Committee places a great deal of confidence—that for a distance of not less than 5 miles Shippegan is surrounded by shoals, which may be shifted by the tidal currents, thus making perpetual changes in the depths of the harbor and its approaches; that, there is but a narrow and crooked channel between those shoals, requiring skilful pilotage; and, that, therefore, Shippegan cannot, even during the time that it is open, be made a practicable harbor for vessels of heavy draught.

On the other hand, Louisburg has the disadvantage of having a shoal or rock of small extent, it is true, inside the harbour, called the Egg Rock, which may, however,

be removed by excavation at very little cost, and which, in its present state, may be avoided by following the directions issued by the Admiralty.

Therefore, as between Louisburg and Shippegan, your Committee have no hesitation in strongly recommending the former, for the reasons above stated, and which are fully borne out by the evidence given your Committee.

That Paspebiac Harbor, situated on the north side of Baie des Chaleurs, offers all the advantages of a first-class harbour, and is, as the evidence shows, open and approachable from the Gulf of St. Lawrence at all seasons of the year.

In examining into the merits and demerits of Paspebiac Harbour, your Committee deemed it advisable to elicit all the information possible regarding the navigation of the Gulf of St. Lawrence.

It appears from the evidence given by Col. Farijana, based upon careful hydrographical examinations, that the southern and western portions of the Gulf are perfectly navigable at all seasons of the year.

It has been shown your Committee that the Arctic ice which is carried into the Gulf through the Strait of Belle Isle, strikes the N. E. of Anticosti with a velocity of current of half a mile per hour; that the ice from the River St. Lawrence is borne upon the southern shore of the same island with a force of current of two miles per hour; and that the stronger current from the river forces the Arctic ice towards the western shore of Newfoundland, thus, leaving, as we have stated, the southern and western portions of the Gulf safe for navigation.

It has further been shown your Committee that the tidal current entering the Gulf between Cape Breton and Cape Ray, is divided by the Magdalen group, and that the wave which passes southward of the Magdalen Islands holds in check any ice which may appear north of the islands, thus keeping free from accumulations of ice that portion of the Gulf lying north of Cape Breton and south of the Magdalen Islands, and as far north as Cape Gaspé.

Your Committee have also learned from the testimony of the Honorable the Minister of Militia that sealers leave Cheticamp in the month of March, and ply their trade between that port and the Magdalen group, going as far north as it is possible for them to go, and this strongly confirms the evidence given on this point by Col. Farijana.

Assuming Quebec as an objective point, the distance between that port and Liverpool is

	Water.	Land.	Total.
<i>Via</i> Halifax	2,466 miles.	622 Miles.	3,088 miles.
<i>Via</i> Louisburg	2,270 "	790 "	3,060 "
<i>Via</i> Paspebiac	2,500 "	400 "	2,900 "

making a difference in favor of Paspebiac as compared with Halifax of 188 miles; and in favor of Paspebiac as compared with Louisburg of 160 miles.

Assuming that a steamer runs 12 miles per hour—which your Committee believes to be a fair average according to present rates of travel—the time of travel between Liverpool and Louisburg would be 16 hours less than the time between Halifax and Liverpool, and nearly 20 hours less than the time between Paspebiac and Liverpool.

Assuming that a steamer runs 16 miles per hour—which your Committee think may be regarded as a fair average of the contemplated faster system of travel—the time of travel between Louisburg and Liverpool would be 12 hours less than the time between Halifax and Liverpool, and 14 hours less than between Liverpool and Paspebiac.

Assuming land travel at the rate of 30 miles per hour—in connection with water travel of 12 miles per hour—the difference in time would be in favor of Halifax as compared with Louisburg, of 6 hours; and in favor of Paspebiac as compared with Louisburg of 13 hours; and in favor of Paspebiac as compared with Halifax of 7 hours; making a total difference on the combined land and water travel in favor of Louisburg, as compared with Halifax, of 10 hours; and in favor of Louisburg, as compared with Paspebiac, of 6 hours.

Assuming land travel at the same rate of 30 miles per hour—in connection with a water travel of 16 miles per hour—the difference in favor of Paspébiac, as compared with Halifax, would be 8 hours; and in favor of Paspébiac, as compared with Louisburg, of 13 hours; still leaving a difference in favor of Louisburg, by combined land and water travel, as compared with Paspébiac, of 1 hour.

In the above calculations, no allowance has been for delays consequent upon the crossing of the Gut of Canso.

Your Committee recommend that a survey be made between Louisburg and some point on the Intercolonial Railroad, to ascertain the practicability of building a railway between the most suitable point of said railroad and the harbor of Louisburg; at the same time, that a proper survey be made, and report be given upon the best mode to be adopted for crossing the Gut of Canso.

Your Committee also recommend that a full and complete survey be made to ascertain the practicability of building a railroad from Paspébiac to some suitable point on the Intercolonial Railway.

Your Committee have caused questions, still further bearing upon the subject of their enquiry, to be addressed to such persons as they have reason to believe are able to give such further information, as may be useful in the consideration of this important matter.

The whole respectfully submitted.

THEODORE ROBITAILLE,
President.

(A)

As requested by the Committee "on the most direct route to Europe," I beg to submit the following statement of distances, viz:

	Miles.
Montreal to Liverpool <i>via</i> Megantic and St. Andrews, N.B.	
Land, 387 miles; sea, 2,710 miles, total.....	3,097
Montreal to Liverpool <i>via</i> Megantic and St. John, N.B. Land,	
430 miles, sea, 2,710 miles, total.....	3,150
Montreal to Liverpool <i>via</i> Megantic and Halifax, N.S. Land,	
706 miles, sea, 2,450 miles, total.....	3,156

Respectfully submitted.

A. L. LIGHT.

OTTAWA, May 15th, 1874.

HOUSE OF COMMONS,

OTTAWA, CANADA, MAY 16th. 1874.

To the Committee appointed to enquire into the "Most direct route to Europe."

GENTLEMEN.—In accordance with your request that I prepare a report, or *general* observations upon the practicability of navigating the Gulf of St. Lawrence at all times; as well as upon the question of the most direct and safe route between Canada and Europe, I have the honour of submitting the following:—

1st. That from the evidence I have given before this Committee it may be deduced that there are but three harbors amongst those named before the Committee, viz: Halifax, Louisburg and Paspébiac, worthy the attention of this Committee.

I leave the harbors of St. John, New Brunswick and Passamaquaddy out of question, because I consider the navigation of the Bay of Fundy to be at all times risky, on account of the fogs and the extreme velocity of the tidal current.

Besides the harbor of St. John can only be approached by vessels of heavy draught at certain times, and conditions of the tides, and may not be considered desirable for the purposes of this Committee.

In addition to the tortuous and very difficult channel entering Passamaquaddy Bay, it is as I have shown in my evidence, in common possession of the United States and Canada, and only the former Government can be benefitted by the establishment of a harbor there, inasmuch as the only practicable plan to establish a harbor there is on the *American side*.

I also leave Whitehaven and Shippegan out of question for the reasons stated in my evidence, and I will not advert to any other harbor which has not been brought before this Committee.

These circumstances considered, each of the three harbors, to which I call your attention, Halifax, Louisburg and Paspébiac, have their advantages and disadvantages.

Each of these three harbors suffers from the disadvantages common to all harbors on the North American Atlantic Coast, that vessels starting from them to, or bound to them from Europe, are obliged to pass the banks of Newfoundland so as to shorten their route.

Heavy fogs prevail on those banks; and the Arctic ice endangers navigation there, especially during Spring.

The principal cause of the fogs which prevail on those banks, and all along the coast of Nova Scotia, is that the warm temperature of the gulf stream meets with the Arctic current and is driven thereon by southerly winds.

The frequent appearance of Arctic ice on the banks of Newfoundland and the coast of Nova Scotia, is caused by the gulf stream meeting the current from the Arctic sea, and changing the current of the Arctic waters westward.

These three disadvantages (1st) of being obliged to pass the banks of Newfoundland, and (2nd) thereby meeting with fogs, (3rd) and ice, are common to the three harbors named above.

The advantages of Halifax are that it is already established as a winter port, and there is in consequence a large shipping business carried on there.

The disadvantages under which Halifax labors as compared with Louisburg are (1st) that the distance between Liverpool and Halifax is 190 miles longer than the distance between Louisburg and Liverpool, and (2nd) the principal disadvantage is that vessels starting from, or bound to, Halifax, by the direct route would be obliged to pass north of Sable Island, which is considered a most dangerous passage, otherwise the voyage would be lengthened by about 300 miles.

1st. The approaches to Halifax harbor are not so good as those to Paspébiac, there being more natural obstructions towards Halifax than Paspébiac.

2nd. The distance by rail from Quebec to Halifax is 220 miles longer than from Quebec to Paspébiac.

1st. The advantages of Louisburg are that its geographical position, being the extreme eastern terminus of the Dominion, commend it.

2nd. It is 230 miles nearer to Europe than Paspébiac, and 196 miles nearer than Halifax by the direct route.

The disadvantages under which Louisburg labors, as compared with Halifax, are:—

1st. That it is smaller in size.

2nd. That the southern part of Louisburg Harbor requires protection from southerly winds by the construction of a breakwater.

Compared with Paspébiac, Louisburg is 390 miles longer by rail from Quebec; in addition the railway communication is broken by the Gut of Canso; and communications can only be maintained by means of ferry which in the winter season is frequently interrupted.

Considering Paspébiac, it is necessary to examine all the facts relating to the navigation of the Gulf of St. Lawrence.

1st. It appears from the facts, as well as from careful hydrographical examinations that the southern and western portions of the Gulf are perfectly navigable at all seasons.

2nd. The general suppositions as to the accumulation of ice in the Gulf are only correct so far as the north-east portion of the Gulf is concerned.

The Arctic ice, which is carried into the Gulf by the Strait of Belle Isle, strikes the north-east of Anticosti Island, with a velocity of current of one half mile per hour. The ice from the River St. Lawrence, strikes the southern shore of Anticosti with a velocity of current of two miles per hour; and the stronger current from the river forces the Arctic ice towards the western shore of Newfoundland.

The tidal current has a great influence upon the ice in the Gulf. That current entering the Gulf, between Cape Breton and Cape Ray is divided by the Magdalen group. The tidal wave which passes southward of the Magdalen Islands keeps in check any ice which may appear north of the Islands, so that the portion of the Gulf, lying north of Cape Breton and south of the Magdalen group is free from accumulated ice, as far north as Cape Gaspé.

It being established from the facts, that the Gulf of St. Lawrence is navigable at all seasons the advantages of Paspebiac are apparent.

From its geographical position it is entirely within the control of the Dominion of Canada, politically considered.

It is nearer to the great centres of the Dominion than either Halifax or Louisburg.

From a mercantile point of view it is preferable, because there is less railway travelling, and is consequently cheaper.

Although longer by sea to Liverpool than Louisburg, yet it is for all practical purposes, better, because it is nearer to Quebec by 390 miles; and for the same reason preferable to Halifax because it is nearer Quebec by 220 miles by rail in each case. This is an important point for your attention, considering not only the consignment of freight which is occupying a great deal of public attention, but passenger traffic as well. It must be remembered that during winter rail communication is very much obstructed and retarded by snow; and therefore the less railway travelling in winter the better.

The disadvantages under which Paspebiac labors are—

1st. That it requires protection from southerly winds by the construction of two breakwaters.

2nd. The sea voyage is longer than Louisburg by 230 miles, and than Halifax by 34 miles.

Distances from Liverpool to Quebec, direct line—

	Water.	Land.	Total.
<i>Via</i> Halifax . . .	2,466 miles.	622 miles.	3,088 miles;
<i>Via</i> Louisburg.	2,270 "	790 . "	3,060 "
<i>Via</i> Paspebiac.	2,500 "	400 "	2,900 "

Making a difference in favor of Paspebiac, compared with Halifax, of 188 miles; and in favor of Paspebiac, compared with Louisburg, of 160 miles.

I have assumed Quebec as the objective point, because it is the furthest inland summer port for vessels drawing 27 feet.

The short time allotted me to make a comprehensive report, prevented me going into details which might by some be thought desirable; but I trust that this report may prove useful and satisfactory.

If the Committee desire a further and detailed report, I will be prepared to furnish such at any reasonable time.

F. C. FARJANA,
Hydrographic and Civil Engineer.

Synopsis of Replies received during the Recess in answer to questions dated 21st May, 1874, issued by a Select Committee of the House of Commons appointed to enquire as to the best and most direct Route for the Conveyance of Mails and Passengers between the Dominion of Canada and Europe.

Question 1. How many vessels have you at sea frequenting the Harbor of Paspebiac or any part of the Gulf of St. Lawrence?

Answer. By *R. Robin*, Island of Jersey, England—Twenty-nine.

" " *C. Robins & Co.*, Paspebiac—Twenty-five, and sometimes more.

" " *Messrs. Robins & Co.*, Caraquet, N.B.—Fourteen.

" " *Messrs. Le Boutillier Bros.*, Paspebiac—Ten.

" " *James Alexander*, Point St. Peter—Have no vessels of my own, but ship by chartered vessels, generally on board of three.

Answer. By *Messrs. P. De Quetteville Bros.*, Island of Jersey, England—Five.

" " *Mr. E. Le Feuvre*, Island of Jersey, England—One at present on the coast of Labrador.

Answer. By *Messrs. John & Elias Collas*, Point St. Peter—We have three frequenting the harbor of Gaspé Basin.

Answer. By *Hon. John Ferguson*, Bathurst, N.B.—Have eight square rigged vessels on hand at present loading for Britain and Ireland. None of our vessels frequent the harbor of Paspebiac unless wind-bound, which seldom happens.

Question 2. Do your vessels enter and leave the Gulf of St. Lawrence by the Strait of Belle Isle or by St. Paul's?

Answer. By *R. Robin*, Jersey, England—By St. Paul's.

" " *C. Robin & Co.*, Paspebiac and Caraquet—By St. Paul's.

" " *Messrs. Le Boutillier Bros.*, Paspebiac—Both ways.

" " *Mr. James Alexander*, Point St. Peter—Generally by St. Paul's.

" " *Mr. John Le Gros*, Point St. Peter—Generally by St. Paul's.

" " *Messrs. P. De Quetteville Bros.*, Jersey, England—Enter by St. Paul's in the spring, and leave by Belle Isle in the fall.

Answer. By *Mr. E. Le Feuvre*, Jersey, England—Enter by St. Paul's and leave by Belle Isle.

Answer. By *Messrs. Alexander Rive & Co.*, Jersey, England—By St. Paul's.

" " *Messrs. John & Elias Collas*, Point St. Peter—By St. Paul's.

" " *A. Rive & Co.*, Caraquet, N.B.—By St. Paul's.

" " *Hon. John Ferguson*, Bathurst, N.B.—Nearly all by St. Paul's.

Question 3. What is the earliest date in the spring at which your vessels arrive at Paspebiac or any part of the Gulf of St. Lawrence, and the latest date in the fall at which they left the same ports for the past twenty years?

Answer. By *Mr. R. Robin*—Earliest 15th April; latest 5th December.

" " *Messrs. C. Robins & Co.*, Paspebiac—One year, middle of April; but generally last of April and beginning of May.

Answer. By *Messrs. C. Robin & Co.*, Caraquet, N.B.—Arrive about the end of April, and leave in the fall about the end of November.

Answer. By *Messrs. Le Boutillier Bros.*, Paspebiac—20th April and 10th December.

" " *Mr. James Alexander*, Point St. Peter—In the spring of 1848 the brigantine *Gaspé* arrived in Gaspé Bay on the 28th April, not having seen any ice at all, making the passage across from Jersey in 19 days. About ten years ago the brig *Jane* left Gaspé Basin Bluff on the 18th December, and went home in 18 days.

Answer. By *Mr. John Le Gros*, Point St. Peter—Vessels have arrived in April, and left as late as the 18th December. Vessels from Gaspé for Jersey leave from 1st to 5th December.

Answer. By *Messrs. P. De Quetteville Bros.*, Jersey, England—Earliest at Blanc Sablon, 29th May; latest sailing 18th November.

Answer. By *Mr. E. Le Feuvre*, Jersey, England—15th May and 15th October.

” ” *Messrs Alexander Rive & Co.*, Jersey, England—4th May and 12th December.

Answer. By *Messrs. John & Elias Collas*, Point St. Peter—Generally arrive about the 10th of May.

Answer. By *Mr. John James Fox*, Amherst Harbor, Magdalen Islands—Vessels have arrived here from Halifax and United States as early as 15th April, and left as late as the 10th December.

Answer. By *Messrs. A. Rive & Co.*, Caraquet, N.B.—Not before 1st May or after 1st December.

Answer. By *Hon. John Ferguson*, Bathurst, N.B.—Vessels arrive here from 1st to 15th May, and have left as late as 1st December.

Question 4. Have any of your vessels ever reached any of those ports in March or April, and what dates in those months?

Answer. By *Mr. R. Robin*, Jersey, England—April 15th.

” ” *Messrs. C. Robin & Co.*, Paspebiac—About the middle of April.

” ” *Messrs. C. Robins & Co.*, Caraquet, N.B.—14th April.

” ” *Messrs. Le Boutillier Bros.*, Paspebiac—Yes, in April.

” ” *Mr. John Le Gros*, Point St. Pierre—Yes; the earliest about the 10th or 15th of April, but none in March.

Answer. By *Messrs. P. De Quetteville Bros.*, Island of Jersey, England.—No.

” ” *Mr. E. Le Feuvre*—No

” ” *Messrs. Alex. Rive & Co.*—Once on the 29th April.

” ” *Messrs. John & Elias Collas*—No.

” ” *Mr. John James Fox*, Amherst Harbor—None in March; some as early as 15th April, but that rarely.

Answer. By *Messrs. Alexander Rive & Co.*, Caraquet, N.B.—None.

” ” *Hon. John Ferguson*, Bathurst, N.B.—None in March or April for the last thirty-six years.

Question 5. Have your vessels in entering and crossing the Gulf of St. Lawrence, or in entering Baie des Chaleurs, to reach Paspebiac during winter months, been much delayed by ice, snowstorms or fogs?

Answer. By *Messrs. C. Robin & Co.*, Caraquet, N.B.—Sometimes, but not often.

” ” *Mr. E. Le Feuvre*—No.

” ” *Messrs. Alexander Rive & Co.*—Never had vessels in the Gulf of St. Lawrence later than 21st December.

Answer. By *Messrs. A. Rive & Co.*—Impracticable during winter months.

” ” *Hon. John Ferguson*, Bathurst, N.B.—Occasionally vessels leaving here, if they meet with head winds, run into Paspebiac for shelter. This rarely happens.

Question 6. Have your vessels, or any of them, suffered from ice in the Gulf, and to what extent?

Answer. By *Mr. R. Robin*—None have suffered.

” ” *Messrs. C. Robin & Co.*, Paspebiac—None have suffered by ice in the Gulf.

Answer. By *Messrs. C. Robin & Co.*, Caraquet, N.B.—None.

” ” *Messrs. Le Boutillier Bros.*—Yes; in the Straits of Belle Isle; parting chains and other small damages.

Answer. By *Messrs. P. De Quetteville Bros.*—No; except detention of 8 or 10 days in the beginning of June off Blanc Sablons.

Answer. By *Mr. E. Le Feuvre*—No.

” ” *Messrs. Alex. Rive & Co.*—Vessels never suffered from ice in the Gulf.

” ” *Messrs. John & Elias Collas*—One had several timbers broken by the ice in the Gulf, in May, 1872.

Answer. By *Mr. John J. Fox*, Amherst Harbor, M. I.—Vessels belonging to this port frequently suffer from the ice in April and May, and are frequently cut through and lost.

Answer. By *Hon. John Ferguson*—None of them ever suffered from ice to any serious extent.

Question 7. Have you lost any vessel from ice in the Gulf?

Answer. By *Mr. R. Robin*—No.

” ” *Messrs. C. Robin & Co.*, Paspébiac—None.

” ” *Messrs. C. Robin & Co.*, Caraquet—No.

” ” *Messrs. Le Boutillier, Bros*—No.

” ” *Mr. James Alexander*—None.

” ” *Mr. John Le Gros*—No.

” ” *Messrs. P. De Quetteville, Bros*—None.

” ” *Mr. E. Le Feuvre*—No.

” ” *Messrs. Alexander Rive, & Co*—None.

” ” *Messrs. John & Elias Collas*—No.

” ” *Mr. John J. Fox*—One fine schooner was crushed to pieces in the ice this 20th April, off Cape Ray.

Answer. By *Hon. John Ferguson*—Have never lost a vessel through injuries from ice.

Question 8. What is the state of the thermometer in the winter months at any part of the Gulf?

Answer. By *Mr. R. Robin*—At Paspébiac thermometer about 20° Fahrenheit, sometimes, but seldom, below zero.

Answer. By *Messrs. C. Robin & Co.*, Paspébiac—Should say 20° below zero, coldest time.

Answer. By *Messrs. C. Robins & Co.*, Caraquet—Variable; averages from 20° above to zero, some days colder.

Answer. By *Messrs. Le Boutillier, Bros.*, Paspébiac—Here it varies from freezing to 15 or 20 degrees below zero.

Answer. By *Messrs. P. De Quetteville, Bros*—At Blome Sablons thermometer averages in December 7° above zero, January 2° above zero, February 2½° above zero, March 6° above zero, April 7° above zero, May 8° degrees above zero.

Answer. By *Mr E Le Feuvre*—20° Fahrenheit.

” ” *Messrs. Alex. Rive & Co*—20° Fahrenheit.

” ” *Messrs. John & Elias Collas*—30° below zero is the coldest day we have seen.

Answer. By *Mr. John J. Fox*—At Magdalen Islands, from December to April, from freezing point to zero; this year 15° below zero.

Answer. By *Hon. John Ferguson*—Mean rate thermometer, December, 1873, 16° 49'; January, 1874, 14° 77'; February, 1874, 14° 05''.

Question 9. What is the general state of the weather in the Gulf, especially during the winter and the spring months?

Answer. By *Mr. R. Robins*—Weather pretty clear.

” ” *Messrs. C. Robins & Co.*, Paspébiac—Variable as in other parts.

” ” *Messrs. C. Robins & Co.*, Caraquet, N. B.—At times mild and at others boisterous; generally clear.

Answer. By *Messrs. Le Boutillier Bros.*, Paspebiac—Clear and cold; seldom foggy.

„ „ *Mr. James Alexander*, Point St. Peter—Cold and clear weather during months of January and February; coming on spring the fogs are more frequent and the cold decreases. Easterly winds generally bring on fogs at any time of the year.

Answer. By *Mr. John Le Gros*, Point St. Peter—In the months of December, January and February generally cold and clear weather, except with easterly winds which are mostly attended with snow in winter, and fogs in the spring; but fogs are not so common in winter as in summer or spring.

Answer. By *Mr. John Fontana*, Amherst Harbor, M. I.—Very cold; frequent gales of wind with snow storms, especially during the months of February and March, and sometimes in April; when the winds keep from the N. E., the Gulf is generally full of ice and no water can be seen.

Answer. By *Messrs P. De Quetteville Bros.*—December, January and February strong winds and snow; March, April and May generally fine and mild.

Answer. By *Mr. E. Le Feuvre*—Variable.

„ „ *Messrs. Alexander Rive & Co.*—Variable.

„ „ *Messrs John & Elias Collas*—Snow storms, rain and cold in winter, and rain and fog in the spring.

Answer. By *Mr. John J. Fox*, Amherst Harbor—From the month of December until April snow, frost, fog and strong gales prevail. The Gulf about here is generally full of ice during March and April, and sometimes for weeks no water can be seen in any direction from the Magdalen Islands.

Answer. By *Messrs. A. Rive & Co.*, Caraquet, N. B.—Some winters moderate and mild and other winters cold and stormy.

Answer. By *Hon. John Ferguson*, Bathurst, N. B.—After the winter fairly sets in the Bay is filled with floating ice pretty tightly packed on this, the south side, owing to the prevalence of N. W. winds. I believe there is more open water on the north side than there is here. Of course we have a good many snow storms during the winter, principally from the N. E. and S. E. Spring generally cold and raw, owing to prevalence of easterly winds from the Gulf.

STATEMENT of Payments to the Judges of the Province of Quebec on account of Travelling Expenses, from 1st July, 1867 to 30th June, 1874.

Folio.	Recapitulation.	Amounts.
		\$ cts.
2, 3	Judge Badgley	2,950 00
4	do Gauthier	2,304 00
5, 6, 7	do Loranger	7,020 00
8, 9	do Winter	3,294 00
9, 10, 11	do Johnson	5,612 00
12, 13	do Duval	2,600 00
13, 14	do Drummond	2,300 00
15	do Mondelet	900 00
15, 16, 17	do Polette	3,466 00
18, 19	do LaFontaine	3,834 00
20	do Meredith	532 34
21	do Berthelot	2,100 00
22	do Short	816 00
23	do Tessier	132 00
23	do Ruthier	346 00
23	do Chagnon	156 00
24	do McCord	114 00
24	do Bellanger	60 00
24, 25	do Monk	3,614 00
26, 27, 28	do Sicotte	5,688 00
29	do Caron	2,800 00
30	do Torrance	478 00
31	do Aylwin	200 00
31	do Roy	1,362 00
32	do Drolet	32 00
32	do McKay	426 00
33, 34, 35	do Taschereau (H. E.)	4,670 00
35	do do (T. J.)	832 00
36	do Stuart	1,236 00
37	do Beaudry	986 00
38	do Sanborne	550 00
39	do McGuire	1,524 00
40	do Dunkin	2,630 00
41, 42	do Ramsay	3,296 00
43	do Casault	3,698 00
44, 45	do Bossé	32 82
	Total	\$75,840 34

JUSTICE BADGLEY.

Warrants.		Date.	No.	Claims,—Particulars.	Amounts.	Totals.	
Date.	No.					Amount of Warrant.	Amounts as per Yearly Statement.
1867.							
July 8	262	1867.		Attending Queen's Bench (Appeal Side), Quebec.	\$ cts.	\$ cts.	
August 19	514	September		do	100 00	100 00	
October 3	1,211	July		do	50 00	50 00	
		September		do	100 00	100 00	
1868.							
January 7	2,791	1867.		do	100 00	100 00	
		December 23		do	100 00	100 00	
1868.							
January 23	3,248	1868.		Criminal Term, St. Scholastique.	100 00	100 00	
April 3	3,703	January 15		do	100 00	100 00	
June 27	4,685	March 24		Court of Appeal, Quebec.	100 00	100 00	
		June 23		do	100 00	100 00	
1868.							650 00
July 10	58	1868.		do	100 00	100 00	
October 3	702	July 2		Criminal Term, St. Scholastique.	100 00	100 00	
		September 23		do	100 00	100 00	
1869.							
January 18	1,587	1868.		do	100 00	100 00	
		December 21		do	100 00	100 00	
1869.							
April 6	2,373	1869.		do	100 00	100 00	
		March 22		do	100 00	100 00	
1870.							
July 20	144	1869.		Court of Queen's Bench, Quebec	100 00	100 00	
September 28	887	July 9		do	100 00	100 00	
		September 24		do	100 00	100 00	
1870.							
January 10	2,183	1869.		do	100 00	100 00	
		December 22		do	100 00	100 00	
1870.							
April 8	3,049	1870.		do	100 00	100 00	
		March 29		do	100 00	100 00	
1870.							
July 18	206	1870.		do	100 00	100 00	
September 27	984	June		do	100 00	100 00	
December 30	2,192	September		do	100 00	100 00	
		December		do	100 00	100 00	
							400 00

1871. March 30	3,156	1871. March	do	100 00	100 00	500 00
June 24	4,242	June	do	100 00	100 00	
1871. September 27	983	1871. September	do	100 00	100 00	400 00
December 14	2,053	December	do	100 00	100 00	
1872. March 16	3,184	1872. March	do	100 00	100 00	400 00
June 15	4,353	June	do	100 00	100 00	
1872. September 17	982	1872. September	do	100 00	100 00	200 00
December 13	2,386	December	do	100 00	100 00	
1873. March 15	3,569	1873. March	do	100 00	100 00	400 00
June 17	4,792	June	do	100 00	100 00	
1873. September 15 .....	.....	1873. September	do	100 00	100 00	200 00
December 17 .....	.....	December	do	100 00	100 00	
			Total			\$2,950 00

JUSTICE GAUTHIER.

Warrants.		No.	Date.	Claims.—Particulars.	Amounts.	Totals.	
Date.	Amount of Warrant.					Amount as per yearly Statement.	
1867.							
July 19.....	367	1867.	July	Attending Supr. Court at Kamouraska, and Revision Court, Quebec, 4 days.	\$ cts.	\$ cts.	
October 31.....	2,064		October	Circuit Court at Kamouraska and Isle Verte, 30 days.	24 00	24 00	
December 24.....	2,683		December	do do 9 days.	180 00	180 00	
do	2,446		November	do do St. Jean and Port Joly, 5 days.	54 00	54 00	
1868.					30 00	30 00	
February 12.....	3,340	1868.	February	Superior Court, St. Joseph, 5 days, and Court Q. B., Rimouski	132 00	132 00	
April 3.....	3,686		March	do and Circuit Courts at Rimouski, Isle Verte, &c., 32 days	192 00	192 00	
April 17.....	4,036		April	Circuit Court, Isle Verte, 9 days.	54 00	54 00	
June 6.....	4,415		March	Superior Court, Kamouraska, 15 days.	90 00	90 00	
1868.							756 00
July 9.....	35	1868.	May and June	Supr. and Circuit Courts at Matanee, Rimouski and Isle Verte,			
September 17.....	376		September	31 days.	186 00	186 00	
November 2.....	1,124		Sept. and Oct	Courts at Rimouski, St. Joseph, 11 days.	66 00	66 00	
December 23.....	1,461		December	Courts at Kamouraska and Rimouski, 24 days.	216 00	216 00	
1869.					144 00	144 00	
March 19.....	2,191	1869.	February	Superior and Circuit Courts at Kamouraska, 13 days	78 00	78 00	
April 12.....	2,563		April	do do at Rimouski, Matanee and Isle Verte,	186 00	186 00	
June 4.....	3,032		March	do do do at Kamouraska, &c., 22 days.	132 00	132 00	
1869.							1,008 00
July 8.....	66	1869.	May and June	Superior and Circuit Courts at Rimouski, 30 days	180 00	180 00	
November 11.....	1,431		Sept. and Oct...	do do do at Matanee, Rimouski and Isle Verte,	180 00	180 00	
1870.							
May 28.....	3,600	1870.	Feb. to March..	do do do do 30 days.	180 00	180 00	
				Total.....			\$2,304 00

JUSTICE LORANGER.

1867 September 5 ..	963	1867 July 1 to 12..... " 13 to 15..... " 24 to 26.....	Attending Superior and Circuit Courts, Arthabaska and Inverness, 12 days. do do do and Joliette 3 " do do (Adjourned Term), St. Francis 3 "	72 00 18 00 18 00	108 00	
October 1.....	1,448	September 1 to 10 " 12 to 20	Court of Appeals, Montreal (Term)..... do do Quebec do	100 00 100 00	200 00	
December 7....	2,531	" 21 to 24 " 25 to 29 October	do of Revision, Montreal..... 4 days. do (Circuit) L'Assomption	24 00 30 00 18 00		
		" 5 to 23 " 24 to 30 November 2 to 4	do of Revision, Montreal..... 3 " do Superior, Joliette..... 19 " do do Circuit, Berthier..... 5 " do do St. Francis.....	114 00 30 00 18 00	234 00	
1868. January 2	3,017	January.....	Court of Appeals, Montreal (Term)..... do do Quebec do	100 00 100 00	200 00	
March 11.....	3,568	" 20 to 24. " 26 to 29. February..... " 5 to 8. " 9 to 22. " 23 to 25. " 26..... " 27 to 29.	Circuit Court, Berthier..... 5 days. do do L'Assomption	30 00 24 00 30 00 24 00 84 00 18 00 6 00 18 00		
	3,687	March 12 to 19..	Special Term Circuit Court, Berthier..... 4 " do Superior and Circuit Courts, Joliette..... 14 " do do do Berthier..... 3 " do do St. Francis..... 1 " do do Court of Appeals, Montreal..... 3 "		234 00	
1868. July 16.....	127	June..... March..... June..... May 20 to 23 .. " 24 to 29..... June 10 to 11.. " 21 to July 10	do do do (Term)..... do do do (Term)..... do do Ottawa do	100 00 100 00 100 00 18 00 36 00 12 00 120 00	100 00	1,076 00
October 1.....	842	September.....	Court of Appeals, Montreal..... do do Quebec	100 00 100 00	486 00	
December 16....	1,460	December 16..... September 16 to 12 " 21 to 26 " 29..... October 11 to 24..	do at Joliette on Ministerial business..... 3 days do Circuit Court, Joliette..... 2 " do do Berthier..... 6 " do do (Rendering Judgments)..... 1 " do Superior and Circuit Courts, Joliette..... 14 "	18 00 12 00 36 00 6 00 84 00	200 00	

JUSTICE LORANGER.—Continued.

Warrants.		Date.	No.	Date.	Claims.—Particulars.	Amounts	Totals.	
Date.	No.						Amount of Warrant.	Amount as per Yearly Statement.
1868.		1868.				\$ cts.	\$ cts.	
		October 25 to 29.		Attending	Circuit Court, L'Assomption	30 00		
		November 1 to 3		do	do St. Julienne	18 00		
		" 4 to 7		do	do	18 00		
		" 15 to 21		do	do Joliette	42 00	264 00	
		December		do	Court of Queen's Bench, Montreal (Term)	100 00		
				do	do do Quebec	100 00	200 00	
1869.		1869.		do	Queen's Bench, Superior and Circuit Courts, Berthier, L'Assomption, and Joliette	234 00	234 00	1,384 00
March 8	2,221	January 20 to March 1						
1869.		1869.		do	Circuit Court, Berthier and L'Assomption	40 00		
October 1	904	May to Sept.		do	do and Superior Courts, Joliette	78 00		
		June		do	Superior and Criminal Courts, do	42 00		
		July		do	do (Adjourned Term) Joliette and Berthier	48 00		
		September		do	do		216 00	
1870.		1869-1870.		Holding Courts at Berthier and Joliette				
January 10	2,177	October 8 to 23.		do	L'Assomption	96 00		
		" 25 to 28.		do	do St. Julienne and St. Francis	24 00		
		November 1 to 6		do	Joliette	36 00		
		14 to 20		do	Queen's Bench, Montreal, and 6 days Quebec	42 00		
		March 1 to 15		do	do Montreal (Term)	136 00		
		May		do	do do	100 00		
		June		do	do Quebec	100 00		
		"		do	do Montreal	100 00		
		September		do	do Quebec	100 00		
		"		do	do Montreal	100 00		
		December		do	do	100 00	934 00	1,150 00
1870.		1870.		do	Circuit Courts, Berthier, L'Assomption, &c.	210 00		
July 4	53	January and February		do	Queen's Bench, Montreal	100 00		
		March		do	do Quebec	100 00		

August 2.	1871.	349	June	do	do	Montreal	100 00	610 00	100 00	
			"	do	do	Quebec	100 00			
December 30.	1871.	2,189	September	do	do	Court of Review, Quebec	24 00			
			May 3 to 6,	do	do	Circuit Court, Berthier and L'Assomption	60 00			
			" 20 to 31,	do	do	do	12 00			
			June 10 to 11,	do	do	do	126 00			
			July 2 to 4,	do	do	do and Criminal, Joliette		222 00		
			September	do	do	Court of Appeals, Montreal	100 00			
			" 21 to 27	do	do	do	100 00			
			October 8,	do	do	(Rendering Judgments)	30 00			
			" 9 to Nov. 7	do	do	Joliette, L'Assomption, St. Julien	6 00			
			November 14 to 18	do	do	do (Criminal Term)	168 00			
			December	do	do	Court of Appeals, Montreal	30 00			
			Jan. 20 to Feb. 28	do	do	Superior and Circuit Courts, Joliette, Berthier, L'Assomption, 34 days	100 00			
March 17	1871.	3,049	1871.	do	do	Court Queen's Bench, Montreal (Term)	204 00	204 00	1,570 00	
July 5	1871.	26	March	do	do	do	100 00	100 00	100 00	
October 4	1872.	1,338	May and July	do	do	Superior and Circuit Courts, Berthier, St. Francis, Joliette, &c.	210 00			
			July	do	do	Queen's Bench, Joliette (Term)	100 00	310 00		
December 9	1873.	2,264	Sept. to Nov.	do	do	Courts, Berthier, Joliette, L'Assomption, and St. Julienne	192 00			
			November	do	do	Queen's Bench, Joliette	100 00	292 00		
March 18	1873.	3,592	1872-73.	do	do	Circuit Courts, L'Assomption, Berthier, St. Julienne	168 00			
			December	do	do	Superior Court, Joliette	48 00	216 00		
			February	do	do	do				
July 18	1873.	266	March to June	do	do	Courts, Berthier, L'Assomption, Three Rivers, St. Thomas, 57 days	342 00		818 00	
			1873-4.	do	do	Court Queen's Bench, Joliette	100 00	442 00		
April 17	1874.	3,668	Sept. to Feb.	do	do	(Superior) Joliette, Berthier, St. Francis	180 00			
			March	do	do	Queen's Bench, Montreal	100 00	180 00		
			"	do	do	do	100 00			
			"	do	do	do	100 00			
			"	do	do	do		300 00		
			"	do	do	do			922 00	
				Total						\$7,020 00

JUSTICE WINTER.

Warrants.		Date.	Claims.—Particulars.	Amounts.	Totals.	
Date.	No.				Amount of per Yearly Warrants.	Amount as per Yearly Statements.
1867.		1867.			\$ cts.	\$ cts.
September 10.....	894	July 24 to Aug. 18	Gaspé, 24 days.....		144 00	
October 15.....	1,573	do	Carleton and Magdalen Islands, 18 days.....		108 00	
1868.		1867.				
January 16.....	3,146	do	Carleton (Circuit), 6 days.....		36 00	
April 17.....	3,764	do	Gaspé Basin and Percé, 25 days.....		150 00	438 00
1868.		1867-68.				
July 9.....	34	do	Carleton, Bonaventure County, 6 days.....		24 00	
September 18.....	624	do	Percé, Gaspé County, 14 days.....		84 00	
November 6.....	1,178	do	Magdalen Islands and Gaspé Basin, 42 days.....		252 00	
1869.		do	Percé, Gaspé County, 13 days.....		78 00	
January 20.....	2,671	do	Gaspé and Percé, 22 days.....		132 00	
April 17.....	3,291	do	Magdalen Islands and Gaspé Basin, 29 days.....		174 00	744 00
June 24.....		do				
1869.		1869.				
September 13.....	764	do	Fox River and Percé, 26 days.....		150 00	
1870.		do	Gaspé Basin and Percé, 24 days.....		144 00	291 00
January 24.....	2,313	do				
1870.		do	Magdalen Islands, 23 days.....		138 00	138 00
July 7.....	95	do				
1871.		do	Holding Court.....		624 00	624 00
October 11.....	1,294	do				
1872.		1871-72.				
August 9.....	458	do	Percé and Gaspé Basin, 43 days.....		258 00	
October 19.....	1,599	do	Fox River, Percé and Magdalen Islands, 50 days.....		300 00	

1873. January 26.	2,870	1873-72. October	do	Gaspé Basin and Percé, 21 days	126 00	798 00
June 26	4,886	May and June ..	do	Magdalen Islands	114 00	
1873. September 9	884	1873. July and Aug ..	do	Fox River and Percé, 22 days.	132 00	
1874. January 9	2,740	Oct. and Dec	do	Gaspé Basin and Percé, 21 days	126 00	258 00
			Total			\$3,254 00

JUSTICE JOHNSON.

1867. September 18	1,097	1867. September	Attending Queen's Bench, Montreal	100 00	
October 9	1,560	Sept. 13 to 28 ..	Circuit Courts, Huntington, Waterloo and Knowlton, 16 days.	96 00	
November 5	2,069	October 1 to 28 ..	do do Queen's Bench, Bedford and Sweetsburgh, 28 days.	168 00	
December 16	2,641	December 10	Queen's Bench, Montreal.	100 00	
December 31	2,447	November 1 to 5 ..	Circuit Court, St. Martins 5 days	30 00	
		do 6 to 12	do do Beauharnois, 7 days	42 00	
		do 13 to 19	Superior Court, do	42 00	
		do 20 to 25	Queen's Bench, Beauharnois, 7 days.	36 00	150 00
February 6	3,323	January 13 to 17 ..	Circuit Court, Huntington, 5 days.	30 00	
		do 18 to 24	do do Waterloo, 7 days.	42 00	
		do 25 to 29	do do Knowlton, 5 days.	30 00	102 00
March 2	3,483	February 1 to 5 ..	do do Sweetsburgh, 6 days.	36 00	
		do 6 to 12	do do Bedford, 7 days	42 00	
		do 13 to 19	Superior Court, Sweetsburgh, 7 days.	42 00	
		do 20 to 25	Queen's Bench, do 6 days.	36 00	156 00
March 16	3,615	March	Court of Appeals, Montreal, Term.		100 00
March 31	3,685	do 11 to 19	Superior Court, Beauharnois, 9 days	54 00	
		do 20 to 23	Queen's Bench, do 4 days.	24 00	78 00
6	4,233	April 13 to 19 ..	Circuit Court, Huntington, 5 days.	30 00	
		do 20 to 24	do do Waterloo, 7 days.	42 00	
		do 25 to 29	do do Knowlton, 5 days.	30 00	102 00

JUSTICE JOHNSON—Continued.

Warrants		Date.	Date.	Claims.—Particulars.	Amounts.	Totals.	
Date.	No.					Amount of Warrants.	Amount as per Yearly Statement.
1868.						\$ cts.	\$ cts.
May 27.....	4,411	May 1 to 5..... do 6 to 11..... do 12 to 20.....	1868.	Attending Circuit Court, Bedford, 5 days..... do Sweetsburgh, 6 days..... do Superior Court, do 9 days.....	30 00 36 00 54 00	120 00	
	4,700	June 1 to 9..... do 9 to 22..... do 13 to 20.....		Queen's Bench, Montreal..... Circuit Court, Beauharnois, 4 days..... do Superior Court, do 8 days.....	100 00 24 00 48 00	172 00	1,444 00
1868.							
August 17.....	361	June 26 to 30.....		Division and Circuit Courts, Sweetsburgh, 5 days.....	30 00	30 00	
September 17.....	607	September 1 to 9.....		Court of Queen's Bench, Montreal.....	100 00	100 00	
September 28.....	690	September.....		do do Quebec.....	100 00	100 00	
November 4.....	1,155	do 19 to 25..... do 26 to 30..... October 1 to 28.....		Circuit Court, Waterloo, 7 days..... do do Brome, 5 days..... do Bedford and Brome, and Queen's Bench and Superior Courts, Brome and Sweetsburgh, 28 days.....	42 00 30 00 168 00	240 00	
December 2.....	1,374	Oct. 31 to Nov 4..... November 6 to 12..... do 13 to 19..... do 12 to 26.....		Circuit Court, St. Martins, 4 days..... do do Beauharnois, 7 days..... Superior Court, do..... Queen's Bench, do.....	30 00 42 00 42 60 42 00	156 00	
December 23.....	1,572	December.....		do do Montreal, Term..... do do Quebec.....	100 00 100 00	200 00	
1869.							
February 9.....	2,028	January 13 to 30.....	1869.	Circuit Courts, Huntingdon, Waterloo and Knowlton, 18 days.....	108 00	108 00	
March 9.....	2,221	February 1 to 27.....		Queen's Bench, Circuit and Superior Courts, Bedford and Sweetsburgh, 27 days.....	162 00	162 00	
April 5.....	2,537	March 1 to 9..... do 10 to 30.....		Court of Appeals, Montreal..... Queen's Bench and Superior Courts, Beauharnois, 21 days.....	100 00 126 00	226 00	

Date	Amount	Period	Description	Days	Number of Cases	Amount	Total
May 8	2,842	April 13 to 30	Circuit Court, Huntingdon, Waterloo and Knowlton	18 days	106 00		
June 5	3,130	May 30 to 20	Superior and Circuit Courts, Sweetsburgh and Bedford	21 days	126 00		
June 23	3,308	June	Court of Queen's Bench, Montreal		100 00		
do		do	Court of Appeals, Quebec		100 00		
do	3,308	do 15 to 20	Circuit Court, Beauharnois	12 days	72 00		1,828 00
1869.							
October 15	1,155	August	Special Court, Beauharnois	8 days	48 00		
do		Sept. 13 to 29	Circuit Court, Huntingdon, Waterloo and Knowlton	17 days	102 00		
do		do	Court of Appeals, Montreal, Terni		100 00		
November 4	1,375	October 1 to 29	Circuit and Queen's Bench Courts, Bekford and Nelsonville	27 d's	250 00		
December 20	1,920	December	Queen's Appeals, Montreal		162 00		
November 30	1,712	November 1 to 25	Queen's Bench and Superior Courts, Beauharnois and St.	21 days	126 00		
1870.							
February 10	2,451	1869-70	Queen's Bench, Appeals		100 00		
do		December	Courts (Circuit), Brome, Waterloo and Huntingdon	18 days	108 00		
do		January 13 to 30	do				
March 8	2,653	February 1 to 28	do				
April 30	3,311	March 1 to 24	do				
May 4	3,356	April 13 to 28	Queen's Bench, Montreal		90 00		
do		do	do		100 00		
May 4	3,356	April 13 to 28	Courts (Circuit), Knowlton, Waterloo and Huntingdon		190 00		
June 25	3,892	June	Queen's Bench, Montreal		90 00		
do		June 10 to 19	Courts (Circuit), Beauharnois	10 days	60 00		
do		April and May	do		186 00		
do		do	do				
1870.							
September 14	841	1870	Courts (Bankruptcy), Sweetsburgh	4 days	24 00		1,640 00
do		July 11 to 14	Court of Appeals, Montreal		100 00		
do		September	do				
1872.							
October 4	1,336	1873.	Criminal Court, Drummondville, Richmond and Danville		124 00		124 00
December 7	2,258	September	Courts, Sherbrooke				
1873.							
January 14	2,847	January	do		100 00		250 00
do		do	do				
1873.							
July 17	251	1873.	Queen's Bench, St. Scholastique		100 00		
October 23	1,613	July	Superior and Circuit Court, St. Jerome and St. Scholastique		126 00		
do		October	do				
1874.							
January 31	3,018	January	Queen's Bench, St. Scholastique		100 00		326 00
do		do	do				
					Total		85,612 00

JUSTICE DUVAL.

Warrants.		Date.	Claims.—Particulars.	Amounts.	Totals.	
Date.	No.				Amount of Warrants.	Amount as per yearly Statement.
1867.						
September 30	1,190	1867.	Attending Court of Appeals, Montreal	100 00		
December 16	2,640	do	do	100 00		
1868.						
March 18	3,630	1868.	do	100 00		
June 18	4,614	do	do	100 00		400 00
1868.						
September 23	670	1868.	do	100 00		
December 18	1,462	do	do	100 00		
1868.						
March 24	2,337	1869.	do	100 00		
June 14	3,162	do	do	100 00		
June 29	3,312	do	do	100 00		500 00
1869.						
September 24	853	1869.	do	100 00		
1870.						
March 21	2,793	1870.	do	100 00		
June 9	3,756	do	do	100 00		300 00
1870.						
July 4	52	1870.	do	100 00		
September 27	980	do	do	100 00		
December 30	2,188	do	do	100 00		
1871.						
March 30	3,157	1871.	do	100 00		
June 26	4,239	do	do	100 00		500 00
1871.						
September 23	956	1871.	do	100 00		

1872	1872				
January 4	2,418	December	do	100 00	
February 2	2,724	January	do	100 00	
April 8	3,501	March	do	100 00	400 00
1872					
September 28	1,236	September	do	100 00	
December 26	2,538	December	do	100 00	
1873.					
March 23	3,693	March	do	100 00	
1873.					
July 10	149	June	do	100 00	
October 4	1,294	September	do	100 00	
Total.....					\$2,600 00

JUSTICE DRUMMOND.

1867.	1867.	Attending Queen's Bench, Québec	\$	cts.	\$	cts.
September 27	1,194	September	do	100 00	100 00	
December 24	2,711	December	do	100 00	100 00	
1868						
March 23	3,664	March	do	100 00	100 00	
June 19	4,627	June	do	100 00	100 00	400 0
1868.						
October 7	898	October	do	100 00	100 00	
1869.						
June 19	3,264	June	do	100 00	100 00	200 00
1869.						
September 23	852	September	do	100 00	100 00	
1870.						
January 10	2,182	December	do	100 00	100 00	
March 26	2,839	March	do	100 00	100 00	
June 27	3,897	June	do	100 00	100 00	400 00

JUSTICE DRUMMOND—Continued.

Warrants.		Date.	Date.	Claims—Particulars.	Amounts.	Totals.	
Date.	No.					Amount of Warrants.	Amount as per yearly Statement.
1870. September..... December.....	944 2,091	1870. September..... December.....	Attending Queen's Bench, Quebec do		\$ cts. 100 00 100 00	\$ cts. 100 00 100 00	
1871. March..... June.....	3,283 4,241	1871. March..... June.....	do do do		100 00 100 00	400 00	
1871. October 2..... December 14.....	1,037 2,064	1871. September..... December.....	do do		100 00 100 00		
1872. March 12..... June 13.....	3,100 4,309	1872. March..... June.....	do do		100 00 100 00	400 00	
1872. September 19... December 12..	1,014 2,351	1872. September..... December.....	do do		100 00 100 00		
1873. March 15..... June 18.....	3,568 4,818	1873. March..... June.....	do do		100 00 100 00	400 00	
1873. September 24...	1,130	1873. September.....	do		100 00	100 00	
			Total.....			\$2,300 00	

JUSTICE POLETTE—Continued.

Warrants.		Date.	No.	Date.	Claims.—Particulars.	Amounts.	Totals.	
Date.	No.						Amount of Warrants.	Amount as per yearly Statement.
1869.						\$ cts.	\$ cts.	
April 2	2,497	1869.		Jan. 25 to 26, 1869. February 6 to 26	Attending Circuit and Superior Courts, Rivière du Loup, 2 days do St. Christophé, 21 days	12 00 126 00	138 00	408 00
July 9	19	1869.		May 6 to 20 May June	do St. Christophé (Arthabaska) 18 days. do Rivière du Loup, 2 days. do Queen's Bench, Montreal, 6 days.	108 00 12 00 36 00	156 00	
October 12	1,117			August Sept. 27 and 28.	do do Arthabaska and Montreal, 6 days do Circuit Courts, Rivière du Loup, 2 days.	36 00 12 00	48 00	
January 10	2,180	1870.		October 21 December	do do &c., Arthabaska, 21 days do Queen's Bench (Term)	126 00 100 00	226 00	
April 19	3,175			1870. January February March	do Circuit Courts, Rivière du Loup, 2 days. do do Arthabaska, 24 days do do Conferring with Judges, Montreal, 5 days.	12 00 144 00 30 00	186 00	
June 27	3,895			May June	do do Arthabaska and Rivière du Loup, 16 days do Court of Appeals, Montreal, 7 days.	96 00 42 00	138 00	754 00
October 5	1,888	1870.		September	do Circuit Court, Arthabaska, 2 days do Queen's Bench, Montreal, 3 days.	12 00 18 00	30 00	
December 30	2,194			October November December	do Circuit and Superior Courts, Arthabaska, 16 days do Circuit Court, Rivière du Loup, 2 days. do Queen's Bench (Appeal side) Montreal. do do Arthabaska, 2 days	96 00 12 00 100 00 12 00	220 00	
April 13, 1871.	3,417	1871.		February	do Superior and Circuit Courts, Arthabaska, 18 days.	108 00	108 00	368 00

1871. January 1	2,763	1871. January	Holding Circuit Court, Papineauville, Lachute and Buckingham, 15 days.	90 00	564 00
February 18	3,156	March	do do Portage du Fort and Chapeau, 15 days.	90 00	
March 30	4,093	May	do do Papineauville, Buckingham and Lachute, 23 days.	138 00	
June 13					
1871. July 14	143	1871. June	do do Portage du Fort and Chapeau, 11 days.	66 00	558 00
October 15	1,198	September	do do Lachute and Buckingham, 16 days.	96 00	
November 17	1,731	October	do do Chapeau and Portage du Fort, 13 days.	78 00	
1872. February 1	2,714	1872. January	do do Papineauville, Lachute and Buckingham, 15 days.	90 00	564 00
April 2	3,412	March	do do Portage du Fort and Chapeau, 14 days.	84 00	
June 19	4,419	May	do do Papineauville, Buckingham and Lachute, 24 days.	144 00	
1872. July 16	145	1872. June	do do Portage du Fort and Chapeau, 10 days.	60 00	558 00
December 31	2,680	October	do do do do 12 days.	72 00	
1873. January 30	3,036	1873. September	do do Papineauville and Lachute, 37 days.	222 00	666 00
February 10	3,165	January	do do Papineauville, Buckingham and Lachute, 16 days.	96 00	
March 24	3,644	March	do do Portage du Fort and Chapeau, 14 days.	84 00	
June 18	4,817	May	do do Papineauville, Buckingham and Lachute, 22 days.	132 00	
1873. October 23	1,615	1873. October	do do Papineauville, Buckingham and Lachute, 24 days.	144 00	408 00
November 26	2,190	November	do do Chapeau and Portage du Fort, 14 days.	84 00	
1874. February 2	3,029	1874. January	do do Papineauville, Lachute and Buckingham, 16 days.	96 00	408 00
March 23	3,565	March	do do Portage du Fort and Chapeau, 14 days.	84 00	
					\$3,834 00
			Total		

JUSTICE BERTHELOT.

						\$ cts.	\$ cts.
1867. October 29	1,939	1867. October	Holding Circuit and Superior Courts, Vaudreuil and Coteau Landing, St. Jerome, and Scholastique, 22 days.....	.....	.....	132 00	
1868. February 29	3,467	1868. February	do do 19 days .....	.....	.....	114 00	
May 28	4,423	May	do do 19 days .....	.....	.....	114 00	360 00
1868. October 30	1,080	1868. October	do do 19 days.....	.....	.....	120 00	
1869. February 23	2,150	1869. February	Holding Criminal Courts, Terrebonne District, 24 days.....	.....	.....	144 00	
June 15	3,173	March	Holding Circuit and Superior Courts, St. Scholastique and St. Jerome, 18 days.....	.....	.....	108 00	
1869. July 17	134	1869. July	do do Vaudreuil and Soulanges, 6 days.....	.....	.....	36 00	
October 25	1,286	October	do do St. Jerome and St. Scholastique, 18 days.....	.....	.....	168 00	
1870. March 8	2,651	1870. February	do do do do do do	.....	.....	108 00	
May 17	3,592	October	do do Terrebonne and Two Mountains, 18 days.....	.....	.....	108 00	
1870. October 26	1,434	1870. October	do do Terrebonne, St. Jerome and St. Scholastique, 16 days.....	.....	.....	96 00	
February 28	2,857	February	do do do do do do	.....	.....	168 00	
May 26	3,871	May	do do do do 17 days.....	.....	.....	102 00	
June 24	4,243	June	do do Court of Appeal, Quebec, 5 days.....	.....	.....	30 00	
1871. November 14	1,700	1871. October	do do St. Jerome and Scholastique, and Court of Appeal, Montreal, 24 days.....	.....	.....	144 00	
1872. February 22	2,909	1872. February	do do do do 17 days.....	.....	.....	102 00	
May 25	4,069	March	do do do do 18 days.....	.....	.....	108 00	
1872. July 16	146	1872. July	do do Joliette and Vaudreuil Circuit, 3 days.....	.....	.....	18 00	
October 30	1,753	October	do do St. Jerome and St. Scholastique, 18 days.....	.....	.....	108 00	
1874. March 11	3,405	1874. February	do do do do 16 days.....	.....	.....	96 00	
May 23	4,215	May	do do do do 16 days.....	.....	.....	96 00	
			Total .....	.....	.....		\$2,100 00

JUSTICE SHORT.

Warrants.		Date.	No.	Date.	Claims.—Particulars.	Amounts.	Totals.	
Date.	No.						Amount of Warrant.	Amount as per yearly Statement.
1867. October 31.....	2,008	1867. October.....		Holding Court, Drummondville, Danville, Stanstead, Cookshire and Richmond, 6 days.....	cts	\$	cts.	
1868. June 6.....	495	1868. May.....		Holding Court, Drummondville, Danville, Stanstead, Cookshire and Richmond, 22 days....		36 00	168 00	
1868. October 17.....	1,032	1868. September.....		Holding Court, Drummondville, Danville, Stanstead, Cookshire, and Richmond, 25 days.....		132 00		
1869. April 2.....	2,368	March.....		Holding Court, Drummondville, Danville, Stanstead, Cookshire and Richmond, 16 days.....		150 00		
1869 November 11.....	1,455	1869. November.....		Holding Court, Drummondville, Danville, Stanstead, Cookshire and Richmond, 23 days.....		96 00	246 00	
1870. August 6.....	415	1870. November.....		Holding Court, Drummondville, Danville, Stanstead, Cookshire, and Richmond, 23 days...		138 00	138 00	
1871. August 22.....	206	1870 71. Sept. and April.		Holding Court, Drummondville, Danville, Stanstead, Cookshire and Richmond, 21 days.....		138 00	138 00	
				Total.....		126 00	\$916 00	

JUSTICE TESSIER.

				\$	cts.	\$	cts.	\$	cts.
1872.	4,426	April.....	Holding Circuit Courts.....						
April 17.....									42 00
1873.	1,537	1873.	do	St. Croix, 4 days.....			24 00		
October 17.....		October.....	do	Arthabaska, 8 days.....			48 00		
November 8.....	1,869								
1874.	4,446	1874.	do	St. Croix, 3 days.....			18 00		90 00
June 12.....		May 3.....							
			Total.....						\$132 00

JUSTICE RUTHIER.

				\$	cts.	\$	cts.	\$	cts.
1873.	1,723	1873.	Holding Courts, St. Paul, Hebertville, Chicoutimi, 25 days.....						
October 29.....		Sept. and Oct.....					150 00		
1874.	3,244	1873.	do	Murray's Bay, 16 days.....	96 00				
February 23.....		December.....	Holding Queen's Bench, Murray's Bay.....		100 00				
			Total.....						346 00
									\$346 00

JUSTICE CHAGNON.

				\$	cts.	\$	cts.	\$	cts.
1873.	2,306	1873.	Holding Courts, Napierville and Iberville, 6 days.....						
December 5.....		November.....					36 00		
1874.	3,413	1874.	do	do	8 days.....		48 00		
March 14.....		March.....	do	Napierville, Iberville and St. Hyacinthe, 12 days.....			72 00		156 00
June 30.....	4,626	June.....							
			Total.....						\$156 00

1869. September 25...	865	1869. April.....	do	do	do	100 00
1870. January 10....	2,181	1869-70. April.....	do	do	do	100 00
April 8.....	3,049	December.....	do	do	do	100 00
June 27.....	3,904	June.....	do	do	do	100 00
1870. October 3.....	1,162	1870. April.....	do	do	do	400 00
December 30....	2,190	December.....	do	do	do	100 00
1871. February 18....	2,762	1871. January.....	do	Aylmer.....	do	100 00
April 20.....	3,481	April.....	do	Quebec.....	do	100 00
May 26.....	3,872	May.....	do	District of Richelieu	do	100 00
May 31.....	3,940	do	do	Iberville.....	do	100 00
June 26.....	4,256	June.....	do	Quebec.....	do	100 00
1871. July 14.....	150	1871. July.....	do	St. Scholastique and Industrie	do	700 00
September 29....	1,009	August.....	do	Quebec.....	do	200 00
October 11.....	1,312	October.....	do	do.....	do	100 00
November 23....	1,799	November.....	do	Richelieu and Joliette	do	200 00
1872. January 13.....	2,505	1871. Nov. and Dec....	do	Beauharnois and Quebec	do	200 00
April 8.....	3,499	1872. March.....	do	Quebec.....	do	100 00
April 26.....	3,722	April.....	do	Three Rivers.....	do	100 00
May 13.....	3,924	May.....	do	Richelieu (District of)	do	100 00
June 15.....	4,352	June.....	do	Montreal.....	do	100 00
1872. September 17....	983	1872. September.....	do	Quebec.....	do	1,200 00
December 26....	2,519	December.....	do	do.....	do	100 00
1873. March 15.....	3,571	1873. Feb. and March..	do	Arthabaska and Quebec	do	200 00
June 26.....	4,885	June.....	do	Quebec.....	do	100 00
1873. September 15....	1,009	1873. September.....	do	do.....	do	100 00
December 18....	2,501	December.....	do	do.....	do	100 00
1874. June 12.....	4,447	1874. June.....	do	do.....	do	100 00
Total.....						\$3,614 00

JUSTICE SICOTTE.

Warrants.		Date.	No.	Claims—Particulars.	Amounts.	Totals.	
Date.	No.					Amount of Warrants.	Amount as per yearly Statement.
1867.	2,482	September 3.		Holding Court St. Jean, 6 days.....	\$ cts.	\$ cts.	
December 5.....		October 3.....		do Circuit Court, St. Jean, (special), 3 days.....	36 00		
				do Revision, Quebec, 4 days.....	18 00		
				do Circuit, Marieville and St. Jean, 5 days.....	24 00		
				do do Napierville, Iberville, St. Jean, 21 days.....	30 00		
					126 00	234 00	
1868.	3,465	December 1867-68.		do Queen's Bench, St. Jean, 3 days.....	18 00		
February 25.....		January.....		do Superior Court and Queen's Bench, St. Jean, 9 days.....	54 00		
		February.....		do Revision, Quebec, 4 days.....	24 00		
				do Circuit Court, Marieville, 3 days.....	18 00		
						114 00	
March 31.....	3,688	March.....		do Superior & Circuit Court, Napierville, Iberville, & St. Jean, 23 days.....	24 00		
April.....	4,870	April.....		do Revision, Quebec, 4 days.....	174 00		
		March & June.....		do Superior & Circuit Court, Napierville, Iberville, & St. Jean, 20 days.....		198 00	684 00
1869.	2,367	March.....		do Superior Court & Queen's Bench, St. Jean, 7 days.....	42 00		
March 31.....		February.....		do do Marieville, and St. Jean, 7 days.....	42 00		
		March.....		do do Napierville, Iberville and St. Jean, 23 days.....	138 00		
						222 00	
June 29.....	3,307	March.....		do Marieville and St. Jean, 10 days.....	60 00		
		June.....		do Napierville, Iberville and St. Jean, 23 days.....	138 00		
						198 00	
1868.	1,372	October.....		do Marieville and St. Jean, 6 days.....	36 00		
November 30.....		November.....		do Napierville, Iberville and St. Jean, 23 days.....	138 00		
						174 00	594 00
1869.	1,677	October.....		do Marieville and St. Jean, 6 days.....	36 00		
November 29.....		November.....		do Napierville, Iberville and St. Jean, 23 days.....	138 00		
						174 00	

JUSTICE SICOITE—Continued.

Warrants.		Date.	Claims.—Particulars.	Amounts.	Totals.	
Date.	No.				Amount of Warrants.	Amount per yearly Statement.
1872. December 18.....	2,437	1872. July & August. September..... October..... November..... December.....	Holding Court, St. John's, 12 days..... do St. Liboise and St. Jean, 14 days..... do St. Jean and St. Mart, 9 days..... do Napierville, Iberville and St. John, 23 days..... do Queen's Bench, St. John's.....	\$ cts. 72 00 84 00 54 00 138 00 100 00	\$ cts. 448 00	\$ cts.
1873. March 29.....	3,661	1872. December.....	do Circuit, St John's, 6 days.....	36 00	.....	.....
1873. July 18.....	265	1873. Jan. & February March.....	do do Napierville, Iberville and St. John, 35 days..... do do St. Liboise, St. John's and Arthabaska, 23 days.....	150 00 138 00	324 00	1,218 00
1873. October 23.....	1,612	1873. April, May, June May.....	do do St. John's, Marieville and Iberville, 43 days..... do do Queen's Bench, St. John's.....	258 00 100 00	358 00	.....
1874. June 30.....	4,627	1874. July & October.. October..... 1874. January to April June.....	do do Circuit and Superior Courts, Three Rivers & St. Liboise, 47 days.. do do Queen's Bench, Three Rivers..... do do Circuit Courts, Marieville and St. Liboise, 12 days..... do do Queen's Bench, Montreal.....	282 00 100 00 72 00 100 00	382 00 172 00	912 00 \$5,688 00
Total.....				.....	.....	.....

JUSTICE CARON.

1867. December 12.....	2,565	1867. December	Attending Queen's Bench (Appeals), Montreal, two terms.....	200 00	
1868. March 23.....	3,663	March.....	do	100 00	
June 15.....	4,605	June	do	190 00	400 00
1868. September 15....	610	1868. September	do	100 00	
December 16....	1,643	December	do	100 00	
1869. March 23.....	2,338	1869. March.....	do	100 00	
June 18.....	3,254	June	do (two terms.)	200 00	500 00
1869. September 18....	790	1869. September	do	100 00	
December 22....	1,915	December	do	100 00	
1870. March 21.....	2,792	1870. March	do	100 00	
May 27.....	3,589	May	do	100 00	
June 27.....	3,896	June	do	200 00	600 00
1870. September 26....	942	1870. September	do	100 00	
December 20....	2,090	December	do	100 00	
1871. March 17.....	3,050	1871. March.....	do	100 00	
June 22.....	4,217	June	do	100 00	400 00
1871. September 21....	930	1871. August.....	do	100 00	
1872. January 4.....	2,419	1872. December	do	100 00	
February 2.....	2,725	January	do	100 00	
April 26.....	3,721	April	do	200 00	500 00
1872. July 9.....	84	1872. June	do	100 00	
September 28....	1,234	September	do	100 00	
1873. January 2.....	2,695	1873. November	do	100 00	
January 8.....	2,755	December	do	100 00	400 00
Total.....					\$2,800 00

JUSTICE TORRANCE.

Warrants.		Date.	Claims.—Particulars.		Totals.		
Date.	No.		Count.	Amount of Warrants.	Amount per Yearly Statement.	Count.	Amount of Warrants.
1869. January 6.	1,761	1868. October	Holding do	Circuit Court, do	12 00 18 00	30 00	
April 1.	2,378	1869. February	do	Vercheres, 8 days. do	18 00 18 00	36 00	66 00
1869. July 15.	144	1869. June	do	do	.....	18 00	
December 27.	1,961	October	do	Civil Court, do	18 00 18 00	18 00	
		November	do	do	18 00	54 00	
1870. May 11.	3,440	1870. January	do	Queen's Bench, do	36 00 18 00	54 00	126 00
		February	do	Circuit Court, do	.....	100 00	
1872. August 9.	460	1872. January	do	Queen's Bench, do	.....	90 00	
1873. March 3.	3,390	1873. February	do	Circuit Court, do	.....	96 00	286 00
May 26.	4,508	May	do	Circuit and Superior Court, do	.....	.....	.....
				Total.....	.....	.....	\$478 00

JUSTICE AYLWIN.

1868.	2,790	1868.	Attending Court of Queen's Bench, Quebec.	100 00	\$200 00
January 2	4,690	December	do	100 00	
			Total		

JUSTICE ROY.

1868.	3,583	1867-68.	Holding Circuit Court, Baie St. Paul, 4 days.	24 00	372 00	372 00
March 28		March	Chicoutimi, 13 days.	78 00		
		July	Baie St. Paul, 3 days.	18 00		
		September	Chicoutimi, 19 days.	114 00		
		October				
		1868.	Baie St. Paul, 5 days.	130 00	372 00	372 00
		January	Chicoutimi, 8 days.	108 00		
		February				
		1868.	Holding Circuit Court, Baie St. Paul, 5 days.	30 00	402 00	402 00
		March	Superior Court, Chicoutimi, 16 days.	96 00		
		July	Circuit Court, Baie St. Paul, 5 days.	30 00		
		September	Circuit and Superior Courts, Chicoutimi, 16 days.	96 00		
		October				
		1869.	Circuit Court, Baie St. Paul, 5 days.	30 00	354 00	354 00
		January	Circuit and Queen's Bench, Chicoutimi, 20 days.	120 00		
		February				
		1869-70.	Holding Circuit Court, Baie St. Paul, 7 days.	42 00	354 00	354 00
		March	do Chicoutimi, 16 days.	96 00		
		July	do Baie St. Paul, 3 days.	18 00		
		September	do Superior Court, Chicoutimi, 12 days.	72 00		
		October				
		1870.	do Baie St. Paul, 5 days.	30 00	354 00	354 00
		January	do Criminal Court, Chicoutimi, 16 days.	96 00		
		February				
		1870.	Holding Circuit Court, Baie St. Paul, 4 days.	24 00	234 00	234 00
		March	do Circuit and Queen's Bench Courts, Chicoutimi, 16 days.	96 00		
		July	do Circuit Court, Baie St. Paul, 3 days.	18 00		
		September	do Circuit and Superior Courts, Chicoutimi, 16 days.	96 00		
		October				
		1871.	Total			\$1,362 00

JUSTICE DROLET.

Warrants.		Date.	Claims.—Particulars.	Amount	Totals.	
Date.	No.				Amount of Warrants.	Amount as per Yearly Statement.
1868.		1868.		\$ cts.	\$ cts.	
April 14.....	3,962	January 1.....	Allowance for 1 year's Stationery, Vice Admiralty Court.....	.....	32 00	32 00

JUSTICE MCKAY.

1869.		1868-69				
January 6.....	1,598	March and Dec.	Holding Circuit Court, Vaudreuil and Coteau, 3 days. Queen's Bench, Quebec, \$100.....		118 00	
March 31....	2,371	Feb. and March.	Holding Queen's Bench, Quebec and Arthabaska (two terms).....		200 00	
June 29.....	3,309	June.....	do do (part term).....		36 00	354 00
September 29...	886	1869.	do Circuit Court, St. Scholastique, 6 days.....		30 00	30 00
1870.		September.....				
July 16.....	189	July.....	do Superior Court, do 7 days.....		42 00	42 00
			Total.....		.....	\$426 00

JUSTICE TASCHEREAU (H. E.)—Continued.

Warrant.		Date.	No.	Claims—Particulars.	Amounts.	Totals.	
Date.	No.					Amount of Warrants.	Amount as per Yearly Statement.
1872.						\$	cts.
September 19	1,007	1872.		Holding Circuit, Chicoutimi, 24 days.....	144 00	544 00	
		Feb. and July		do Queen's Bench, Chicoutimi (Four Terms).....	400 00		
October 30	1,784	October		do Circuit and Superior Court, Chicoutimi, 21 days.....	126 00	126 00	
November 26	2,096	November		do do Arthabaska, 19 days.....	114 00		
		do		do Queen's Bench, Arthabaska.....	100 00	214 00	
December 9	2,275	November		do Circuit Court, Arthabaska, 2 days.....	126 00	12 00	
do December 31	2,179	December		do do Baie St. Paul and Saguenay, 21 days.....	100 00		
		do		do Queen's Bench, Saguenay.....		226 00	
1873.							
February 22	3,316	1873.		do Circuits, Hebertville, Chicoutimi and Baie St. Paul.....	120 00	230 00	
		Jan. and Feb.		do Queen's Bench, Chicoutimi.....	100 00		
March 3	3,391	February		do Superior and Circuit Court, Chicoutimi, 10 days.....	60 00	60 00	
March 29	3,690	March		do do Baie St. Paul, 19 days.....	114 00	114 00	
May 30	4,579	May		do do Arthabaska, 15 days.....	90 00	90 00	
July 4	30	1873.		do Circuit, Saguenay, 20 days.....	120 00		
July 18	264	June		do Queen's Bench, Saguenay.....	100 00	220 00	2,020 00
July 18	264	June and July		do Circuit and Superior Courts, Arthabaska, Hebertville and Chicoutimi, 22 days.....	132 00		
October 8	1,345	August		do Queen's Bench, Chicoutimi.....	100 00	232 00	
October 8	1,345	August		do do 3 days.....		18 00	
October 31	1,763	October		do Circuit Court, Isle Verte, 6 days.....		36 00	
November 13	1,971	November		do Superior Court, Arthabaska, 5 days.....		30 00	
December 24	2,281	December		do do Kamouraska, 17 days.....	102 00		

1874.	1873-74.							
January 20.	2,929	Dec. and Jan.	do	Superior and Queen's Bench Courts	100 00	202 00		
January 20.	2,929	Dec. and Jan.	do	Superior Court, Kamouraska, 10 days	144 00	60 00		
April 13.	3,783	July and March.	do	do Kamouraska and Isle Verte, 24 days	100 00	244 00		
May 23.	4,216	April.	do	Queen's Bench,				
		April and May .	do	Circuit Court, Isle Verte and Kamouraska, 11 days		66 00		1,108 00
				Total				\$4,570 00
JUSTICE TASCHEREAU, (J. T.)								
1871.	1871.							
November 8.	1,610	October.	do	Holding Court, Queen's Bench, Quebec and St. Joseph, 15 days	90 00	90 00		
1872.	3,559	March.	do	Circuit, Inverness and Megantic, 5 days ..		30 00		120 00
April 12.		1872.	do	Queen's Bench, Quebec, \$100 00, Less \$6 00 paid.		94 00		
August 16.	532	August.	do	Circuit, Lotbinière, 3 days	18 00			
1873.	3,689	February.	do	Queen's Bench, Quebec.	100 00			
March 29.		March.	do	do Montreal		118 00		212 00
July 4.	32	June.	do	do do		100 00		
October 4.	1,299	September.	do	do do		100 00		
1874.	2,993	December.	do	do do		100 00		
January 31.	3,668	March.	do	do do		100 00		
April 1.	4,629	June.	do	do do		100 00		500 00
June 30.				Total				\$832 00

JUSTICE STUART.

Warrants.		Date.	Claims.—Particulars.	Amounts.	Totals.	
Date.	No.				Amount of Warrants.	Amount as per yearly Statement.
1868. March 3 December 23	3,501 1,568	1867-68. October March December	Holding Court, Circuit, Beauce, 11 days. do do Inverness, 5 days. do do do 4 days	30 00 24 00	66 00	
1869. August 12	363 1,960	1869. May Aug. and Nov December	Appeal, Montreal. do do do (Two Terms) do do do Circuit, Inverness, 5 days	100 00 200 00 30 00	100 00	
1870. March 26	2,837	1870. February	Appeals, Montreal. do do do Circuit, Inverness, 5 days	100 00 30 00	130 00	460 00
1870. September 26	943	1870. June August	do do do 5 days. do do Queen's Bench, Montreal	30 00 100 00	130 00 100 00	230 00
1870. December 30	2,191	1870-72. March May August	do do do do do do do Criminal, Montmagny, 3 days. do do do St. Croix, 4 days. do do do Queen's Bench, Montreal	18 00 24 00 100 00	142 00	142 00
1872. March 26	2,628	1872. March May December	do do do do do do do Criminal, Montmagny do do do Danville. do do do Inverness	18 00 18 00 18 00	82 00 36 00	
1873. April 7	3,921	1873. March	do do do do do do do Circuit, Beauce, 11 days. do do do Queen's Bench, Montreal	66 00 100 00	284 00	
			Total			\$1,236 00

JUSTICE SANBORNE.

Warrants.		Claims.—Particulars.		Amount.	Total	
Date.	No.	Date.			Amount as per Warrants.	Amount as per yearly statement.
1873.		1872.		\$ cts.	\$ cts.	
January 28	3,017	Nov. and Dec.	Holding Circuit Court, Stanstead and Costicook, 7 days	42 00		
		1873.				
		January	do Drummondville and Richmond, 5 days	30 00		
March 24	3,645	Jan. and Feb.	do Cookshire, Danville, &c., 11 days		72 00	
1873.		1873.				
July 4	31	May and June	do do Stanstead, Richmond, Danville and Costicook, 18 days		66 00	
October 4	1,296	September	do Drummondville, Richmond, &c., 7 days		108 00	
December 2	2,260	October	do Cookshire, South Ham, Stanstead, 15 days		42 00	
1874.		1874.				
March 5	3,343	Jan. and Feb.	do do do do 12 days		72 00	
June 30	4,628	June	do Court of Appeals, Quebec		100 00	
			Total		412 00	
					\$550 00	

JUSTICE MCGUIRE.

1869. July 8	40	1869. February	Holding Queen's Bench, New Carlisle, 11 days Going to and returning from New Carlisle, 16 days.	66 00 96 00	162 00 48 00
October 22	1,266	September	do Court, Carleton, 8 days.....	.....	.....
1870. February 23	2,557	1870. February	do 8 days .....	.....	48 00
May 28.	3,601	March	do Percé, 19 days .....	.....	114 00
June 1	3,664	May	do Circuit Court, Carleton, 5 days .....	.....	30 00
September 28	988	1870. September	do Gaspé, 7 days .....	.....	42 00
October 20	1,355	October	do Magdalen Islands, 20 days .....	.....	120 00
1871. February 18	2,761	1871. January	do do Carleton (Gaspé), 6 days.....	.....	36 00
September 29	1,010	1871. September	do do do 5 days.....	.....	30 00
November 8	1,609	October	do do Magdalen Islands, 28 days.....	.....	108 00
1872. February 1	2,715	1872. January	do do Bonaventure, 6 days.....	.....	36 00
July 9	86	1872. June	do do Magdalen Islands and Carleton, 24 days.....	.....	144 00
September 28	1,235	September	do do Carleton, 6 days. ....	.....	36 00
1873. January 27	2,014	1873. January	do do do 8 days.....	.....	48 00
April 7	3,920	March	do Queen's Bench and Circuit, Percé, 20 days .....	.....	120 00
June 26	4,884	June	do do Court, Carleton Circuit, 7 days.....	.....	42 00
September 24	1,131	1873. Augt. and Sept.	do Circuit Court, Magdalen Islands, 32 days. ....	.....	192 00
October 17	1,536	October	do do Matane, 11 days .....	.....	66 00
1874. March 23	3,566	1874. March	do do do 7 days .....	.....	42 00
Total .....				.....	.....
					\$1,524 00

JUSTICE DUNKIN.

Warrants.		Date.	Claims—Particulars.	Amounts.	Totals.	
Date.	No.				Amount of Warrants	Amount as per yearly Statement.
1872.						
June 7.....	4,212	1871-2.	Holding Courts (Circuit and Super., Chateaugay and Beauharnois, 14 days. (Queen's Bench, &c.) Bedford, Shefford and Sweetsburg, 22 days. Cateaugay, Huntington, Beauharnois, 35 days. Shefford, Missisquoi, Bedford, &c., 17 days.)	84 00 182 00 210 00		
April and May..		do	Circuit, Beauharnois, 12 days	102 00 72 00	600 00	600 00
May and June..		do	Queen's Bench, Bedford and Beauharnois	.....	140 00	
August 9.....	474	do	Superior Court, Sweetsburg, Shefford, Missisquoi, 20 days.	120 00		
October 25.....	1,658	do	Queen's Bench, Bedford.	100 00		
December 16....	2,405	do	Circuit and Superior, Quebec, Huntington, Beauharnois, &c., 37 days.	222 00	220 00	
1873.		do	Queen's Bench, Beauharnois.	100 00		
February 27....	3,345	1873.	Circuit and Superior, St. Francis, Missisquoi &c., 30 days.	180 00	322 00	
March 29.....	3,692	do	Queen's Bench, Bedford.	100 00		
March 29.....	3,692	do	Circuit and Superior, Chateaugay, Huntington, Beauharnois, 21 days.	126 00	280 00	
		do	Queen's Bench, Beauharnois.	100 00		
July 4.....	29	do	Circuit and Superior, Bedford, Shefford, Missisquoi, 25 days.	.....	226 00 150 00	1,338 00
October 23.....	1,614	do	Chateaugay, St. Francis, Huntington, 25 days.	150 00		
December 31.....	2,666	do	Account for year (no particulars).	.....	150 00	
1874.		do	Beauharnois, Shefford, &c., 18 days.	.....	208 00	
February 28....	3,290	do	do do do 21 days.	126 00	108 00	
		do	Queen's Bench, Sweetsburg.	100 00		
			Total.....		226 00	692 00
						\$2,630 00

JUSTICE RAMSAY.

1870	1,273	1870	Holding Courts,				
October 13.....	1,687	September.....	Huntingdon, Shefford, Knowlton, &c., 12 days.		72 00		
November 16.....	1,866	October.....	Bedford and Nelsonville, 20 days.....		120 00		
December 2.....		November.....	St. Martin's and Beauharnois, 23 days.....		138 00		
1871	2,756	1871					
February 16.....	2,980	Dec. and Jan.....	Beauharnois, Nelsonville, Shefford, &c., 15 days.....		90 00		
March 10.....	3,482	February.....	Nelsonville, Bedford, &c., 15 days.....		126 00		
April 20.....	3,870	March.....	Huntington, Chateaugay, Beauharnois, 20 days.....		156 00		
May 26.....	4,017	May.....	Circuit allowance, April.....		126 00		
June 7.....		May.....	Beauharnois, St. Francis, &c., 17 days.....		102 00		
1871	64	1871					930 00
July 8.....		June.....	Beauharnois, Richmond, Joliette, Shefford, &c., 22 days.....	132 00			
			St. Francis (Court of Review), 3 days.....	18 00			
July 14.....	149	July.....	Joliette (Superior Court), 5 days.....	30 00	150 00		
			Beauharnois, 2 days.....	12 00			
October 5.....	1,200	August.....	Stanstead and Coaticook, 2 days.....	12 00	42 00		
		September.....	Stanstead, Brome, St. Francis and Shefford, 20 days.....	120 00			
1872	3,125	1871					
March 14.....		Nov. and Dec.....	Richmond, Compton and Stanstead, 11 days.....	66 00			
		December.....	Sherbrooke (Special Order, 5th March).....	100 00			
		December.....	do do.....	100 00			
		1872					
		January.....	Sorel, Drummond and Compton, 21 days.....	126 00			
		February.....	Sherbrooke (Special Order).....	100 00			
		February.....	do do.....	100 00			
		February.....	Coaticook, 3 days.....	18 00	610 00		
April 8.....	3,500	March.....	Richmond, 3 days.....	18 00			
June 3.....	4,142	April.....	Richmond, Queen's Bench (Special Order).....	100 00	118 00		
		April.....					
June 3.....	4,142	April.....	St. Francis (Special Order).....	100 00			
		April.....	do do.....	100 00			
		April and May.....	Quebec (Trial of Gogy vs. Browne) 20 days.....	120 00			
		May.....	Sorel, Stanstead, Compton, Richmond, &c., 16 days.....	96 00			
January 26.....	2,629	1871					
		October.....	Missisquoi, Bedford and St. Francis, 23 days.....		416 00		
					138 00		1,606 00

JUSTICE RAMSAY—Continued.

Warrants.		Date.	Particulars.	Amount.	Totals.	
Date.	No.				Amount of Warrants.	Amount as per Yearly Statement.
1872.				\$ cts.	\$ cts.	\$ cts.
August 9	459	February 1	Holding Court Bedford (Queen's Bench). \$100 00 Less,	82 00		
		March 22.	do Beauharnois (Queen's Bench) \$100 00 Less,	82 00		
		October 16	do Bedford (Queen's Bench)	100 00	264 00	
August 16	529	June 1	do Sherbrooke (Queen's Bench)	100 00		
		June 6	do Sherbrooke (Superior Court)	100 00		
			do Coaticook (Circuit) 3 days	18 00		
			do Quebec (Court of Review) 6 days	36 00	254 00	
September 9	1,337	September	do do 4 days	24 00		
			do Richmond Circuit, 3 days	18 00	42 00	
December 17	2,490	December	do Quebec, Queen's Bench		100 00	560 00
1874.		1874.				
March 13	3,430	March	do do		100 00	200 00
			Total			\$3,296 00

JUSTICE CASUALT.

1870. September 10..... November 26.....	807 1,788	1870. April..... September..... Sept., Oct. & Nov.	Holding Courts. do do do	Travelling expenses as Judge, 20 days..... Revision, 1 day..... Kamouraska, 8 days..... Rimouski, Isle Verte, Matane, 50 days.....	..... 6 00 48 00 300 00	120 00 354 00
1871. April 20.....	3,483	1870. December.....	do	Kamouraska and Circuit Beauce, 15 days.....	90 00	360 00
1871. July 14.....	146	1871. February..... Feb. and March.	do do	Quebec (Revision) and Kamouraska (Superior), 19 days..... Matane and Isle Verte, 26 days.....	114 00 155 00	894 00
December 2.....	1,917	April..... May and June..	do do	Rimouski, 6 days..... Rimouski and Kamouraska, 41 days.....	126 00 156 00	282 00
1872. April 26.....	3,723	Sept. and Oct.... 1872. February..... Feb. and March. April..... December.....	do do do do do	St. Germain's and Isle Verte, 28 days..... Kamouraska, 20 days..... Rimouski, 15 days..... Rimouski, Matane and Isle Verte, 24 days..... Rimouski and Isle Verte, 11 days..... Montreal (Appeal Court).....	168 00 120 00 90 00 144 00 66 00 100 00	288 00 400 00
July 9..... September 2.....	85 769	1872. June and July... March & October April and Nov... March..... April.....	do do do do do	Kamouraska, Matane and Rimouski, 45 days..... Rimouski, Queen's Bench (two terms)..... Kamouraska, do two terms, \$200, less \$66..... Rimouski, do one term, \$100, less \$24..... Kamouraska, do do \$100, less \$66..... do Temiscouata and Matane, 46 days..... do Queen's Bench, two terms.....	..... 200 00 134 00 76 00 34 00 276 00 200 00	270 00 444 00 476 00
December 6.....	2,227	Sept., Oct. & Nov.. October & Nov..	do do	do Temiscouata and Matane, 46 days..... do Queen's Bench, two terms.....	276 00 200 00	476 00
1873. April 16.....	4,003	1873. Feb. and March.. March..... April..... December.....	do do do do	do Temiscouata and Rimouski, 36 days..... Rimouski (Queen's Bench)..... Kamouraska do..... Montreal, 6 days.....	216 00 100 00 100 00 36 00	462 00
October 3.....	1,293	June and Sept..	do	Quebec, Rimouski and Kamouraska, 42 days.....	.....	262 00
		Total.....			.....	1,642 00 252 00 83,698 00

JUSTICE BOSSE.

Warrants.		Date.	No.	Claims.—Particulars.	Amount.	Totals.	
Date.	No.					Amount of Warrants.	Amount as per Yearly Statement.
1868.					\$ cts.	\$ cts.	\$ cts.
April 20.....	4,042	1868.		Holding Courts, (Superior, Criminal and Circuit), Montmagny, St. Jean, Port Joli, St. Michael and St. Joseph, 30 days.....		180 00	180 00
July 21.....	149	1868.		Transport to Montmagny, 1 day..... do do Circuit Court, 6 days..... do do Superior Court, 6 days..... Transport to St. Jean, Port Joli, 1 day..... St. Jean, Port Joli, 3 days..... Transport to Quebec, 1 day..... Transport from Quebec to St. Henedine, 1 day..... St. Henedine, 1 day..... do do to Quebec, 1 day..... St. Joseph de la Beauce, 1 day..... do do do 17 days..... Transport to Quebec, 1 day..... St. Michael (transport to), 1 day..... do do 1 day.....	6 00 36 00 36 00 6 00 18 00 6 00 6 00 6 00 6 00 6 00 102 00 6 00 6 00 6 00	262 00	
1869.							
January 8.....	1,787	1868.		St. Henedine, St. Joseph, St. Michael, 23 days..... do do Montmagny and Port Joli, 22 days.....	138 00 132 00	270 00	
1869.							
April 21.....	2,727	1869.		St. Joseph, (rendering judgments), 3 days..... St. Jean, Port Joli, Montmagny, 14 days..... do do do 3 days..... St. Henedine, St. Joseph, St. Michaels and Montmagny, 25 days.....	18 00 84 00 18 00 150 00	270 00	852 00
1868.							
October 15.....	1,031	1868		Quebec, Port Joli, Montmagny, 10 days.....	60 00	60 00	
1869.							
July 7.....	41	1869.		Montmagny, 2 days..... do do St. Jean, St. Henedine, St. Joseph, 43 days.....	12 00 258 00	270 00	

RETURN

To an ADDRESS of the SENATE, dated 3rd March, 1875; For a statement of all monies lying at the credit of the Dominion in any Bank or in the hands of any Financial Agent or other person, on the 20th day of February last, stating specifically the names of the Banks, Financial Agents or other persons, with whom such monies are deposited, and whether on interest or otherwise, and the rate of interest allowed in each case.

By command.

R. W. SCOTT,

Secretary of State.

DEPARTMENT OF SECRETARY OF STATE,
OTTAWA, 17th March, 1875.

STATEMENT shewing Balances at Credit of the Hon. The Receiver General of the Dominion of Canada, on call and at Interest in sundry Banks on 20th February, 1875:—

Banks.	Amount on call.	Amount at Interest.	Rate of Interest.
	\$ cts.	\$ cts.	%
St. Lawrence.....	1,561 64	50,000 00	5
Molson's.....	108,319 93	170,722 23	5
Quebec.....	100,130 49	173,200 00	5
City.....	7,595 64	50,000 00	5
Ottawa.....	41,284 47		
Du Peuple.....	33,154 29	250,000 00	5
Nationale.....	41,822 86	250,000 00	5
Union Bank of Lower Canada.....	11,522 19	100,000 00	5
Exchange Bank of Canada.....	3,556 16	30,000 00	5
Metropolitan.....	11,083 61	193,888 80	5
Montreal C. and D. Savings' Bank.....	168,908 78	600,000 00	5
Eastern Townships.....	20,164 12	40,000 00	5
St. Hyacinthe.....	3,523 36		
Mechanics'.....	1,000 00		
St. Jean.....	25,841 45		
Jacques Cartier.....	11,544 70		
Canadian Bank Commerce.....	167,623 61	538,888 89	5
Merchants'.....	138,807 88	100,000 00	5
Ontario.....	315,563 37	440,861 11	5
Royal Canadian.....	6,260 71	146,333 33	5
Bank of Toronto.....	9,332 22	250,000 00	5
Niagara District.....	4,498 37		
Bank of British North America.....	26,254 53		
Bank of Ville Marie.....	16,130 14	50,000 00	5
Bank of Hochelaga.....	25,280 82	25,000 00	5
Bank of Hamilton.....	4,000 00		
Montreal.....	825,557 70	*1,973,333 33	5
Montreal, St. John, N.B.....	388,902 03		
Bank of Montreal, Moncton.....	238,330 90		
Bank of Montreal, Halifax.....	173,682 81		
Merchants' Bank, Halifax.....	87,195 10		
Peoples Bank, Halifax.....	833 33		
Union Bank, Halifax.....	20,803 02		
Bank of Nova Scotia.....	123,563 61	80,000 00	5
Commercial Bank, Windsor, N.S.....	38,446 46		
Bank Yarmouth, N.S.....	53,524 83		
Liverpool Bank of Nova Scotia.....	42,086 09		
St. Stephen's Bank, N.B.....	14,009 96		
Maritime Bank, N.B.....	72,537 17		
Bank of New Brunswick.....	72,616 00		
Bank of British North America, St. John.....	16,438 09		
People's Bank, Fredericton, N.B.....	28,490 51		
Bank of British Columbia.....	276,393 94		
Bank of Prince Edward Island.....	61,879 86		
Merchants' Bank of Prince Edward Island.....	10,353 32		
Union Bank of Prince Edward Island.....	26,713 74		
Merchants' Bank of Winnipeg.....	57,063 95		
Total.....	3,924,177 74	5,512,227 79	

* 5 % on \$1,000,000, and 4 % on \$973,333.33.

JOHN LANGTON,
Auditor.

R E T U R N

To an ADDRESS of the SENATE, dated 5th March, 1875; For copies of any Correspondence which may have passed between the Government of the Dominion, and the Local Government of Prince Edward Island, and with the Imperial Government, and the landed proprietors relating to a Bill passed by the Local Legislature of that Province to be entitled the Land Purchase Bill of 1874.

By Command.

R. W. SCOTT,

Secretary of State

DEPARTMENT OF SECRETARY OF STATE,
18th March, 1875.

(No. 31.)

PROVINCE OF PRINCE EDWARD ISLAND,
GOVERNMENT HOUSE, May 18th, 1874.

SIR,—I have the honor to transmit for the information of His Excellency the Governor General, copy of an Act, in duplicate, passed by both Houses of the Legislature in the late Session of the General Assembly, intituled the "Land Purchase Act, 1874," authenticated by the Attorney General's certificate and the Great Seal of the Province in the usual manner, together with the reasons assigned by that officer for its passing, and certain documents therein referred to by him, numbered from 1 to 4 both inclusive.

I also transmit copies of a correspondence between the Local Government and certain proprietors of lands in this Province, and the agents of others, which correspondence was laid before the Legislature on the introduction by the Local Government of the Act in question.

I also transmit a statement giving the names of proprietors, probably to be affected by the Act, their places of residence, and the number of acres owned by them, which as to quantity may not be quite accurate. It has been prepared from the Provincial Records, and possibly the number of acres assigned to each may be found to vary from the true aggregate, but it is the nearest approximation that could under the circumstances be arrived at, and this statement also shows the number of acres held in this Province by small freeholders, not, however, affected by the provisions of the Act.

I also transmit a statement showing the quantity of land purchased from proprietors by Local Government under the Local Land Purchase Act., 16 Vic., ch. 18, and Acts in amendment thereof, the names of the vendors, and the prices paid

per acre, and I also transmit a statement showing the quantity of land purchased subsequently to the passing of the Act of 28th Vic., ch. 5, by Tenants, assisted in terms of that Act by the Local Government, from whom purchased, and the aggregate price paid for such land.

I transmit also a Memorial from G. W. DeBlois, Esq., the agent of Miss Sullivan and Lady Georgina Fane, both of whom reside in England, praying that time may be allowed his constituents to show cause to His Excellency why the Act in question should not receive his assent. This memorial is sealed and directed to the Governor General by Mr. DeBlois, though he furnished me with a copy of it; and also a memorial from Wm. Cundall, Esq., and others, proprietors of lands, to His Excellency, praying that the Act may not receive his assent.

The Act in question affecting private rights, by enforcing a compulsory sale by proprietors of 500 acres of land or upwards, at prices to be determined under a system of arbitration, to which they are thereby compelled to be parties, I deemed it to be my duty to reserve it for the consideration of His Excellency the Governor General.

For upwards of half a century, "the Land Question" so called, has agitated the minds of the people of this Province, and repeated attempts have been from time to time made by the Local Legislature to get rid of the leasehold system prevalent here, and the aid of the Imperial Government has been frequently invited for that purpose, by endeavouring to obtain its sanction to the establishment of a Court of Escheat, on the ground of the non-fulfilment by the grantees of the conditions of their grants from the Crown, but to which Her Majesty's Government invariably refused to accede.

In 1860 three Commissioners were appointed to enquire into and adjust "the differences between Landlord and Tenant;" the then proprietors, or a major part of them, were assenting parties to this Commission, one Commissioner was selected by the Secretary of State for the Colonies, a second by the proprietors, and a third by the Local Legislature. Their report and award, characterized by the late Duke of Newcastle, then Secretary of State for the Colonies, as "able and impartial" was set aside, because the Commissioners thereby devolved the duty of assigning the value of Township lands, which they should have performed themselves upon other parties, not recognized by the submission. A copy of the Commissioner's report and award accompanies the reasons of the Attorney General marked No. 1, and to this I beg to refer His Excellency the Governor General, affording as it does a complete history of the land question from the year 1767 to the date of the report.

The desire finally to extinguish the leasehold system, so far as relates to lands still in the hands of the proprietors, continues unabated, in fact it has received a fresh impetus since Confederation, in view of the sum of eight hundred thousand dollars appropriated by the Dominion Government for the purchase of the proprietary rights in this Province, and I have considered it to be my duty to transmit the Act in question, without waiting for the preparation of the other Sessional Acts, in order that it may receive the attention of His Excellency at as early a period as possible, consistent with the importance of the matter.

I have, &c.,

(Signed,)

R. HODGSON,

Administrator.

The Honorable
The Secretary of State, Ottawa.

THE LAND PURCHASE ACT, 1874.

Whereas, the leasehold tenures of this Island have long been a subject of contention, and have proved seriously detrimental to the prosperity of this Province and to the contentment and happiness of its people;

And whereas, it appears from correspondence which has recently taken place between the Government of this Island and certain proprietors, that there is no

reasonable hope of the latter voluntarily selling their Township lands to the Government at moderate prices ;

And whereas, it is very desirable to convert the leasehold tenures into freehold estates on terms just and equitable to the tenants as well as to the proprietors.

Be it enacted by the Administrator of the Government,^c Council and Assembly, as follows :—

I. The terms and expressions hereinafter mentioned, which in their ordinary signification, have a more confined or different meaning, shall in this Act, except where the nature of the provisions in the context shall exclude such construction, be interpreted as follows, "Proprietor" shall be construed to include and extend to

Any person for the time being receiving or entitled to receive the rents, issues or profits of any lands in this Island (exceeding five hundred acres in the aggregate), in his or their own right, or as trustee, guardian, executor, or administrator, for any other person or persons, or as a husband in right of, or together with, his wife, and whether such lands are leased or unleased, occupied or unoccupied, cultivated or wilderness, Provided that nothing herein contained shall be construed to affect any proprietor whose lands in his actual use and occupation and untenanted do not exceed one thousand acres.

II. The Colonial Secretary shall notify any proprietor owning or possessing five hundred acres of land, or upwards, that the Government of this Province intend to purchase his land under the provisions of this Act.

III. Every such notification may be served upon a proprietor either by delivering the same to him personally, or, in his absence from this Island, to his known agent or attorney, or in any case by posting the same to such proprietor through the general Post Office in Charlottetown, addressed to him at his last known place of abode, and by publishing a copy of such notice for eight consecutive weeks in the *Royal Gazette*, and the posting of such notice and publication of the same, as aforesaid, shall be deemed and held to be as good and valid notice as if the same had been personally served on such proprietor or his known agent.

IV. The Government and the proprietor so notified shall each nominate a Commissioner to award the amount of money to be paid to such proprietor as hereinafter mentioned.

V. The Commissioners so appointed by the Government and the proprietor, shall nominate a third Commissioner who shall act in conjunction with them.

VI. If any proprietor shall not, within sixty days after the notification prescribed in the first section, appoint a Commissioner, application may be made on behalf of the Government, to the Supreme Court, to nominate a Commissioner on behalf of such proprietor.

VII. The Supreme Court shall, upon such application, appoint a Commissioner for such proprietor so refusing to appoint, who, when appointed, shall have the same powers and authorities as though such Commissioner had been appointed by such proprietor under the second section of this Act.

VIII. If the Commissioner appointed by the Government, and the Commissioner appointed by the proprietor cannot agree upon the appointment of the third Commissioner, either party may apply to the Supreme Court for the appointment of such third Commissioner.

IX. The Supreme Court shall, upon such application, appoint a third Commissioner, who, when appointed, shall have the same powers and authority as though he had been appointed by the Commissioners so appointed by the Government and the proprietor.

X. In case any proprietor shall be a lunatic, a person of unsound mind, or a minor, or laboring under any other disability, and has no guardian, an application shall be made on behalf of the Government to the Supreme Court, for the appointment of a guardian for such lunatic, person of unsound mind, or minor, or such other person.

XI. Upon such application, the said Court may appoint a guardian *ad litem* for such lunatic, person of unsound mind, minor or other person.

XII. When and so often as any Commissioner shall die, or become incapable, or refuse to act before performing the duties imposed upon him under this Act, the party or parties who shall have appointed the Commissioner so dying, or becoming incapable, or refusing to act, shall within twenty days after such death, incapacity or refusal, appoint a Commissioner in the stead of the one so dying, or becoming incapable, or refusing to act.

XIII. In case the Commissioners appointed by the Government and any Proprietor shall refuse or neglect to appoint a Commissioner in the stead of the Commissioner so dying, or becoming incapable, or refusing to act as aforesaid, within ten days after such death or incompetency, or refusal, application shall be made on behalf of the Government, under the sixth section of this Act, to the Supreme Court, for the appoint of a Commissioner on behalf of such Proprietor or Commissioner so refusing or neglecting as aforesaid.

XIV. When the three Commissioners shall have been appointed, not less than thirty days' notice shall be given on behalf of the Government to any Proprietor (or his agent residing in this Island authorized by power of attorney duly registered in the office of the Registrar of Deeds) that the Commissioners will be called upon to value the lands of the proprietors.

XV. The Government and any proprietor may be represented by Counsel before the Commissioners.

XVI. Either party shall have power to issue subpoenas, and subpoenas *duces tecum* to witnesses, to give evidence before the Commissioners, which subpoenas shall be issued from the Prothonotary's Office upon payment of the usual fees.

XVII. The said Commissioners shall have full power and authority to examine, on oath, any person who shall appear before them, either as a party interested, or as a witness, and to summon before them all persons whom they, or a majority of them, may deem it expedient to examine upon the matters subject to their consideration, and the facts which they may require to ascertain, in order to carry this Act into effect, and to require any such person to bring with him, and produce before them, any book, paper, plan, instrument, document, or thing mentioned in such summons, and necessary for the purpose of this Act; and if any person so summoned shall refuse or neglect to appear before them, or appearing, shall refuse to answer any lawful question put to him, or to produce any such book, paper, plan, instrument, document, or thing whatsoever, which may be in his possession, or under his control, and which he shall have been required, by such summons, to bring with him, or to produce such person, shall, for every such neglect or refusal, incur a penalty of not less than five dollars, or more than fifty dollars, payable to Her Majesty, to be recovered with costs in the names of the Commissioners, or of any or either of them, upon bill, information, or plaint before the Supreme Court, and, in default of payment, shall be imprisoned for a period not exceeding three months, in addition to any punishment for contempt which such Supreme Court may inflict.

XVIII. The Commissioners when appointed as aforesaid, shall make oath before one of the Judges of the Supreme Court, that they will well and faithfully discharge the duties imposed upon them under this Act, and adjudicate on all matters coming before them, to the best of their judgment, without fear, favor, or affection.

XIX. If any proprietor shall neglect to appear before the Commissioners, pursuant to notice, the Commissioners shall be at liberty to proceed *ex parte*.

XX. The Commissioners may, upon application made by any proprietor, upon cause being shown to the satisfaction of the Commissioners, grant an extension of time to such proprietor, before entering upon the hearing of such proceedings before them.

XXI. It shall be lawful for the Commissioners, to be appointed under the provisions of this Act, to enter upon all lands, concerning which they shall be empowered to adjudicate, in order to make such examination thereof as may be necessary, without being subjected in respect hereof to any obstruction or prosecution, and with the right to command the assistance of all Justices of the Peace, and others, in order to enter and make such examination in case of opposition.

XXII. The Commissioners, or a majority of them, may adjourn the hearing of any matter from time to time, as they may deem necessary and expedient.

XXIII. After hearing the evidence adduced before them, the Commissioners, or any two of them, shall award the sum due to such proprietor as compensation or price, to which he shall be entitled by reason of his being divested of his lands and all interest therein and thereto.

XXIV. The fact of the purchase or sale of the lands of any proprietor being compulsory, and not voluntary, shall not entitle any such proprietor to any compensation by reason of such compulsory purchase or sale, the object of this Act being to pay every proprietor a fair indemnity or equivalent for the value of his interest, and no more.

XXV. In estimating the amount of compensation to be paid to any proprietor for his interest or right to any lands, the Commissioners shall take the following facts or circumstances into their consideration.

a. The price at which other proprietors in this Island have heretofore sold their lands to the Government.

b. The number of acres under lease in the estate or lands they are valuing; the length of the leases on such estate; the rents reserved by such leases; the arrears of rent, and the years over which they extend, and the reasonable probability of their being recovered.

c. The number of acres of vacant or unleased lands, their quality and value to the proprietor.

d. (1) The gross rental actually paid by the tenants on any estate yearly for the previous six years; (2) the expenses and charges connected with, and incidental to the recovery of such rent, and its receipt by the proprietor; and (3) the actual nett receipts of the proprietor for the said period of six years.

e. The number of acres possessed or occupied by any persons who have not returned to or paid rent to the proprietor, and who claim to hold such land adversely to such proprietor, and the reasonable probabilities and expenses of the proprietor sustaining his claim against such persons holding adversely in a Court of Law, shall be an element to be taken into consideration by the said Commissioners in estimating the value of any such proprietor's lands.

XXVI. When the award shall have been made by the Commissioners, or any two of them, the same shall be published by delivering a copy thereof to the proprietor or to his agent duly authorised, as aforesaid, and filing the original in the office of the Prothonotary of the Supreme Court.

XXVII. At the expiration of thirty days from such publication of the award, the Government shall pay into the Colonial Treasury the sum so awarded by the said Commissioners, or any two of them, to the credit of the suit or proceeding in which such award shall have been made.

XXVIII. The Colonial Treasurer shall immediately after such payment deliver to the Prothonotary of the Supreme Court, a certificate of the amount paid into the Treasury as aforesaid, which certificate shall be in the form to this Act annexed marked A.

XXIX. It shall be the duty of the Lieutenant-Governor in Council to nominate a fit and proper person to be called the "Public Trustee," who, when the sum so awarded to the Proprietor as aforesaid, shall have been paid into the Treasury as aforesaid, shall (unless restrained by the Supreme Court or a Judge thereof) after fourteen days notice to the proprietor or his agent, authorized as aforesaid, execute a conveyance of the estate of such proprietor to the Commissioner of Public Lands, which said conveyance may be in the form to this Act annexed, marked B.

XXX. The conveyance mentioned in the last preceding section, shall vest in the Commissioner of Public Lands an absolute and indefeasible estate of fee simple, free from all incumbrances of every description, and shall be held by and disposed of by him as if such lands had been purchased under the provisions of the Act passed in the sixteenth year of the reign of Her present Majesty, Queen Victoria, chapter

eighteen, intituled "An Act for the purchase of lands on behalf of the Government of Prince Edward Island, and to regulate the sale and management thereof, and for other purposes therein mentioned," and shall also vest in the Commissioner of Public Lands all arrears of rent due upon the said lands.

XXXI. The appointment of the Public Trustee shall be under the great seal of this Province, and shall be registered in the office of the Registrar of Deeds.

XXXII. The party entitled to the sum awarded, or any party or parties entitled to a portion of such sum for the lands so conveyed by the Public Trustees to the Commissioner of Public Lands, may receive the same by obtaining an order from the Supreme Court, upon presenting a petition, and upon proving his or their right to such sum or any portion thereof.

XXXIII. It shall be the duty of the Supreme Court, upon any such application, to require that all proper persons shall be made parties to such proceedings, and to apportion such sums in such shares and proportions as such parties shall be entitled to receive.

XXXIV. When the full sum for any lands shall have been paid into the Treasury, and the conveyance executed by the Public Trustee to the Commissioner of Public Lands, the Government shall be absolutely exonerated from all liability to any person or persons whomsoever who may claim any estate so conveyed as aforesaid, or any interest therein, except as is mentioned in the next section.

XXXV. The party obtaining an order from the Supreme Court for any money to which he shall be entitled for his estate so vested in the Commissioner of Public Lands, or any interest therein, shall be indemnified in his costs incurred by reason of any proceedings under this Act: Provided, always that no party shall receive or be entitled to any costs who has made an unsuccessful application to the Court for an order for the money so paid into the Treasury, as aforesaid, but such party shall pay to and reimburse the party who has received such order such costs as he shall have been put to by reason of such unsuccessful application.

XXXVI. When any estate shall be vested in the Commissioner of Public Lands, under the provisions of this Act, which shall, previous thereto, have been vested in the name or names of any Trustee or Trustees, the Court shall order the purchase money of such estate to be invested in the name or names of such Trustee or Trustees upon trust, to pay the interest arising from such investment in the same manner and to the same parties as the rents, issues and profits, of the said land when payable previously to the sale thereof.

XXXVII. It shall be the duty of the said Court to make such order as to the investment and payment of the purchase money, and the interest arising therefrom as may meet the circumstances of each case, so that widows entitled to dower, infants, judgment creditors, mortgagees, and all persons entitled to any estate or interest in the said lands, or the rents arising or to arise therefrom, or the arrears thereof, may receive either the interest of the said purchase money when invested as aforesaid, or the purchase money or shares thereof, as shall represent their estate or interest in said lands, or the rents arising therefrom, or the arrears thereof, previous to the vesting of the same in the Commissioner of Public Lands as aforesaid.

XXXVIII. In every case when such lands have been vested in Trustees, the purchase money shall be paid to such Trustees to hold the same upon the same trusts as they held the lands; and when there are no Trustees, the Supreme Court shall have power to appoint Trustees, and shall, by an order or rule of Court declare the trusts upon which they shall hold the said purchase money, and the manner in which the purchase money shall be invested.

XXXIX. The Supreme Court shall have power to dismiss any Trustee or Trustees so appointed by them, and appoint a Trustee or Trustees in the room or stead of the Trustees so dismissed.

XL. The Commissioners and Public Trustees shall be allowed such remuneration for their services as the Lieutenant Governor in Council shall deem them entitled to under the circumstances of each case, which shall be paid by the Government of the Province.

XLI. No award made by the said Commissioners, or any two of them, shall be held or deemed to be invalid or void for any reason, defect or informality whatsoever, but the Supreme Court shall have power, on the application of either the Local Government or the proprietor, to remit to the Commissioners any award which shall have been made by them to correct any error or informality or omission made in their award; Provided always that any such application to the Supreme Court to remit such award to the Commissioners, shall be made within thirty days from the publication thereof, as aforesaid: and Provided further that in case any such award is remitted back to the Commissioners, they shall have full power to revise and re-execute the same, and their powers shall not be held to have ceased by reason of their executing their first award, and in no case shall any appeal be from any such award, either to the Supreme Court, the Court of Chancery, or any other legal tribunal; nor shall any such award, or the proceedings before such Commissioners be removed, or taken into, or inquired into by any Court, by *Certiorari*, or any other process, but with the exception of the aforesaid power given to such Supreme Court to remit back the matter to such Commissioners, their award shall be binding, final and conclusive, on all parties.

XLII. The Supreme Court shall have power to make any rules and regulations, not inconsistent with the provisions of this Act, for the purpose of more effectually carrying out the requirements of this Act, which rules shall be published in the *Royal Gazette* newspaper.

XLIII. Inasmuch as it is expedient that the matters referred to the Supreme Court, under this Act, shall not interfere with the ordinary business of said Court during term time, the said Court may, from time to time, appoint Sessions for the purpose of hearing proceedings under this Act; Provided always that one week's notice of such Session be given in the *Royal Gazette* newspaper.

XLIV. After the passing of this Act, no action at law shall be maintained by any proprietor for the recovery of more than the current and subsequent years' rent, and in case any such action is brought against any tenant by any proprietor, such tenant may plead this Act in bar to such action, nor shall any execution issue on any judgment recovered or to be recovered for rent by any proprietor against any tenant in this Island, excepting the current and subsequent accruing years' rent, and in case any such execution is issued the Supreme Court or a judge thereof shall, on application, stay any such execution until the award of the said Commissioners shall be made.

XLV. This Act shall be cited and known as the "Land Purchase Act, 1874."

(A)

DOMINION OF CANADA, }
Province of Prince Edward Island. }

[L.S.]

Re THE ESTATE OF A. B. C. D. AND OTHERS, AND THE "LAND PURCHASE ACT, 1874."

I hereby certify that the sum of _____ has been placed to the credit of the account opened in the above matter, which said amount will be paid, together with costs, to such party or parties as the Supreme Court shall, by rule in the above matter, order and direct.

Dated the _____ day of _____, 187

Treasurer.

(B)

DOMINION OF CANADA. }
 Province of Prince Edward Island. }

Re THE ESTATE OF A. B., &C., AND THE "LAND PURCHASE ACT, 1874."

Know all men by these presents that I, C. D., the Public Trustee duly appointed under the provisions of the "Land Purchase Act, 1874," do by these presents and by virtue of this Act (the sum of \$ _____ having been paid into the Treasury of this Province in the above matter, as appears by the certificate of the Treasurer of said Province, hereto annexed) grant unto E. F., the Commissioner of Public Lands, and his successors in office, all that (*here describe land*) to have and to hold the same, together with all arrears of rent due thereon, to the said E. F., Commissioner of Public Lands, and his successors in office, in trust, for such purposes and subject to such powers, provisions, regulations and authorities in every respect, and to be managed and disposed of in such modes as are set forth, declared, and contained in an Act passed in the sixteenth year of the reign of Her present Majesty, Queen Victoria, cap. 18, intituled "An Act for the Purchase of Lands on behalf of the Government of Prince Edward Island, and to regulate the sale and management thereof, and for other purposes therein mentioned," and of all other Acts in amendment thereof, and concerning lands purchased thereunder by and conveyed to the Commissioner of Public Lands therein mentioned. In witness whereof I have hereunto set my hand and seal this _____ day of _____ A.D., 187

Witness to the execution }
 by the said C. D. }

A true copy which I certify.

(Signed,) **FREDK. BRECKEN,**
Attorney-General.

18th May, 1874.

Reasons given by the Attorney General for the passing of "The Land Purchase Act."

ATTORNEY GENERAL'S OFFICE,

CHARLOTTETOWN, P. E. I., 18th May, 1874.

This Act was passed by the Legislature of this Province last session, and was reserved by His Honor, the Administrator of the Government, for the consideration of His Excellency the Governor General.

The land tenures of this Island have seriously retarded its prosperity. They are now, and have been for upwards of a century, a fruitful source of discontent as well as the cause of much agitation. A succinct history of the Island land question is contained in a report made in the year 1861, by a Royal Commission appointed to adjust the differences existing between proprietors and tenants, in certain correspondence between Messrs. Palmer and Pope with the Colonial Office in the year 1863, and in a Minute of the Executive Council of this Island of the date 11th January, 1868. Copies of which documents accompany these reasons, numbered from 1 to 3, both inclusive.

The efforts of successive local Governments to effect a settlement of this question have resulted in the purchase of several estates.

Previous to the Confederation of this Island with the Dominion of Canada the local revenues were insufficient to admit of the purchase of the entire proprietary interests, even had the owners thereof been willing to dispose of the same at moderate prices. Under the terms on which this Island became a Province of the Confederation, the sum of \$800,000 is guaranteed to be paid by the General Government to purchase the estates of the remaining proprietors.

In reply to a Minute or Address from the Executive Council of this Island, of date 6th February, 1869, a copy of which is herewith enclosed, on the subject of the

Land Tenures, the Right Honorable the Earl of Granville, then Secretary of State for the Colonies, in a despatch dated 13th March, 1869, states that "having regard to the evident uncertainty whether the Colony of Prince Edward Island will or will not soon unite itself to the Dominion of Canada, I am not prepared to enter on the consideration of a question with which, if such union were to ensue, the Imperial Government would probably cease to concern itself. The land question, therefore, should, in my opinion, be left as far as possible for the decision of those who, under the altered circumstances of the colony, would have to carry into execution any measures connected with it."

From a correspondence originated since this Island became part of the Dominion of Canada, between the Provincial Administration and certain proprietors, the Local Government are led to believe that there is no reasonable prospect of some of the owners of Township lands voluntarily disposing of their estates at moderate prices, and that others of them are not at all desirous of permitting their tenants to become freeholders.

Impelled by the peculiar circumstances of the case, and strengthened by the despatch of Earl Granville, in part above quoted, the Legislature passed this Act, with the hope that it may be the means of settling for ever this long agitated question on terms just and liberal as well to the proprietors as to the tenants.

(Signed,) **FREDERICK BRECKEN,**
Attorney-General.

STATEMENT shewing the Number of Acres of Land purchased by the Government of the Province of Prince Edward, where situate, price paid per acre, date of purchase, and from whom purchased, &c.

Township.	Number of Acres.	Aggregate Number of Acres.	Price paid per Acre.	Amount paid.	Date of Purchase.	Name of Proprietor.
			\$ cts.	\$ cts.		
No. 38	8,713					
39	14,821					
40	8,397					
41	16,183					
42	18,102					
43	3,467					
66	1,456					
11	12,720	70,539	0 95	67,012 05	28th December, 1864	W. H. Pope, Esq. and George E. Morton, Esq.
53	4,694	12,720	0 73	9,285 60	2nd June, 1856	Sir H. J. Walsh and A. J. Walsh.
57	11,691					
58	12,002					
59	5,210					
60	13,862					
62	14,600					
54	13,000	62,059	0 52	32,270 68	17th September, 1860	Earl Selkirk.
51	16,683½	13,000	0 75	9,750 00	24th November, 1860	Hatton H. Stansfeld, Esq.
59	6,248				14th Oct., 1863, 1st June, 1864	Sir Graham G. Montgomery.
1	11,800	22,631½	1 05	24,077 55	16th May, 1865, 14th May, 1866	James Montgomery and others.
2	20,280					
4	25,080					
5	19,050					
6	17,800					
8	800					
14	14,300					
20	6,140					
21	14,210					
27	4,707					
32	7,549					
44	9,620					
45	6,600					
46	7,100					
48	1,000					

49	5,600								
55	414								
63	38,380								
64	1,202								
65	150								
Savage Island..	150								
Cascumpec do ..	503								
Kildare do ..	250								
Fish do ..	150								
No. 43	3,715	212,885	1 21	257,590 85	1st July, 1866.....	Sir Edward Cunard and William Cunard, Esq.			
25	200	3,715	0 96	3,566 40	15th November, 1867	Rev. George Townshend.			
27	6,913								
67	300	7,413	1 76	13,047 88	13th July, 1868	Hon. James C. Pope.			
40	1,068								
43	5,071								
56	18,028	6,139	0 65	3,990 35	4th February, 1869	Hon. T. H. Haviland.			
23	3,728	18,028	1 43	25,780 04	24th August, 1869.....	Hon. T. H. Haviland and G. W. DeBlois, Esq.			
1	11,928	3,728	2 11	7,866 08	26th March, 1869.....	Daniel Hodgson, Esq.			
19	12,175	11,928	2 03	24,213 84	31st March, 1870	Hon. Edward Palmer and others.			
		12,175	3 24½	39,500 00	23rd December, 1871	Edward J. Hodgson, Esq.			
		457,270½		517,951 32					

(Signed,) HENRY WADMAN,
Assistant.

COMMISSIONER OF PUBLIC LANDS DEPARTMENT,
PRINCE EDWARD ISLAND, 15th May, 1874.

TABULAR STATEMENT of Township Lands remaining in the hands of the Proprietors in the Province of Prince Edward Island, also the Estates of Small Freeholders.

No. of Township and County.	Proprietors' Names.	Address.	Number of acres held by Proprietors.	Number of acres held by small Freeholders.	Aggregate Number of acres held by Proprietors.	Aggregate Number of acres held by small Freeholders.
3 Prince	Various parties	Strathgartney	12,000	20,000		
7 do	R. Bruce Stewart	Lot 8	2,000	8,000		
8 do	A. Ramsay and various others	Middlesex, England	15,000	16,000		
9 do	Miss C. A. Sullivan	South half Lot 30	18,000			
10 do	R. Bruce Stewart	do	17,000			
12 do	R. Bruce Stewart	do	13,000			
13 do	Heirs of late James Yeo	Port Hill	17,000			
16 do	Miss C. A. Sullivan	Middlesex, England	7,000	13,000		
17 do	Heirs of Major Compton	St. Eleanors	6,000	12,000		
18 do	Miss Stewart	Charlottetown	2,000			
19 do	Heirs of James Yeo	Port Hill	7,220			
20 Queens	Messrs. Cundall	Charlottetown	17,000			
22 do	Miss C. A. Sullivan	Middlesex, England	10,500			
23 do	Mrs. D. S. Rennie	London, England	10,000			
24 do	Messrs. Winsloe	Charlottetown	10,000	10,000		
25 Prince	Various parties			20,000		
26 do	Messrs. Thomson & Stephens	Belfast, Ireland	12,000			
27 do	R. Bruce Stewart	South half Lot 30	1,000			
28 do	Holland & Irving	Prince Edward Island	10,000	10,000		
29 Queens	Lady Georgiana Fane	Middlesex, England	10,000			
30 do	Lord Melville	do	10,000			
31 do	R. Bruce Stewart	South half lot 30	16,000	4,000		
32 do	Heirs of late William Douse	Charlottetown, P. E. I.	15,000	5,000		
33 do	Messrs. Winsloe	do	10,000	10,000		
34 do	{ Sir Graham Montgomery		5,000	10,000		
35 & 36 Queens	James Montgomery	Charlottetown, P. E. I.	5,000			
37 Queens	Messrs. Macdonald	Canada & Prince Edward Island	40,000			
45 & 46 King	J. R. Bourke	Lot 49, P. E. I.	1,000	19,000		
	John Knight	Souris, P. E. I.	7,000			
47 King	R. Bruce Stewart	South half Lot 30	7,000	13,000		

48 Queens	Lawton, Stewart, Cook, DesBrisay	10,000	10,000
49 do	Various parties	20,000	20,000
50 do	Miss Fanning	9,000	9,000
53 King	Lord Melville	11,000	11,000
61 do	Miss Sullivan	10,000	10,000
65 Queens	Col. Cumberland and heirs of late Charles Wright	17,000	17,000
67 do	Fanning Estate	11,000	11,000
	Bath, England	3,000	3,000
	Middlesex, England	9,000	9,000
	do	11,000	11,000
	England & Charlottetown, P.E.I.	9,000	9,000
	Bath, England	20,000	20,000
		381,720	221,000

Charlottetown, May, 1874.

STATEMENT shewing the number of Acres of Land purchased by the Government of Prince Edward Island, under the Act 28 Victoria, chapter 5, from the passing of the Act to date.

Township.	Number of Acres.	Amount paid.	Name of Proprietor.
No. 16	230	\$ cts.	Miss C. A. Sullivan.
22	1,786		
61	316		
48	772½		
49	1,913		
34	1,753		
23	50		
37	56		Theo. DesBrisay, Esq.
			Hon. R. P. Haythorne.
			Charles Palmer, Esq.
			Daniel Hodgson, Esq.
			J. R. Burke, Esq.
	6,876½	13,596 36	

(Signed,) HENRY WADMAN, Assistant.

PRINCE EDWARD ISLAND, PUBLIC LANDS DEPARTMENT,
 15th May, 1874.

(No. 34.)

PROVINCE OF PRINCE EDWARD ISLAND,
GOVERNMENT HOUSE, 22nd May, 1874.

SIR,—I have the honor to transmit a memorial from Mr. Henry J. Cundall as guardian of certain minors, named "Winsloe," and as Committee of a lunatic named "John Winsloe" to His Excellency the Governor General, praying His Excellency not to assent to "The Land Purchase Act, 1874," forwarded with my despatch, No. 32, of the 18th instant.

Mr. Cundall's memorial, with a copy as usual, was received by me subsequent to that date.

I have the honor to be, Sir,

Your most obedient humble servant,

(Signed,) R. HODGSON,
Administrator.

The Honorable

The Secretary of State, Ottawa.

To His Excellency the Right Honorable Sir FREDERICK TEMPLE, Baronet, Earl Dufferin, &c., &c., Governor General of the Dominion of Canada:—

The humble petition and memorial of Henry Jones Cundall, of Charlottetown in Prince Edward Island, guardian of Alice Winsloe, Amy Winsloe, Isabel Winsloe and Arthur Winsloe, infant children of the late Alfred Winsloe, Esq., and Committee for John Winsloe, Esq., formerly of the said Island, at present of Halifax, Nova Scotia, humbly sheweth:—

That an Act was passed during the late Session of the Local Legislature, intituled "The Land Purchase Act, 1874," and reserved for Your Excellency's sanction, the object of which is to transfer to the Local Government, without the consent of the owners, the lands of all persons holding upwards of 400 acres in this Province. The only exception being that by actual use and occupation, a proprietor may hold 1,000 acres of untenanted lands.

The small possessions and sole dependence of the poor, the fatherless and the widow, are arbitrarily dealt with by this sweeping and unconstitutional measure in the same manner as the large properties of the comparatively wealthy and independent. As the attempted injustice of the Act in question will be fully exposed and set before Your Excellency by others, your memorialist will merely refer to the points peculiar to the cases of those whom he represents, and the very great hardship and trouble which they would be liable to should the Act in question receive Your Excellency's assent.

The wards of your memorialist are orphans (the youngest and eldest being of the respective ages of 11 and 18 years,) and entirely dependent for their support and education upon the rents derived from their small estates.

The gross annual rent of each amounts to about \$350, at which it remains for 80 or 100 years from the date of the lease, after which—many years hence—the rents rise. This amount even when fully paid up is barely sufficient to meet the ordinary expenses of living and education.

Owing to circumstances beyond the control of your memorialist, there are not now, nor will be any funds in hand to meet the present necessities of his wards before next autumn, and any event which would delay the payment of the rents beyond that time would entail the greatest privation and hardship upon those for whom your memorialist prays.

Their only means of support would be taken away; their relations in this country are few, and like themselves dependent, upon a small annual rental, would be unable to assist them,—and the children being too young and inexperienced to earn their daily bread would either be reduced to actual starvation or dependent upon the

private charity of persons upon whom they have no claim, a wretched state of things which your memorialist contends the Government of any country has no right to impose upon any portion of its people without good cause.

Such a delay of payments and lamentable consequences will inevitably ensue should the Act in question come into operation. The tenantry would take Your Excellency's assent to the Bill as the signal to withhold all moneys due for rent. Months at least—perhaps years—would elapse before all the legal and other complications comprehended in the Act could be complied with, and the wards of your memorialist derive any benefit from the price awarded to them for the compulsory transfer of their lands. Their condition meanwhile would be truly humiliating and disastrous, brought about not by any fault or crime of their own (save that of inheriting ancestral acres) but by the Act of a Legislature whose office should be rather to protect than to oppress the fatherless.

Your memorialist moreover firmly believes that the future income of his wards would be so materially reduced by the change of property as to be utterly inadequate for their support.

The above remarks apply generally to the case of John Winsloe, Esq., formerly of this Province, but for many years an inmate of the Provincial Lunatic Hospital near Halifax, Nova Scotia, who has two children, both under age; himself and one of the children being altogether dependent for their maintenance and support upon the receipts of his yearly rents; and further in his case, the most valuable portion of his property consists of a farm of about one hundred and seventy acres centrally situated for business, on which he formerly resided for several years amongst his tenants, but was compelled to leave through ill health. This farm has been let for a short term of years only, so that in the event of the owner or his children being able or desirous to occupy it again there should be no obstacle.

Your memorialist cannot perceive any provision in the Act in question whereby this property may be preserved for the use of Mr. Winsloe, or his children, if he or they desire it, but rather on the contrary that it would be included with the lands tenanted for long terms and treated as any other part of the estate, which would in effect be confiscation. The owner and former occupant would thus be deprived of the commonest rights of a British subject, that of a fireside and a home on his own property. A cruelty and absurdity which your memorialist cannot believe Your Excellency will sanction under the specious pretence of justice and equity.

Your memorialist therefore prays that Your Excellency will be pleased to withhold your assent from "The Land Purchase Act, 1874."

And as in duty bound will ever pray.

(Signed,) H. J. CUNDALL,
Guardian for Alice Winsloe, Amy Winsloe, Isabel Winsloe and
Arthur Winsloe, and Committee for John Winsloe, Esq.

DEPARTMENT OF THE SECRETARY OF STATE,
29th May, 1874.

SIR,—I have the honor to acknowledge the receipt of your despatch, No. 34, of the 22nd instant, transmitting a memorial from Mr. Henry J. Cundall as guardian of certain minors named "Winsloe," and as Committee of a lunatic named "John Winsloe," praying His Excellency the Governor General not to assent to the "Land Purchase Act, 1874," and to state that the same will be submitted to His Excellency.

I have the honor to be, Sir,

Your most obedient servant,

(Signed,) E. J. LANGEVIN.

His Honor

The Administrator of the Government of Prince Edward Island,
Charlottetown.

CHARLOTTETOWN, P. E. I., 12th May, 1874.

MY LORD,—Your petitioner, being the only representative in this Province of the landed property herein of Lady Georgiana Fane and Miss Sullivan, both of whom reside in England, humbly begs that, as Governor General of the Dominion of Canada, Your Excellency would be pleased to withhold your assent to a Bill lately passed by the Legislature of this Province entitled "The Land Purchase Act, 1874," until such reasonable time be allowed as will enable his constituents above named to become acquainted with the objects and purposes of the said Act.

Your petitioner, of his own judgment, humbly submits that the Act in question is the most radical attack upon the "rights of property" that in modern days has emanated from any legislative body within the British Empire.

That it is "class legislation" of the most hurtful and pernicious kind; that it attempts to sweep away vested rights of British subjects in a portion of the Empire where the class legislated against has not nor can have, from the peculiar construction of the whole Legislature, and by reason of its elective Upper Chamber, the smallest voice in the legislation of the country, the Upper House, indeed, being in its members even less representative of real estate than the Lower, thus making void a fundamental principle of the British Constitution, and forcing landowners to adopt the only means of redress which remains to them of appeal to Your Excellency to prevent this ruinous Act from becoming law until, at least, its true merits or demerits be thoroughly investigated by Your Excellency as the representative of Our Most Gracious Queen.

Your Petitioner, notwithstanding that a small portion of his own property comes within the terms of the Act, will not weary Your Excellency with reasons why the Bill should not become law, as he feels sure that his constituents, if time be allowed them, as well as many landowners both great and small, can and will furnish arguments and reasons against the Act which must, naturally, impress themselves upon Your Excellency's mind far more strongly than could any from your petitioner, who will be regarded only as the salaried agent of the proprietors whose names he has mentioned, and for whose benefit particularly at this time a suspension of Your Excellency's assent to the Act is asked.

That a favorable consideration of this petition will be taken by Your Excellency is the prayer of

Your Excellency's most obedient humble Petitioner,
(Signed,) G. W. DE BLOIS.

His Excellency

The Right Honorable the Earl of Dufferin,
Governor General of the Dominion of Canada.

To His Excellency the Right Honorable Sir FREDERIC TEMPLE, Baronet, Earl Dufferin, &c., &c., Governor General of the Dominion of Canada, &c., &c. :—

The humble petition and memorial of the undersigned William Cundall, Eliza Mary Cundall, Louisa Montgomery and Henry Jones Cundall, of Prince Edward Island, respectfully sheweth,—

That in the last Session of the General Assembly of the Province of Prince Edward Island, an Act was passed by the two branches of the Legislature and reserved for the sanction of Your Excellency, intituled: "The Land Purchase Act, 1874," to the object and provisions of which Act Your Excellency's memorialists would respectfully request particular attention, involving as it does the transfer of nearly if not quite one-fourth part of the whole area of the Province by an official functionary necessarily unacquainted with the description, boundaries, areas, and other details of the respective properties, even without the concurrence or consent of the undoubted owners, and in some instances in contravention of their expressed desire, such mode of transfer virtually amounting to confiscation.

Your memorialists beg to observe that no British subject can under the British constitution be deprived of his property against his will, unless it be for purposes falling within the right of "Eminent domain," to which every man when he acquires property knows it must be subject.

In the present Act the Legislature are attempting to take the private property of one person and give or sell it, which is the same thing in principle, to another, which is beyond all doubt unconstitutional and void.

Your memorialists are the owners or proprietors of the estate termed the Eastern moiety of Lot or Township Number Twenty (20), which estate was allotted by His late Majesty King George III., on the 27th August, 1767, in the general partition of the Province into lots or townships, to their ancestor Thomas Basset, then Captain, afterwards Lieutenant-Colonel in the corps of Royal Engineers, for his long military service, and has never been alienated, but remains in your memorialists' possession to this day by direct descent.

The whole of the said estate (with the exception of a few hundred acres, which have been sold to the tenants in actual possession) is held by tenants on leases for long terms, varying from 200 to 999 years, at a very low rental (mostly 18 cents per acre). Some of the leases dating back from the year 1798, a large number from the year 1816. The whole of the remainder of the estate, with a very small exception, was leased in the year 1842.

With Your Excellency's permission your memorialists would respectfully beg to point out a few portions of the Act in question bearing more particularly on your Memorialists.

The assertion in the preamble that there is no reasonable hope of the proprietors voluntarily selling their lands to the Government at moderate prices is thoroughly incorrect, inasmuch as one of your memorialists, William Cundall, is voluntarily bound by a local statute, 17 Vic., cap. 2, a copy of which is hereby annexed, along with several other owners of tenanted lands, to sell—within the period of ten years from the time of passing said statute—to his tenants the fee-simple of their respective holdings, at a fixed rate, viz., at fifteen years' purchase of the annual rent, by the acceptance of which statute, he (as well as the other parties bound thereby) considered that it was to be construed to be a final settlement of the long agitated and vexed question connected with the tenure of the lands referred to, and that after the expiration of the ten years no attempts would be made to compel him to sell at any price, and on this consideration he, your memorialist, abandoned arrears of rent which might have been collected equivalent to at least three years rental; and inasmuch as an offer has been within the last three months already made by the said William Cundall to sell his remaining lands to the Local Government at the same rate, if said offer be accepted within the said period of ten years, and inasmuch as offers have been severally made by the others of your memorialists to sell at a price which as capital would realize at six per centum per annum an interest equivalent to the present rental.

The limitations in the first and second sections of the Act in question, whereby it is declared that five hundred (500) acres of land shall be the *maximum* of tenanted lands to be held by any one individual landlord, either in his own right or as trustee for an indefinite number of other persons, is certainly inconsistent with British custom and law, and is only paralleled by the agrarian law of the ancient Romans.

The seventeenth and twenty-fifth sections of the Act in question enact a compulsory inquisitorial scrutiny into the private business and resources of individuals manifestly unnecessary and oppressive, inasmuch as a valuation founded on the net receipts of an estate as a basis of calculation would punish the lenient landlord for the indulgence he had previously shewn to his poorer tenants, and reward the strict, urgent and oppressive one for his prompt collection of rents.

The nineteenth section of the Act in question enabling the Court to proceed *ex parte* on the non-appearance of the proprietor, appears to bear hard on the dissentient party.

The twenty-third and twenty-fourth sections of the Act in question appear to contradict each other, the former allowing what the latter disallows.

The twenty-ninth section of the Act in question appointing a "Public Trustee" to make conveyance of proprietors' land without their concurrence or approval, is legislation, as your memorialists believe, unheard of and unattempted in any country.

The forty-first section of the Act in question rendering valid the appraisal made by the Commissioners, and refusing any appeal to courts of law or equity, is singularly hard and oppressive, as well as unusual in matters of litigation of such magnitude.

The prohibition in the forty-fourth section of the Act in question, preventing the right of action or distraint for arrears of rent, is an interference with the covenants or contracts between landlord and tenant entirely unconstitutional, and an invasion of private rights.

Your memorialists have only touched upon a few points of the Act in question. Many more might be commented upon, but they trust that the foregoing will be sufficient to convince Your Excellency of the unconstitutional and almost revolutionary character of the measure.

Your memorialists would take the liberty to remark that the highest price now allowed by the statutes of this Island, to be paid for the interest of proprietors, is seven shillings and sixpence of the former currency of this Island per acre, equivalent to five shillings sterling, or one dollar and twenty-two cents of the currency of the Dominion, and that a Bill to allow a larger price to be placed at the disposal of the Government for such purchases as would be voluntarily effected was refused by the Legislative Council at the late session; showing evidently that there is no desire in that branch of the Legislature to have a just and equitable settlement of the land question.

Your memorialists would also refer to the fact that on two adjoining townships numbers twenty-one (21) and nineteen (19) appraisements have been made during the last year for damage done to lands (both wilderness and cleared) by reason of the portions required for railway track and stations, and that the average compensation allowed on the said townships has been at the rate of eighty-four dollars (\$84) per acre, more than twenty-four times as much as the price demanded by your memorialists, all of which facts can be verified.

Your memorialists in addition to the foregoing observations, would quote the words of the Land Commissioners (Honorable J. H. Gray, at present Judge in British Columbia, Honorable Joseph Howe, late President of the Privy Council, and afterwards Governor of Nova Scotia, and the Honorable J. N. Ritchie, now judge in Nova Scotia,) in their report of the 18th July, 1861, as to a mode of arbitration nearly identical with the one under review—they say "The objections to this course are that no application of general principles, no uniformity would govern the decision. The men selected would be as various as the localities, many of them, it is but reasonable to assume, would hardly possess the necessary qualifications for an enlightened judgment, some of them might be zealous partizans, and even if an umpire could in all cases be selected, who was not, the decisions would be as eccentric as the views and tempers of the parties engaged were diverse and irreconcilable, or their skill in argument or negotiation was fairly balanced."

In conclusion your memorialists fear that there is too good reason to believe that the Act in question has been passed by the Legislature more "to disguise the want of practical statesmanship" than to increase "the prosperity of this Province," or promote the "contentment and happiness of its people." Your memorialists therefore respectfully pray that Your Excellency will be pleased to disallow the said "Land Purchase Act, 1874."

And as in duty bound will ever pray.

(Signed,)

WM. CUNDALL,
E. M. CUNDALL,
LOUISA MONTGOMERY,
By her Trustee H. J. CUNDALL,
H. J. CUNDALL.

Charlottetown, P. E. I.,
May, 1874.

(Canada—No. 247.)

DOWNING STREET,
3rd December, 1874.

MY LORD,—I enclose herewith a copy of a further letter which I have received from Lady Georgina Fane, protesting against the Land Purchase Act, passed by the Legislature of Prince Edward Island.

I am aware that I need not remind you that it will be convenient, your decision as to the allowance or disallowance of this Act, should be announced with as little delay as possible.

I have the honor to be, my Lord,

Your Lordship's most obedient humble servant,

(Signed,) CARNARVON.

Governor General

The Right Honorable the Earl of Dufferin, K.P., K.C.B., &c., &c.

Lady Georgina Fane to the Earl of Carnarvon.

(Copy.)

5 UPPER BROOK STREET,
November 25th, 1874.

MY LORD,—I thank your Lordship for the letter which, by your desire, was written to me by Mr. Herbert on the 5th November, and for your courteous expression of regret that inconvenience should have been caused by the fact that an Act confiscating the property of the owners of land in Prince Edward Island has been held suspended over them for some months.

I trust, however, that your Lordship will excuse me if I express the extreme astonishment I felt on hearing that Lord Dufferin could find any difficulty in coming to the conclusion that this Act, which is a violation of every principle of English law and common justice, should be at once rejected.

The more the clauses of the Act are considered the more monstrous it appears. At one fell swoop every owner of land in the Colony, except the few who may happen to have 1,000 acres in their own occupation, is dispossessed of his property which is transferred to his tenants and to the Government. There is no exaggeration in calling this an Act of confiscation. It is treatment that never yet has been inflicted on the unoffending owners of lands in a peaceful province. We have heard of wholesale confiscations of land in former times in our country, in Ireland and in other countries, but it has always been under the pretence that the expelled owners were traitors and had been engaged in rebellion. No Eastern despot that was ever heard of is reported to have seized the land of all the proprietors in one of the provinces and transferred the possession and right of it to himself and the tenants of the plundered proprietors, except they had done something to offend him.

The machinery provided by the Act for the so-called purchase is undisguised robbery. The Act renders the estate valueless to the proprietor by taking from him all right to demand rent except for two years. The arrears are swept away or rather transferred to the Government. The proprietor, at the end of the present and next year, deprived of all power to enforce payment of rent, what price would an arbitrator place on the estate but two years purchase, and for wilderness land? Nothing; as it pays nothing now to the proprietor, and under the Act he has no right to retain 500 acres or one acre of this land. The only privilege left to a proprietor is that of paying the land tax on his wilderness land, a heavy tax that he has paid for years.

Is it possible that there can be in the mind of an English statesman any difficulty in coming to a decision on such an Act? The difficulty cannot be in the mind of Lord Dufferin. It must be elsewhere, and an explanation may be found in the events of last year.

When the delegates, one of whom was Mr. James Pope, returned from Canada to Prince Edward Island, they announced to the people of Prince Edward Island that the Government of Canada had promised to pass an Act compelling the proprietors to sell their estates. I was at that time, with other proprietors, petitioning Lord Kimberley, then Her Majesty's Colonial Minister, against the Tenant's Compensation Act, an unjust and tyrannical Act, for which there was not in Prince Edward Island the shadow of an excuse.

I had related to him facts within my own experience that proved the truth of my assertion, that the proprietors in the Island were in need of protection and not the tenants, many of whom are wealthy men. Some are Members of the House of Assembly, and some (as Mr. James Pope, who himself had been a tenant of mine) are Members of the Government.

I informed Lord Kimberley of the statements made by Mr. James Pope and the other delegates, and entreated that Her Majesty's Government would not throw us helpless into the power of persons who avowed their intention to rob us.

I petitioned for myself and the other proprietors that Her Majesty's Government, in transferring us to the Dominion of Canada, would give us some protection against a Local Legislature, the members of which are personally interested in passing Acts framed for the purpose of robbing us of our property.

His Lordship was pleased to disregard our petitions, and within three months afterwards the Local Legislature passed an Act that will at once confiscate our property, and against which we have no defence, except (as we hope) the firmness and justice of Lord Dufferin in refusing to give to it the assent of Her Majesty.

In the autumn of last year when the Legislature of Prince Edward Island were endeavouring to obtain from the Government of Her Majesty the Royal Assent to the Tenant's Compensation Act, which must necessarily lessen the value of land throughout the Island, and will render some estates valueless to the owners, it had obtained from the Government of Canada a sum of money for the purpose of assisting it in the purchase of land.

The Government of the Island asserted that it intended to buy, as it often has, land which the owners have been willing to sell. Of course it was convenient to lessen the value of property preparatory to purchasing it. They obtained the Act to lessen its value, having previously obtained the money. It appears now that they were at the same time negotiating with some members of the Government of Canada, or with persons who have influence in Canada, for the Act which has now passed through the Local Legislature of Prince Edward Island, which is to confiscate and enable them to obtain possession of the lands of almost every proprietor in the Island.

The transaction is in truth a disgraceful job. I can find no gentler word to describe it. It is impossible that your Lordship, or Lord Dufferin, should sanction such a transaction and give the assent of Her Majesty to it. Whoever the persons may be in Canada who favor it, and according to the statements of Mr. J. Pope and the delegates there were persons who promised them their assistance, Lord Dufferin, as the representative of Her Majesty, can surely refuse to give the Royal Assent to an Act that is contrary to all the principles of English law.

Under this Act the proprietors of land in Prince Edward Island who have not in any way offended against the laws of the country, are plundered of their property (which is done effectually by taking from them all power to obtain payment of rent) and in addition are to be summoned before the court appointed to carry out the confiscation where they may be insulted, fined, imprisoned and sentenced to any other punishment the Supreme Court may think proper to inflict, if they do not answer every question relating to their property and give up all papers, documents, title-deeds, letters, and whatever the Court may please to demand. No peaceful subjects of Her Majesty in any part of the world are subjected to such tyranny.

I sent to Lord Dufferin a petition from myself against this Act with the memorial of the proprietors who were in England. We have never heard if he received it. He has been engaged in important business and, perhaps, has not attended much to this.

I therefore entreat of Your Lordship to read over the several clauses of this Act and to call the attention of His Lordship to the iniquity and tyranny of it, in the hope that he will at once make it known that the assent of Her Majesty will not be given.

I have, &c.,

(Signed,)

C. GEORGINA FANE.

The Earl of Carnarvon,
Her Majesty's Secretary of State for the Colonies.

(1874—D.S.S.—No. 93.)

DEPARTMENT OF JUSTICE,

OTTAWA, 30th December, 1874.

Upon the despatch of Lord Carnarvon of the 3rd December, instant, transmitting one from Lady Georgina Fane against the "Land Purchase Act" passed by the Legislature of Prince Edward Island in the session held in 1874. The undersigned has the honor to report, that an Order in Council was passed on the 26th instant, which expresses that Your Excellency would not give the Royal Assent to the Bill in question, which had been reserved for the signification of Your Excellency's pleasure.

It is recommended, therefore, that the reply to this despatch be to the above effect.

(Signed,)

H. BERNARD,

Deputy Minister of Justice.

I concur,

T. FOURNIER,

Minister of Justice.

(Signed,)

Copy of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council, on the 11th January, 1875.

The Committee of Council have had under consideration the despatch from the Right Honorable the Secretary of State for the Colonies of the 3rd December, 1874, (No. 247,) enclosing a copy of a further letter from Lady Georgina Fane, protesting against the "Land Purchase Act" passed by the Legislature of Prince Edward Island.

The Honorable the Minister of Justice to whom this despatch, with enclosure, has been referred, reports that an Order in Council was passed on the 26th December last, which expresses that Your Excellency would not give the Royal Assent to the Bill in question, which had been reserved for the signification of Your Excellency's pleasure, and the Minister recommends that the reply to this despatch, be to the above effect.

The Committee submit the above recommendation for Your Excellency's approval.

Certified.

(Signed,)

W. A. HIMSWORTH,

Clerk, Privy Council.

To The Right Honorable The Earl of Dufferin, Governor General of the Dominion of Canada.

The memorial and petition of the undersigned proprietors of township lands in the Province of Prince Edward Island, most respectfully sheweth:—

That, during the recent Session of the Local Legislature of this Province, a Bill was introduced by the Local Government, to be intitled: "The Land Purchase Act, 1874."

That, after undergoing various amendments, said Bill was passed by both branches of the Local Legislature, and was reserved by His Honor the Administrator of the Local Government, for your Lordship's assent.

That said Bill, if it should become law by receiving your Lordship's assent, would be a great and unprecedented infringement of the rights of private property in general, and of the rights of your Memorialists, and others the holders of township lands in this Province in particular, which rights have always been held sacred under the British Constitution, and in the possession of which rights they have been confirmed by many express declarations of the Imperial Government through the hands of the various Secretaries of State for the Colonies for the time being.

That whereas the preamble of said Bill declares that "The Leasehold Tenures" have long been a subject of contention, and have proved seriously detrimental to "the prosperity of this Province," your memorialists would beg leave most distinctly to deny that such has been the case, although they are willing to allow that the contention itself, kept up as it has been by political agitators, has been detrimental to that prosperity; and they would further submit that every cause of contention on the part of the tenantry, short of or except the compulsory conversion of their leasehold into freeholds, has been already removed by special legislation for that purpose, in proof of which we would refer your Lordship to the annexed schedule of Acts and clauses of Acts.

That whereas the preamble to said Bill further recites that "Whereas it appears" from correspondence which has recently taken place between the Government of "this Province and certain proprietors that there is no reasonable hope of the latter" voluntarily selling their township lands to the Government at moderate prices," Your memorialists would beg leave to submit that they and others, as proprietors of township lands in this Province, having in some cases inherited those lands from the descendants of the original grantees, and having further been frequently guaranteed in the possession of those lands by many positive declarations of the Imperial Government, have not considered themselves in any way bound to offer those lands on sale to the Government of this Province; and they would further submit, that whereas the proposition for the purchase of those lands, if the Local Government consider such a purchase necessary as a matter of public policy, should come from the Government, that said Government is not in a position to make any such proposition, as they are, and were at the time such correspondence took place, restricted by law from giving more than seven shillings and sixpence, late Island currency, or one dollar and twenty-two cents of the present currency per acre; although the Government had previously expended some forty thousand pounds, late Island currency, in the purchase of land at a higher rate, and for some of which land they paid three dollars and twenty-four cents per acre.

Your memorialists would further submit that, should the fact of contention between landlord and tenant be considered a sufficient justification for compelling a proprietor to sell his leased land to Government, there can be no justification for compelling him to sell his unleased land.

Your memorialists would further submit that if it be considered necessary as a matter of public policy, that the leased lands of your memorialists and others should be taken from them and vested in the Local Government for the purpose of being resold to the tenantry; then the amount of injury to be done to the proprietors in thus depriving them of their private property against their will, should be assessed or valued by disinterested parties, who, in making such valuation, should be bound by no restrictions, except those of justice and equity; and whose award should, like all other awards, be liable to be rectified or set aside by the Supreme Court or Court of Chancery; and your memorialists would submit that the attempt on the part of the Government of this Province in Section XXIV of this Bill, to take the proprietors lands from them against their will, without giving them any compensation for compulsory disturbance; and the attempt in Section XXV of said Bill to instruct the Commissioners to be appointed under this Act as to the manner in which they shall proceed, and the matters which they shall or shall not take into

consideration as adding to or lessening the value of the proprietors interest in his land, is monstrous and unprecedented; and your memorialists would submit that whereas instructions might very properly be given to the counsel employed by the Government to plead their case before the Commissioners, that to attempt to prejudice the case of the proprietors by means of instructions to the Commissioners themselves, is as unfair as it is injudicial.

Your memorialists would further submit that whereas parties voluntarily consenting to arbitration, have hitherto been held incapable of ousting the jurisdiction of the Courts of Law and Equity by any articles of arbitration, and all awards under such arbitrations have been held to be liable to be set aside for various reasons in the discretion of said courts, and whereas the rights of your memorialists and others, as being sought to be made parties to the arbitration clauses of this Bill against their will, should have been most jealously guarded, that Section XLI of said Bill would have the effect of taking the award of said arbitrators out of the jurisdiction of all Courts either of Law or Equity, with the exception of errors in the award, which, when pointed out by the Supreme Court are to be corrected by the arbitrators themselves, if they see fit to do so.

Your memorialists would further submit that whereas large amounts of money would be required for carrying out the provisions of this Bill, no provision has been made by either the Local or Dominion Legislature, for placing at the immediate disposal of the Local Government any amount or amounts of money for that purpose.

Your memorialists further submit that the first clause of Section XLIV of said Bill would, if enacted, be a direct act of wrong in taking from a proprietor, without any compensation whatever, those just rights in the possession of which every British subject has been hitherto guaranteed, and is so totally at variance with every principle of equity or justice, and is such a direct manifestation of the spirit in which the Bill was framed, as should lead to the closest and most adverse scrutiny of its other enactments.

It would appear hardly necessary for your memorialists to mention any further objection to the above clause of the Bill, but it may be stated that to take action for the recovery of the current accruing or ensuing year's rent, is already illegal, as it is not yet due; and that to take action for the past year's rent (if that be what is intended to be alone permitted,) without, at the same time, including in the action all arrears that may be due, would, by common law and practice, be to forfeit the right to recover any such arrears in future.

Your memorialists would further submit that the part of the last clause of Section XLIV interfering with actions now pending in the Supreme Court of this Province, is unparalleled and unprecedented in the history of British Legislature, and that the two clauses taken together would only be exceeded by an enactment to compel a proprietor to hand back to a tenant any rent he had ever received from him, which, although it would be an injury and hardship to the proprietor, would be only putting the honest and industrious or fortunate tenant who had paid up on the same or as good a footing as the dishonest, lazy or unfortunate tenant who has fallen in arrear.

Your memorialists submit that taking the last mentioned Section, No. XLIV, in connection with the latter part of Clause B of the XXVth Section of this Bill, the intention of the whole Bill is to take from the proprietors the right to recover any arrears that may be due to them without any compensation, as Clause B says the arbitrators shall take into consideration, in estimating the value of those arrears, the probability of their being recovered; while Section XLIV says it shall be unlawful to collect them.

Your memorialists further submit that it is unfair, and more especially to non-resident proprietors, that whereas by the VIth Section of the Bill sixty days are allowed to a proprietor in which to appoint a Commissioner in his own behalf, the time allowed for appointing a successor, should one be required, is limited by Section XII to twenty days, and by Section XIII to ten days.

Your memorialists most respectfully pray that for the reasons above set forth, and because the "Land Purchase Act," against which they urge those reasons in *prima facie*, an Act of extreme class legislation of the worst kind, to the exclusive prejudice and injury of your memorialists and others, the holders of township lands in this Province, your Lordship's assent may be refused to the Bill intituled "The Land Purchase Act, 1874.

And your memorialists, as in duty bound, will ever pray, &c.

(Signed,) ROBERT BRUCE STEWART,
Proprietor of lots on Townships No. 7, 10, 12, 30,
and part of lots on Townships No. 27, 46 and 47.
JOHN A. McDONELL,
Proprietor of part of Township No. 35.
JAMES F. MONTGOMERY,
Proprietor of part of Township No. 34.
JAMES P. DONSE,
Proprietor of part of Township 31.
MARGARET STEWART,
Proprietor of part of Township No. 18.

*Schedule of Local Statutes of the Province of P. E. Island referred to in the annexed
Petition and Memorial.*

DISTRAINT.

5th William, 4th, cap. 6.—By this statute twenty days are allowed, if required, before goods and chattels taken by distraint for rent, can be sold; whereas formerly, under English common law, six days were allowed.

6th Victoria, cap. 19.—By this statute a landlord is prevented from levying distress for rent on houses, cattle, hay or threshed or unthreshed straw, between the first day of December and first day of June following.

14th Victoria, cap. 13.—By this statute a landlord can recover costs for one bailiff only; and the scale of charges is so reduced that a landlord must always lose by distraining.

19th Victoria, cap. 14.—By this statute certain notices and other regulations not formerly necessary are required.

COUNTY COURTS.

36 Victoria, cap. 3.—By Section XVIII. of this statute a landlord is practically debarred from access to the County Courts.

N.B.—Distress for rent having by local statutes been rendered almost impracticable, and suits, in which the title to land may be raised, being excluded from the County Courts, a landlord's only means of recovering rent is by an expensive suit in the Supreme Court.

LAND TAX.

27th Victoria, cap. 37.—By this and previous statutes, a penal tax upon the holders of land in a wilderness or unleased and uncultivated state, is imposed; which has compelled the owners of such lands to let them on long leases, at low rates, to parties who have not capital sufficient to enable them to purchase, and often not sufficient to enable them to carry on farming to advantage and pay their rent.

Cultivated or leased lands pays one dollar and eight cents per hundred acres.

Uncultivated or unleased land pays one dollar forty-nine cents per hundred acres.

CURRENCY.

12th Victoria, cap. 24; 17 Victoria cap. 6.—These statutes enact that where a landlord has at any time received his rents in a depreciated currency, he shall be bound to receive it in the same currency for all time to come. The amount of loss, under these Acts, to the landlord, is equal to seven shillings out of every twenty-seven shillings reserved in any leases he may have granted prior to the passing of these Acts.

LAND PURCHASE.

16th Victoria, cap. 18; 20th Victoria, cap. 20.—By these and other Acts passed subsequently, large amounts of money have been raised and expended in purchasing land from proprietors and reselling it to tenants.

28th Victoria, cap. 5.—By this statute money is placed at the disposal of Government, to assist tenants to the extent of one half the purchase money, in buying the fee simple of their farms.

31st Victoria, cap. 13; 32nd Victoria, cap. 10.—By these statutes Government was authorised to expend severally £10,000 and £30,000 in the purchase of land at a higher rate than seven shillings and sixpence, or one dollar and twenty-two cents per acre.

FIFTEEN YEARS' PURCHASE.

27th Victoria, cap. 2.—By this statute the tenants on certain Township lands, the property of certain proprietors who were consenting parties thereto, were forgiven all arrears due previous to the year 1858; and were enabled to purchase the freeholds of their farms at the rate of fifteen years' purchase of the rent reserved in their leases, at any time within ten years from the passing of this Act.—N.B.—The proprietors who consented to be bound by this Act, forgave large amounts of arrears, considered, and were given to understand, that subject to the provisions of the Act, they were not to be otherwise disturbed in possession of their just rights.

TENANTS' COMPENSATION.

35th Victoria, cap. 10; 36th Victoria, cap. 24.—These statutes, being the Tenants' Compensation Act of 1872, and the amendment thereto passed in 1873, provide that a tenant shall be entitled to compensation for all improvements on the expiry of his lease, or other termination of his holding other than his ejection therefrom for non-payment of rent.

DEPARTMENT OF THE SECRETARY OF STATE,
OTTAWA, May 26th, 1874.

SIR,—I have the honor to acknowledge the receipt of your despatch, No. 31, of the 18th inst., transmitting the certified copy in duplicate, of an Act passed by both Houses of the Legislature of the Province of Prince Edward Island, during its late session, intituled the "Land Purchase Act, 1874," together with a report thereon, with several enclosures from the Attorney General of that Province.

Your despatch and its enclosures will be submitted for the consideration of His Excellency the Governor General.

I have, &c.,
(Signed,) EDOUARD J. LANGEVIN,
Under-Secretary of State.

To His Honor

The Administrator of the Government
of Prince Edward Island, Charlottetown, P.E.I.

Copy of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council, on the 26th December, 1874.

The Committee of Council have had under consideration the report dated 23rd December, 1874, from the Hon. the Minister of Justice (report of Minister of Justice with despatch to Colonial Secretary, No. 329, of 29th December, 1874) to whom was referred a Bill passed by the Legislature of the Province of Prince Edward Island, at the session thereof held in the early part of this present year, and intituled the "Land Purchase Act, 1874," which Bill was reserved for the signification of Your Excellency's pleasure thereon.

The Committee, under all the circumstances of the case as set forth in the said reports, submit their concurrence in the recommendation of the Minister of Justice, and advise that the Bill so reserved do not receive the assent of Your Excellency in Council.

Certified.
(Signed,)

W. A. HIMSWORTH,
Clerk, Privy Council.

DEPARTMENT OF THE SECRETARY OF STATE,
OTTAWA, 29th December, 1874.

SIR,—I am directed to inform you that His Excellency the Governor General has had under consideration in Council the Bill passed by both Houses of the Legislature of the Province of Prince Edward Island, entitled "The Land Purchase Act, 1874," and reserved by you for the signification of His Excellency's pleasure thereon.

His Excellency has also had under consideration your despatch, No. 31, of the 18th May last, with its several enclosures, transmitting the Bill, and at the same time setting forth your reasons for reserving the same.

His Excellency has further had before him in Council several petitions which have been presented against the allowance of this Bill, some having been sent to the Secretary of State for the Colonies, and others direct to His Excellency.

In transmitting one presented in England, Lord Carnarvon has requested the careful consideration of His Excellency's ministers in respect to it. They submit that the proposed Act is subversive of the rights of property, and that it will prove most ruinous to proprietors in the Colony, and a dangerous precedent to establish as a mode of allaying popular agitation. After entering upon details of the past, they submit that the Act is without a precedent in the history of legislation, and that even if it were called for, as constitutional as respects its objects, the mode of procedure adopted by it would prove most ruinous and harassing to the owners of property in that Island. They allege that the government, which is practically irresponsible, as it cannot be sued in a Court of Law, might hold this Act over the proprietor who cannot force on the proceedings when once commenced, nor obtain compensation of costs when such proceedings have been abandoned, and they dispute the recitals in the Act, and pray for the disallowance of the same.

The other petitioners allege various reasons, in respect to which they as proprietors and British subjects, would be much injured and damnified, if the Act passed.

The allegations in these petitions are very forcibly urged, and represent features which cannot but be regarded as contrary to the principles of legislation in respect to private rights and property.

His Excellency in Council is advised that the Act is objectionable in that it does not provide for an impartial arbitration, in which the proprietors would have a representation for arriving at a decision on the nature of the rights and the value of the property involved, and also for securing a speedy determination and settlement of the matters in dispute.

Under all the circumstances of the case His Excellency is advised that the Bill so reserved by you, intituled "The Land Purchase Act, 1874," should not receive the assent of His Excellency in Council.

I have, &c.,
(Signed,) G. POWELL,
For the Under Secretary of State.

To His Honor
The Lieutenant Governor of Prince Edward Island,
Charlottetown, P.E.I.

DEPARTMENT OF THE SECRETARY OF STATE,
OTTAWA, 4th January, 1875.

SIR,—With reference to my letter of the 29th December last, I am directed to transmit to you copies of documents noted in the margin, which have been received by His Excellency the Governor General from parties interested in the Act of the Legislature of the Province of Prince Edward Island, entitled "The Land Purchase Act, 1874."

I have, &c.,
(Signed,) G. POWELL,
For the Under Secretary of State.

To His Honor
The Lieutenant Governor of Prince Edward Island,
Charlottetown, P.E.I.

(No. 3.)

PROVINCE OF PRINCE EDWARD ISLAND,
GOVERNMENT HOUSE, 14th January 1875.

SIR,—I have the honor to acknowledge the receipt of your despatch, No. 2201 on 93, of the 29th ult., informing me that His Excellency the Governor General, having had under his consideration the Bill passed by both Houses of the Legislature of this Province, intituled "The Land Purchase Act, 1874," reserved for His Excellency's sanction and approval, is advised, that under all the circumstances of the case, the same should not receive the assent of His Excellency in Council.

I have, &c.,
(Signed,) R. HODGSON,
Lieutenant-Governor.

The Honorable the Secretary of State,
Ottawa.

(No. 5.)

PROVINCE OF PRINCE EDWARD ISLAND,
GOVERNMENT HOUSE, 20th January, 1875.

SIR,—I have the honor to acknowledge the receipt of your despatch, No. 4 on 93 of 1874, of the 1st inst., transmitting copies of documents noted in the margin, received by His Excellency the Governor General, from parties interested in the Act of the Legislature of this Province intituled "The Land Purchase Act, 1874."

I have, &c.,
(Signed,) R. HODGSON,
Lieutenant-Governor.

The Honorable the Secretary of State,
Ottawa.

GOVERNOR GENERAL'S OFFICE,

March 17th, 1875.

SIR,—In compliance with your order of reference on an Address from the Senate dated the 5th instant, I have the honor, by desire of His Excellency the Governor General, to transmit herewith copies of a correspondence relating to a Bill passed by the Local Legislature of Prince Edward Island, intituled: "The Land Purchase Bill of 1874."

I am, Sir,

Your most obedient servant,

(Signed.)

H. C. FLETCHER,

Governor's Secretary.

The Honorable

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

List of Correspondence relating to Prince Edward Island Land Purchase Bill of 1874.

Mr. R. B. Stewart to the Governor General, 20th April, 1874.

Col. Fletcher to Mr. Stewart, 30th April.

Mr. R. B. Stewart to the Governor General, 15th May, 1874.

Col. Fletcher to Mr. Stewart, 28th May.

Mr. E. J. Hodgson to the Governor General, 20th May.

Col. Fletcher to Mr. Hodgson, 28th May.

Memorial of Mr. Hodgson.

Col. Fletcher to Mr. Hodgson, 6th June.

Mr. R. B. Stewart to the Governor General, 1st June.

Col. Fletcher to Mr. Stewart, 11th June.

Colonial Secretary to the Governor General, No. 99, 4th June, 1874.

Colonial Secretary to the Governor General, No. 100, 10th June.

Colonial Secretary to the Governor General, No. 105, 15th June.

Colonial Secretary to the Governor General, No. 247, 30th December.

The Earl of Dufferin to the Colonial Secretary, No. 329, 29th December.

The Earl of Carnarvon to the Earl of Dufferin, No. 32, January 27th, 1875.

(Copy.)

Mr. Robert B. Stewart to The Earl of Dufferin.

STRATH GARTNEY, PRINCE EDWARD ISLAND,

20th April, 1874.

MY LORD,—May I take the liberty of addressing your Lordship on the subject of the "Land Purchase Act, 1874," now in course of being passed by our Local Legislature,—an Act directly affecting the existence of landed property in this Island,—an Act which, if it become law, will compel every holder of land to the extent of one thousand acres and upwards, and every proprietor or landlord of more than five hundred acres of leased or tenanted land, to sell such land to the Local Government, at prices to be fixed by Commissioners to be appointed for that purpose; the said Commissioners to be instructed, by a special clause in said Act, that, in making an award, they are not to take into consideration the injury done to the proprietor by the fact that the sale is to be compulsory. It appears also to be intended that, from the date of the said Act receiving your Lordship's assent, no proprietor or landlord shall recover from any tenant more than the amount of the current year's rent.

As a resident proprietor of extensive estates in this Province, I intend to unite with other resident proprietors in a memorial petitioning that your Lordship's assent may be refused to said Act. On behalf of those proprietors who are not resident here, I beg leave to request and petition that, as they reside in Great Britain, suffi-

cient time may be given to enable them, after the passing of the said Act by our Local Legislature, to frame and forward a memorial against it. It is of very great importance that such time should be given to those proprietors resident in Great Britain, insomuch as it is evidently impossible for them to petition against the Act, before it shall have been passed here.

We, the resident proprietors, are so well aware of the extreme and agrarian views of the Local Legislature, that we consider it would be quite useless for us to attempt to oppose the Act here, further than to remonstrate with his Honor the Administrator, against its being permitted to pass as at present appears to be intended by the Local Legislature, and even without a suspending clause.

The wrong and hardship threatened to myself by the said Act is especially great and unmerited. Our late Lieutenant-Governor Robinson kindly permitted me to address a private letter to him, of which he forwarded a copy to Lord Kimberley, and also at my request said that he would hand the original to your Lordship for your perusal, when you were in this Island last summer, Mr. Robinson knowing the correctness of my statement.

May I beg to enquire of your Lordship whether the Act in question will come before your Council or before your Lordship alone, that our memorial may be framed accordingly.

I have, &c.,
(Signed,) ROBERT BRUCE STEWART.

To His Excellency the Earl of Dufferin,
Governor General of the Dominion of Canada, &c., &c., &c.

Governor General's Secretary to Mr. Robert B. Stewart.

(Copy.)

GOVERNOR GENERAL'S OFFICE,
OTTAWA, 30th April, 1874.

SIR,—I am directed by the Governor General to acknowledge the receipt of your letter, dated the 20th instant, on the subject of the "Land Purchase Act, 1874," now under the consideration of the Legislature of Prince Edward Island.

I am to inform you in reply to your enquiry that the memorial you propose to prepare on the question may be addressed to His Excellency the Governor General.

I have, &c.,
(Signed,) H. C. FLETCHER,
Governor General's Secretary.

Robert Bruce Stewart, Esq.,
Strath Gartney, P. E. Island.

Mr. Robert Bruce Stewart to the Earl of Dufferin.

(Copy.)

STRATH GARTNEY,
PRINCE EDWARD ISLAND,
May 15th, 1874.

MY LORD,—I beg to acknowledge the favor of your Lordship's reply to my letter concerning the "Land Purchase Act," recently passed by our Local Assembly and Council. I have now the honor to enclose a memorial from myself and other proprietors with the "Act" as published in the *Royal Gazette*, and a certified copy of the same from the Hon. Attorney-General of the Province. Other memorials will, I believe, be forwarded to your Lordship on the same subject. I suffer in common with the other proprietors from such *class* legislation as the Act referred to; but my individual case is one of especial great hardship. I am the largest resident proprietor in this colony. At considerable cost of time, trouble and money, I have established a residence and homestead for myself and my family on about 700 acres of land in

the midst of one of my townships. If, as is very probable, I should have occasion to go to Great Britain or elsewhere for a year or two, and let my house and homestead to a tenant during my absence, I feel quite certain that I should, on my return, find myself ousted from my own home, and *that* home transferred to the Local Government under "The Land Purchase Act." The arrangement of letting my homestead, although intended by me to be for a very short term only, would come within the scope of the Act, and would, as I firmly believe, be made the excuse for putting the Act into operation against me. Under any such temporary arrangement as the before-mentioned, I should not think of appointing an agent in this Island. A notice published in the *Royal Gazette*, and posted to my supposed address (see Section 3rd of the Act) might very probably never be seen by me; I might be travelling on the Continent, or in the Highlands of Scotland. The Commissioners, under the Act, might undoubtedly proceed, as the Act directs, and transfer my house and homestead to the Local Government at such price as the said Commissioners might please to award; the said Commissioners being, as a further and more aggravated injury to me, debarred by said Act from taking into their consideration the loss, great and ruinous, which I should suffer from such summary ejection and the complete overthrow of all the plans and views upon which I have acted during the 28 years of my residence in this colony—views in pursuance of the intentions which led my late father to purchase that property upon which I now stand as his heir,—views in which the benefit of *his* and *my* tenants formed a leading feature. The present, and many previous enactments of hostile legislation, are the reward and the thanks which I receive for all. The attempts of the Local Legislature to obtain possession of the proprietors' lands have been accompanied by many unworthy insinuations against the character and standing of those who have exercised the right of petitioning Her Majesty against measures such as "The Land Purchase Act" now referred to. Minutes of Council have been sent home in past years, a reference to which will substantiate the above statement, the proprietors referred to, or animadverted upon, having no opportunity to see or reply to such statements. Our late Lieut.-Governor, Mr. Robinson, saw what I had done here, and knew all that I had tried to do as a resident landlord. May I further take the liberty of mentioning that I am well known to Lady Georgina Fane, to Mr. Farrer, of Ingleborough, to Mr. Walter, of Bear Wood and to Messrs. Farrer, of Lincoln's-Inn Fields, London, who would readily guarantee my veracity, and who will know the struggle which I have had to make here against the injurious effects of penal taxation on wilderness land, and anti-proprietary legislation in general. My position is also known to Sir Stafford and Lady Northcote; her Ladyship's father was one of the earliest and best friends of my father, the late Mr. David Stewart, of Great Russell Street, London.

I have, &c.,

(Signed),

ROBERT BRUCE STEWART.

To the Right Honorable the Earl of Dufferin,
Governor General of the Dominion of Canada.

&c.,

&c.,

&c.

(Copy.)

Governor General's Secretary to Mr. R. B. Stewart.

GOVERNOR GENERAL'S OFFICE,

OTTAWA, 28th May, 1874.

SIR,—I am directed by His Excellency the Governor General to acknowledge the receipt of your letter dated the 15th instant, enclosing a memorial on the subject of the "Land Purchase Act," recently passed by the Legislature of Prince Edward Island.

I have, &c.,

(Signed),

H. C. FLETCHER,

R. B. Stewart, Esq.,

Strath Gartney, P. E. I.

Governor's Secretary.

(Copy.)

*Mr. E. J. Hodgson to the Earl of Dufferin.*CHARLOTTETOWN, P. E. I.,
20th May, 1874.

MY LORD,—A Bill was passed by the two branches of the Local Legislature of this Province at its last session, entitled the "Land Purchase Act, 1874," its object being to transfer the lands of proprietors in this Island, without their consent and against their will, to an official called the "Commissioner of Crown Lands."

The measure was introduced and passed through the Legislature with unprecedented haste; those who will suffer most severely by its operation were not allowed to say one word in their own behalf, and the only hope they can now have of making known the great injustice which they will suffer, is by appealing to Your Excellency to stay the operation of this harsh and oppressive measure.

I represent Miss Fanning of 3 Circus, Bath, the proprietor of Township No. 50 and 67, and Colonel Cumberland of Entam Lodge, Leamington, the proprietor of a portion of Township 65, and I respectfully request that Your Excellency will not give your assent to this Bill until I have had an opportunity of forwarding it to them for their consideration and remarks.

I have, &c.,
(Signed,)

EDWARD J. HODGSON.

The Right Honorable the Earl of Dufferin,
Governor General of Canada, &c., &c., &c.*Governor General's Secretary to Mr. E. J. Hodgson.*

(Copy.)

GOVERNOR GENERAL'S OFFICE,
OTTAWA, 28th May, 1874.

SIR,—I am directed by His Excellency the Governor General to acknowledge the receipt of your letter of the 20th instant, requesting His Excellency to withhold his assent to a Bill entitled "The Land Purchase Act, 1874," recently passed by the Legislature of Prince Edward Island.

I have, &c.,
(Signed,)H. C. FLETCHER,
*Governor General's Secretary.*E. J. Hodgson, Esq.,
Charlottetown, P.E.I.

(Copy.)

*To His Excellency the Right Honorable Sir Frederic Temple, Baronet, Earl Dufferin,
Governor General of the Dominion of Canada:—*

The memorial of Daniel Hodgson, of Charlottetown, in the Province of Prince Edward Island, guardian of Catherine Wright and Edith Wright, infant children of the late Charles Wright, deceased, humbly sheweth to Your Excellency.

That an Act was passed during the late Session of the Local Legislature of this Province, entitled "The Land Purchase Act, 1874," and reserved by the Administrator of the Government for Your Excellency's assent, the object of which is to transfer to the Government of this Province without consent of the owners, the lands of all persons holding upwards of five hundred acres, the only exception being that by actual use and occupation a proprietor may hold one thousand acres of untenanted land.

The small possession of the wards under my care are, by this sweeping measure, as arbitrarily dealt with as the possessions of the wealthy, but with far more serious consequences to them, as it is all they have to live upon.

I have reason to believe that the attempted injustice of the Act in question will be fully exposed, and set before Your Excellency by others, I will, therefore, merely refer to two or three points peculiar to the case of those whom I represent, and the very great hardship and trouble to which they will be subjected, should this Act receive Your Excellency's assent.

The children I represent are orphans, and entirely dependent for their support and education upon the rents derived from their small estate; it contains four thousand four hundred and forty-seven acres, and the gross rental amounts to seven hundred and nine dollars and seventy-seven cents, even should the tenants be able to pay the yearly rent in full a circumstance which has never yet occurred.

The yearly income I can collect from the estate is barely sufficient to support and educate them, and if they were deprived of their lands, their only means of living would be wrested from them, and as they have no relatives able to assist them, this case is one of extreme hardship.

I therefore pray that Your Excellency will be pleased to withhold your assent to "The Land Purchase Act, 1874."

And, as in duty bound, your memorialist will ever pray.

(Signed,)

DANIEL HODGSON.

Governor General's Secretary to Mr. Daniel Hodgson.

(Copy.)

GOVERNOR GENERAL'S OFFICE,

OTTAWA, 6th June, 1874.

SIR,—I am directed by His Excellency the Governor General to acknowledge the receipt of your memorial, praying His Excellency to withhold his assent to an Act passed by the legislature of Prince Edward Island entitled "The Land Purchase Act, 1874."

I have, &c.,

(Signed,)

H. C. FLETCHER,

Governor General's Secretary.

Daniel Hodgson, Esq.,
Charlottetown, P.E.I.

Mr. R. B. Stewart to the Earl of Dufferin.

(Copy.)

STRATH GARTNEY,

PRINCE EDWARD ISLAND,

1st June, 1874.

MY LORD,—On the 15th ult. I had the honor of forwarding to your Lordship a copy of the Royal *Gazette* of this Province, containing the "Land Purchase Act" recently passed by both branches of our Local Legislature, and reserved by His Honor the Administrator, for your Lordship's decision; also a certified copy of said Act, together with the memorial from myself and certain other proprietors of township lands in this province, praying that your Lordship's assent may be refused to said Act; also a letter from myself explaining the peculiar hardship impending in my case in the event of that Act becoming law.

The interests affected by the Land Purchase Act being very important to the proprietors, and it being scarcely possible to enter into all necessary details in a memorial or memorials, may I respectfully request your Lordship to inform me whether you would permit us to appear before you by deputation or counsel in this matter, in the event of the proprietors uniting in the wish to do so.

I have, &c.,

(Signed)

ROBERT BRUCE STEWART.

The Right Honorable the Earl of Dufferin,
Governor General of the Dominion of Canada.

Governor General's Secretary to Mr. R. B. Stewart.

(Copy.)

GOVERNOR GENERAL'S OFFICE,
OTTAWA, 11th June, 1874.

SIR,—I am directed by the Governor General to acknowledge the receipt of your further communication dated the 1st instant on the subject of the "Land Purchase Bill" passed by the Legislature of Prince Edward Island, and to inform you that His Excellency has caused it to be referred for the consideration of the Privy Council.

I have, &c.,
(Signed,) H. C. FLETCHER,
Governor General's Secretary.

Robert Bruce Stewart, Esq.,
Strath Gartney, P.E.I.

The Earl of Carnarvon to the Earl of Dufferin.

(Copy—Canada, No. 99.)

DOWNING STREET,
4th June, 1874.

MY LORD,—I have the honor to enclose for the careful consideration of your ministers, the accompanying copy of a petition which I have received from certain proprietors of land in Prince Edward Island, protesting against an Act relating to the sale of land which is stated to be now before the Legislature of Prince Edward Island.

I am informed that further signatures to this petition will be sent to me hereafter.

I have, &c.,
(Signed,) CARNARVON.

Governor General
The Right Honorable
The Earl of Dufferin, K.P., K.C.B., &c., &c., &c.

(Copy.)

To the Right Honorable Her Majesty's Principal Secretary of State for the Colonies.

We, the undersigned proprietors of land in Prince Edward Island, in the Dominion of Canada, have learned with surprise that an Act, a draft copy of which is appended, is now before the Legislature of that Island. We respectfully invite your Lordship's attention to this subject, and submit that the proposed Act is subversive of the rights of property; that it will prove most ruinous to all who own land in that colony, and that it will be a dangerous precedent to establish as a mode of allaying popular agitation.

It should be borne in mind that there is nothing whatever to distinguish us from other land owners in other portions of the Empire. In no other Colony can land be obtained on such favorable terms as in Prince Edward Island, when the rent per acre after a lapse of some years rises only to tenpence sterling per acre, and where the leases are in most cases for nine hundred and ninety-nine years.

Fourteen years ago, at the urgent instance of the British Government, a large number of the Prince Edward Island land owners consented to submit their rights to the decision of a Royal Commission, with a view to putting an end to the various questions that had arisen in that Colony. The result of that Commission was a declaration that not a single case of harsh treatment had been proved by the tenants.

The proprietors were urged to consent to a remission of the large arrears of rent which they had too indulgently allowed to accumulate. In the hope that by such concessions some security could be thenceforth ensured to them, the proprietors assented to the remission, and also in some instances to an equally serious surrender of their rights in other respects. But the concessions proved unavailing, and became only the stepping stones for fresh aggressions. A tenant's Compensation Act for Ireland having been passed by the late Government, they sent it as a boon to Prince Edward Island politicians who, only too readily, adopted such an acceptable measure of a confiscation. By it the tenants were enabled to demand liberal compensation for their outlay upon property held by them, while the unfortunate landlord was precluded by his ill-timed generosity from using as a set off to such claims, the large arrears of rent which had been so unwisely surrendered. It might have been hoped that this Act would have been the last of the long series of oppressive laws that have been passed to harass the owners of land in that country. But the result proves that this is not the case. Though settlers in Prince Edward Island can secure abundance of land, either freehold or leasehold, on singularly favorable terms, a further Act is now in contemplation to deprive the proprietors of their lands. One of the inducements to adopt such legislation is the offer of the Dominion Government to assist the Island Government to buy the lands of the proprietors, as a reward for the adoption of Confederation by the people of Prince Edward Island.

We respectfully submit that the proposed Act is without a precedent in the history of legislation. But even if it were called for and constitutional as respects its objects, the mode of procedure adopted by it would prove inevitably most ruinous and harassing to the owners of property in that Island. The Government, which is practically irresponsible as it cannot be sued in a Court of Law, can hold this Act for years over the unfortunate proprietor, who cannot force on the proceedings when once commenced, nor obtain compensation or costs when such proceedings have been abandoned. Nor is there any basis provided for valuing the property, so that if a refractory tenant has paid nothing for years there is every reason to believe that the Government will avail themselves of the landlord's misfortune, and will pay him only an equivalent for what he has been actually receiving from the tenant, who will get the land at the lowest possible figure, payable on the easiest possible terms.

Apart from these and many other equally serious objections to the form of the Act, we respectfully submit that the Act itself is simply an outrage against modern civilization, and cannot fail to be utilized in England and Ireland by agitators as a precedent for abolishing leasehold tenures, and for preventing any proprietor from owning more than five hundred acres of land.

We beg to draw Your Lordship's attention to the singular grounds on which this Act of confiscation is based. The first is that the leasehold tenures of the island have long been a subject of contention, and have proved seriously detrimental to the property of that Province and to the contentment and happiness of the people.

We beg to submit that this statement is clearly unfounded, that the cause of the agitation in the island has been the existence of demagogues there, and that the Land Commissioners of 1860 clearly established the fact that those townships where leasehold tenures existed were far more prosperous than those whose occupants held in fee simple, while the remarkable increase in the wealth and population of the whole island since one thousand eight hundred and sixty, proves that it has enjoyed a measure of prosperity which has been equalled in few portions of the British Empire.

One of the other two grounds alleged is that it is very desirable to convert leasehold tenures into freehold estates. This is equally applicable to every part of the empire, and could be urged with peculiar force in the vicinity of Westminster Hall.

There is one more ground for despoiling us of our property, and that is that there is no reasonable hope of certain proprietors voluntarily selling their township lands to the Government at moderate prices.

We beg to suggest that even if this state of things does exist in Prince Edward

Island an unwillingness to sell property at a price below its value must exist in every free country where a man's property is secured by law against arbitrary confiscation by the Government.

The conclusion arrived at from these remarkable premises is even more astounding, viz: that because some proprietors do not wish to sell to the Government at moderate prices, and it is desirable to convert leasehold tenures into freehold, therefore any person owning over one thousand acres can be forced to sell it to the Government by appraisement, so that the Act applies to all lands whether held in leasehold or freehold, and practically amounts to this, that no one shall own over one thousand acres of land.

We have learned, too, that even this is regarded as too large an amount of liberality to extend to the owners of property, the Opposition having endeavoured to amend the Act by preventing any one from owning over five hundred acres of land.

In conclusion, we respectfully urge that we have acted most liberally and fairly to our tenants, who hold their lands on more favorable terms than are to be found in any other part of the Empire; that we have made most liberal sacrifices of large arrears for the sake of peace; that year after year we have been incessantly harassed by a Legislature elected by the tenants and their friends, and that there is no shadow of excuse for such exceptional legislation against us unless Her Majesty's Government are prepared to sanction that principle which is the corner stone of communism—that property is a crime against society.

We therefore pray that the Royal Assent may be withheld from this Act, and feel assured that as British subjects we can now very safely leave a measure based on such socialist principles to the wisdom and justice of Her Majesty's Government.

We have, &c.,

(Signed,)

MELVILLE.

C. GEORGINA FANE.

C. A. SULLIVAN.

G. GRAHAM MONTGOMERY.

W. STEWART, for Self and
Sister.

The Earl of Carnarvon to the Earl of Dufferin.

(Copy—Canada—No. 100.)

DOWNING STREET, 10th June, 1874.

MY LORD,—With reference to my despatch, No. 99, of the 4th of June, I have to inform you that the persons whose names are stated in the margin, have added their signatures to the petition against the Act passed by the Legislature of Prince Edward Island relating to the sale of the

M. M. Fanning.
B. H. Cumber-
land, Lt.-Col.
M. T. Cumber-
land.
John Macdonald.

I have, &c.,

(Signed,)

CARNARVON.

Governor General

The Right Hon. the Earl of Dufferin, K.P., K.C.B., &c., &c.

The Earl of Carnarvon to the Earl of Dufferin.

(Copy—Canada—No. 105.)

DOWNING STREET, 15th June, 1874.

MY LORD,—With reference to my despatches noted in the margin, I transmit to you copies of correspondence with Messrs. Frere & Co. in regard to the Prince Edward Island Land Purchase Bill.

I have, &c.,

(Signed,)

CARNARVON.

Governor General

The Right Hon. the Earl of Dufferin, K.P., K.C.B., &c., &c.

Messrs. Frere & Co. to Sir H. Holland.

(Copy.)

28 LINCOLN'S INN FIELDS,

LONDON, 11th June, 1874.

DEAR SIR,—Lady Georgina Fane is very anxious that it should be understood that in the memorial which we left yesterday, her signature, and that of another, are duplicates, Lady Georgina Fane and the other signatory having signed the duplicate memorial sent in by her ladyship to the Colonial Office last week. We explained this on leaving it, but she is still afraid that it may lead to some misapprehension.

Lady Georgina Fane has received a letter from Mr. De Blois, her agent in Prince Edward Island, in which he insists that it is necessary she should send in a memorial to the Governor General, and he also urges her to allow him to employ counsel to be heard before the Governor General at Ottawa in opposition to the Bill, and she wishes to know whether after having memorialised Her Majesty's Secretary of State for the Colonies, it would be necessary or desirable that she should take either of these steps in order to prevent the passing of the Land Purchase Act, 1874. We shall be much obliged by any information you can give us on the subject. We left with Mr. Dealtry a print of the Act as actually passed, and it is far more objectionable on every point than the Bill as it was introduced to the Legislature of Prince Edward Island. We shall be obliged, after Mr. Lowther has seen this Act, if you will return it to us, as we have no copy.

We shall be happy, if you wish it, to show you Mr. DeBlois' letter and a petition he has sent to the Governor General, stating that his constituents would also petition the Governor General.

We are, &c.

(Signed,)

FRERE & Co.

Sir Henry T. Holland, Bart.,
Colonial Office, Downing Street.

The Under Secretary, Colonial Office, to Messrs. Frere & Co.

(Copy.)

DOWNING STREET,

15th June, 1874.

GENTLEMEN,—I am directed by the Earl of Carnarvon to acknowledge the receipt of your letter of the 11th instant, on the subject of the Prince Edward Island Land Purchase Bill of 1874.

In reply I am to return to you the Bill which you left at this office, and to inform you that Lord Carnarvon is aware of no reason why further memorials should not be presented to the Governor General of Canada, but that he cannot undertake to advise whether the petitioner should request to be heard by counsel against the Bill.

Copies of your letter and of this reply will be sent to the Governor General of Canada.

I am, &c.

(Signed,)

H. T. HOLLAND.

The Earl of Dufferin to the Earl of Carnarvon.

(Copy—No. 329.)

GOVERNMENT HOUSE,

OTTAWA, 29th December, 1874.

MY LORD,—With reference to the correspondence that has taken place on the subject of a Bill passed by the Legislature of Prince Edward Island, intituled "The

26th Decem- Land Purchase Act, 1874." I have the honor of transmitting herewith
ber, 1874. for Your Lordship's information, a copy of an Order in Council approv-
ing a report by the Minister of Justice advising me not to assent to the Bill in
question.

I have, &c.

(Signed,)

DUFFERIN.

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

*Copy of a Report of a Committee of the Honorable the Privy Council, approved by His
Excellency the Governor General in Council on the 26th day of December, 1874.*

The Committee of Council have had under consideration the annexed report, dated 23rd December, 1874, from the Honorable the Minister of Justice, to whom was referred a Bill passed by the Legislature of the Province of Prince Edward Island at the Session thereof, held in the early part of this present year, intituled "The Land Purchase Act, 1874," which Bill was reserved for the signification of Your Excellency's pleasure thereon.

The Committee under all the circumstances of the case, as set forth in the said report, submit their concurrence in the recommendation of the Minister of Justice, and advise that the Bill so reserved do not receive the assent of Your Excellency in Council.

(Signed,)

W. A. HIMSWORTH,
Clerk, Privy Council.

DEPARTMENT OF JUSTICE,
OTTAWA, 23rd December, 1874.

The undersigned has the honor to report:—

That at the Session of the Legislature of Prince Edward Island, held in the early part of this present year, a Bill was passed by both Houses, intituled "The Land Purchase Act, 1874."

Which was reserved by the Lieutenant-Governor for the signification of Your Excellency's pleasure.

Its objects are foreshadowed in the recitals thereto, which are:—

First,—"That the leasehold tenures of this Island have long been a subject of contemplation, and have proved seriously detrimental to the prosperity of this Province, and to the contentment and happiness of its people."

Secondly,—"That it appears from correspondence which has recently taken place between the Government of this Island and certain proprietors, that there is no reasonable hope of the latter voluntarily selling their Township lands to the Government at moderate prices."

Thirdly,—"That it is very desirable to convert the leasehold tenures into freehold estates on terms just and equitable to the tenants as well as to the proprietors." It provides that the Colonial Secretary shall notify any proprietor owning five hundred acres of land, or upwards, that the Government of the Province intend to purchase his land under the provisions of the Act, after which the Government and proprietors shall each nominate a Commissioner to award the amount of money, and they are jointly to nominate a third Commissioner.

The Act provides the necessary machinery for carrying such arbitration into effect, and provides further as follows:—

Section 23.—"After hearing the evidence adduced before them, the Commissioners, or any two of them, shall award the sum due to such proprietor as compensation or price, to which he shall be entitled by reason of his being divested of his lands and all interest therein and thereto."

Section 24.—“The fact of the purchase or sale of the lands of any proprietor being compulsory, and not voluntary, shall not entitle any such proprietor to any compensation by reason of such compulsory purchase or sale, the object of this Act being to pay every proprietor a fair indemnity or equivalent for the value of his interest, and no more,” and by the 25th section are regulated the circumstances which are to be taken into consideration by the Commissioners in estimating the amount of compensation to be paid to the proprietors.

Under the 29th section the Lieutenant-Governor in Council is to nominate a Public Trustee, who, when the purchase money of the property shall have been paid into the Treasury, is to execute a conveyance of the estate of the proprietor to the Commissioner of Public Lands, which shall thereby vest in the Commissioner of Public Lands an absolute and indefeasible estate of fee simple, free from all encumbrances of every description, and shall be held and disposed of by him as Public Lands, and shall also vest in the Commissioner of Public Lands all arrears of rent due upon the said lands.

It further provides, section 34, “When the full sum for any lands shall have been paid into the Treasury, and the conveyance executed by the Public Trustee to the Commissioner of Public Lands, the Government shall be absolutely exonerated from all liability to any person or persons whomsoever who may claim any estate so conveyed as aforesaid, or any interest therein, except as is mentioned in the next section.”

Section 44.—“After the passing of this Act, no action at law shall be maintained by any proprietor for the recovery of more than the current and subsequent year’s rent, and in case any such action is brought against any such tenant by any proprietor, such tenant may plead this Act in bar of such action, nor shall any execution issue on any judgment recovered, or to be recovered for rent by any proprietor against any tenant in this Island; excepting the current and subsequent accruing year’s rent, and in case any such execution is issued, the Supreme Court or a judge thereof shall, on application, stay any such execution until the award of the said Commissioners shall be made.”

2. In transmitting this reserved Bill, the Lieutenant-Governor forwards therewith certain documents.

The reasons which induced the Lieutenant-Governor to reserve the Bill, are given by him as follows:—

“The Act in question affecting private rights, by enforcing a compulsory sale by proprietors of five hundred acres of land, or upwards, at prices to be determined under a system of arbitration, to which they are thereby compelled to be parties, I deemed it to be my duty to reserve it for the consideration of His Excellency the Governor General.”

“For upwards of half a century ‘The Land Question’ so called, has agitated the minds of the people of this Province, and repeated attempts have been from time to time made by the Local Legislature to get rid of the leasehold system prevalent here, and the aid of the Imperial Government has been frequently invoked for that purpose, by endeavoring to obtain its sanction to the establishment of a Court of Escheat, on the ground of the non-fulfillment by the grantees of the condition of their grants from the Crown, but to which Her Majesty’s Government invariably refused to accede.”

“In 1860, three Commissioners were appointed to enquire into and adjust ‘the differences between landlord and tenant,’ the then proprietors or a major part of them, were assenting parties to this Commission; one Commissioner was selected by the Secretary of State for the Colonies, a second by the proprietors, and the third by the Local Legislature. Their report and award, characterized by the late Duke of Newcastle, then Secretary of State for the Colonies, as ‘able and impartial,’ was set aside, because the Commissioners thereby devolved the duty of assigning the value of Township lands, which they should have performed themselves upon other parties. Not recognized by the submission, a copy of the Commissioners’ report and award accompanies the reasons of the Attorney-General, marked No. 1, and to this I beg

“to refer His Excellency the Governor General, affording as it does a complete history of the land question from the year 1767 to the date of the report.”

“The desire finally to extinguish the leasehold system so far as relates to lands still in the hands of the proprietors, continues unabated, in fact it has received a fresh impetus since Confederation, in view of the sum of eight hundred thousand dollars appropriated by the Dominion Government for the purchase of the proprietary rights in this Province.”

The report of Mr. Attorney General Brecken, briefly referring to the same matters as mentioned in the despatch of the Lieutenant Governor, quotes particularly from the despatch of 13th March, 1869, from the then Secretary of State for the Colonies to the effect that, if Confederation of Prince Edward Island with Canada were to ensue, the land question should be left as far as possible for the decision of those, who under the altered circumstances of the Colony, would have to carry into execution any measures connected with it.

The Attorney General further adds that the Local Government is led to believe that there is no reasonable prospect of some of the owners of Township lands voluntarily disposing of their estates at moderate prices, and that others of them are not at all desirous of permitting their tenants to become freeholders.

Impelled by the peculiar circumstances of the case and strengthened by the despatch of Earl Granville, above alluded to, the Legislature had passed the Act with the hope that it might be the means of settling for ever this long agitated question, on terms just and liberal, as well to the proprietors as to the tenants.

The Lieutenant-Governor also transmits copies of correspondence between the Local Government and certain proprietors of lands and their agents on this subject.

The views of the different proprietors as to parting with the property vary, but the tenor shews generally an indisposition on the part of the proprietors to dispose of their properties, whilst in some instances, they ask that a definite offer should be made them.

There is also a statement submitted, shewing the names of the proprietors, their residences and number of acres owned by each, and the quantity of land owned by small freeholders, the former being 381,720 acres, and the latter 221,000 acres.

There is also a statement shewing the quantity of land already purchased under the authority of a previous Local Act, being in the aggregate 457,270 acres, at an aggregate amount of \$517,951.00, and a further purchase under an Act passed 23th Vic., of nearly 7,000 acres.

These purchases, however, appear to have been all made with the assent of the proprietors.

With the Lieutenant Governor's despatch are certain memorials of proprietors, praying that the Act may not be allowed. These have been since supplemented by memorials furnished either to the Secretary of State for the Colonies and transmitted by him, or direct to Your Excellency.

3. The documents transmitted by Mr. Attorney-General Brecken show the transmission by the Duke of Newcastle in February, 1862, to the Lieutenant-Governor of a copy of a report of the Commissioners appointed to inquire into the land tenures of Prince Edward Island, together with the copy of the report which embraces a very full consideration of the whole circumstances, the same bearing date 18th July, 1861.

As before mentioned, however, nothing was done upon this report.

In 1864 a deputation from the Government of Prince Edward Island proceeded to England, when certain correspondence ensued between the Duke of Newcastle and themselves; and it appears that Sir Samuel Cunard proposed terms and submitted a draft bill which he thought would bear out the matter. These, however, equally led to the absence of any result.

In 1868 the matter was again brought forward by the Lieutenant-Governor submitting a minute of the Executive Council, and praying the sanction of the Secretary of State to the measure which might obtain a settlement of this question, in reply to which the Duke of Buckingham and Chandos stated that he “fully recognized the

"propriety of the course which the Executive Council have taken in seeking to obtain the sanction of the Secretary of State, before introducing a measure which would naturally tend to raise in the minds of the people, expectations with which in the result it might be deemed inexpedient to comply.

"I make the recognition the more fully, because, after a careful consideration of the whole case, and of the grounds now put forward by the Executive Council, in support of a law for the compulsory sale of the land of those proprietors who were not parties to the Act of 1864. I am not prepared to advise Her Majesty to sanction such a measure.

"The views of former Secretaries of State upon this subject, and the grounds upon which such views were based, have been so clearly explained in prior correspondence, that it appears to me unnecessary to do more now than to state that I find no special reason assigned in the Minute of Council, which, in my opinion, would justify, on the ground of public policy, the proposed direct appropriation of private property."

In February, 1869, correspondence was renewed between the Lieutenant-Governor of Prince Edward Island and the Imperial Government, which led to the remarks of Lord Granville previously quoted, to the effect that decision as to the land question should be left to those, who under the altered circumstances of the Colony by Confederation, if it were carried out, would have to carry into execution any measures connected with it.

4. Several petitions are presented against the allowance of this Bill; some, as above stated, having been sent to the Secretary of State for the Colonies, and others directed to His Excellency. In transmitting one presented in England, Lord Carnarvon requests the careful consideration of Your Excellency's Ministers in respect to it. They submit that the proposed Act is subversive of the rights of property, and that it will prove most ruinous to proprietors in the Colony, and a dangerous precedent to establish as a mode of allaying popular agitation. After entering upon details of the past, they submit that the Act is without a precedent in the history of legislation, and that even if it were called for, as constitutional as respects its objects, the mode of procedure adopted by it would prove most ruinous and harassing to the owners of property in that Island. They allege that the Government, which is practically irresponsible as it cannot be sued in a court of law, might hold this Act over the unfortunate proprietor who cannot force on the proceedings when once commenced, nor obtain compensation or costs when such proceedings have been abandoned; and they dispute the recitals to the Act, and pray for the disallowance of the same.

The other petitions allege various reasons in respect to which they, as proprietors and British subjects, would be much injured and damnified if the Act passed.

The allegations in these petitions are very forcibly urged, and represent features which cannot but be regarded as contrary to the principles of legislation in respect to private rights and property.

The undersigned is of opinion that the Act is objectionable, in that it does not provide for an impartial arbitration in which the proprietors would have a representation for arriving at a decision on the nature of the rights and the value of the property involved, and also for securing a speedy determination and settlement of the matters in dispute.

Under all the circumstances of the case, the undersigned has the honor to recommend that the Bill so reserved, intituled "The Land Purchase Act, 1874," do not receive the assent of Your Excellency in Council.

(Signed,)

H. BERNARD,
Deputy Minister of Justice.

I concur,
(Signed,) T. FOURNIEB,
Minister of Justice.

The Earl of Carnarvon to the Earl of Dufferin.

(Copy—Canada—No. 247.)

DOWNING STREET,
3rd December, 1874.

MY LORD,—I enclose herewith a copy of a further letter which I have received from Lady Georgina Fane, protesting against the Land Purchase Act passed by the Legislature of Prince Edward Island.

I am aware that I need not remind you that it will be convenient that your decision as to the allowance or disallowance of this Act should be announced with as little delay as possible.

I have, &c.,
(Signed,) CARNARVON.

Governor General

The Right Honorable the Earl of Dufferin, K.P., K.C.B.,
&c., &c., &c.

Lady Georgina Fane to the Earl of Carnarvon.

(Copy.)

5 UPPER BROOK STREET,
November 25, 1874.

MY LORD,—I thank Your Lordship for the letter which, by your desire, was written to me by Mr. Herbert on the 5th November, and for your courteous expression of regret that inconvenience should have been caused by the fact that an Act confiscating the property of the owners of land in Prince Edward Island has been held suspended over them for some months.

I trust, however, that Your Lordship will excuse me if I express the extreme astonishment I felt in hearing that Lord Dufferin could find any difficulty in coming to the conclusion that this Act, which is a violation of every principle of English law and common justice, should be at once rejected.

The more the clauses of the Act are considered the more monstrous it appears. At one fell swoop every owner of land in the colony, except the few who may happen to have 1,000 acres in their own occupation, is dispossessed of his property which is transferred to his tenants and to the Government. There is no exaggeration in calling this an Act of confiscation. It is treatment that never yet has been inflicted on the unoffending owner of land in a peaceful province. We have heard of wholesale confiscations of land in former times in our country, in Ireland and in other countries, but it has always been under the pretence that the expelled owners were traitors and had been engaged in rebellion. No eastern despot that was ever heard of is reported to have seized the land of all the proprietors in one of the Provinces under his dominions, and transferred the possession and right of it to himself and the tenants of the plundered proprietors, except they had done something to offend him.

The machinery provided by the Act for the so-called purchase is undisguised robbery. The Act renders the estate valueless to the proprietor by taking from him all right to demand rent, except for two years. The arrears are swept away, or rather transferred to the Government. The proprietor at the end of the present and next year deprived of all power to enforce payment of rent. What price would an arbitrator place on the estate but two years purchase, and for wilderness land nothing—as it pays nothing now to the proprietor. And under the Act he has no right to retain 500 acres, or one acre of this land. The only privilege left to a proprietor is that of paying the Land Tax on his wilderness land, a heavy tax that he has paid for years.

Is it possible that there can be in the mind of an English statesman any difficulty in coming to a decision in such an Act? The difficulty cannot be in the mind

of Lord Dufferin, it must be elsewhere, and an explanation may be found in the events of last year.

When the delegates, one of whom was Mr. James Pope, returned from Canada to Prince Edward Island, they announced to the people of the Island that the Government of Canada had promised to pass an Act compelling the proprietors to sell their estates. I was at that time, with other proprietors, petitioning Lord Kimberley, then Her Majesty's Colonial Minister, against the Tenants Compensation Act, an unjust and tyrannical Act, for which there was not in Prince Edward Island the shadow of an excuse.

I had related to him facts within my own experience that proved the truth of my assertion, that the proprietors in the Island were in need of protection, and not the tenants, many of whom are wealthy men; some are Members of the House of Assembly, and some (as Mr. James Pope, who, himself, had been a tenant of mine,) are Members of the Government.

I informed Lord Kimberley of the statements made by Mr. James Pope and the other delegates, and entreated that Her Majesty's Government would not throw us helpless into the power of persons who avowed their intention to rob us.

I petitioned for myself and the other proprietors, that Her Majesty's Government, in transferring us to the Dominion of Canada, would give us some protection against a Local Legislature, the members of which are personally interested in passing Acts framed for the purpose of robbing us of our property.

His Lordship was pleased to disregard our petitions, and within three months afterwards the Local Legislature passed an Act that will at once confiscate our property, and against which we have no defence, except (as we hope) the firmness and justice of Lord Dufferin in refusing to give to it the assent of Her Majesty.

In the autumn of last year, when the Legislature of Prince Edward Island were endeavoring to obtain from the Government of Her Majesty the Royal Assent to the Tenants Compensation Act, which must necessarily lessen the value of land throughout the Island, and will render some estates valueless to the owners; it had obtained from the Government of Canada a sum of money for the purpose of assisting it in the purchase of land.

The Government of the Island asserted that it intended to buy, as it often has, land which the owners have been willing to sell. Of course it was convenient to lessen the value of property preparatory to purchasing it. They obtained the Act to lessen its value, having previously obtained the money. It appears now that they were at the same time negotiating with some Members of the Government of Canada, or with persons who have influence in Canada, for the Act which has now passed through the Local Legislature of Prince Edward Island, which is to confiscate and enable them to obtain possession of lands of almost every proprietor in the Island.

The transaction is in truth a disgraceful job—I can find no gentler word to describe it. It is impossible that your Lordship or Lord Dufferin should sanction such a transaction and give the assent of Her Majesty to it, whoever the persons may be in Canada who favor it; and according to the statement of Mr. J. Pope and the delegates, there were persons who promised them their assistance. Lord Dufferin, as the Representative of Her Majesty, can surely refuse to give the Royal Assent to an Act that is contrary to all the principles of English law.

Under this Act the proprietors of land in Prince Edward Island who have not in any way offended against the laws of the country are plundered of their property (which is done effectually by taking from them all power to obtain payment of rent), and in addition are to be summoned before the court appointed to carry out the confiscation, where they may be insulted, fined, imprisoned and sentenced to any other punishment the Supreme Court may think proper to inflict if they do not answer every question relating to their property, and give up all papers, documents, title deeds, letters, and whatever the court may please to demand. No peaceful subjects of Her Majesty in any part of the world are subjected to such tyranny.

I sent to Lord Dufferin a petition from myself against this Act, with the memo-

rial of the proprietors who were in England. We have never heard if he received it. He has been engaged in important business, and, perhaps, has not attended much to this.

I therefore entreat of Your Lordship to read over the several clauses of this Act, and to call the attention of His Lordship to the iniquity and tyranny of it, in the hope that he will at once make it known that the assent of Her Majesty will not be given.

I have, &c.,

(Signed,)

C. GEORGINA FANE.

The Earl of Carnarvon,

Her Majesty's Secretary of State for the Colonies.

The Earl of Carnarvon to the Earl of Dufferin.

(Copy—Canada—No. 32.)

DOWNING STREET,

27th January, 1875.

MY LORD,—I have the honor to acknowledge the receipt of your despatch, No. 329, of the 29th of December, enclosing a copy of an Order of the Canadian Privy Council, approving a report by the Minister of Justice, advising you not to assent to the Prince Edward Island Land Purchase Bill, 1874.

I have, &c.,

(Signed,)

ROBERT E. W. HERBERT,

For the Earl of CARNARVON.

Governor General

The Right Honorable the Earl of Dufferin, K.P., K.C.B,

&c., &c., &c.

(No. 62.)

RETURN

To an ADDRESS of the HOUSE OF COMMONS, dated 15th March, instant, asking for—

1st. Copies of all documents relating to the appointment of J. A. Hamel, Esquire, of Malbaie, Physician, to vaccinate the Indians of the north shore of the River St. Lawrence, for the years 1868 and 1869; of the instructions furnished to him, and of the Reports made by him during the said two years, on the subject.

2nd. A Statement showing the number of Indians vaccinated by the said J. A. Hamel during the said two years; the accounts furnished by the said J. A. Hamel, and the amount of money paid to him by the Government for the services rendered.

3rd. Copies of all communications sent to the Government by the Rev. Father Arnault and others, during the years 1868 and 1869, in relation to the said J. A. Hamel.

By Command.

R. W. SCOTT,

Secretary of State.

DEPARTMENT OF THE SECRETARY OF STATE,
OTTAWA, 18th March, 1875.

(No. 63.)

RETURN

To an ADDRESS of the HOUSE OF COMMONS, dated 15th March, 1875; For copies of all Orders in Council, or other authority, granted to certain American steamboat proprietors, known as the "Kitson Line," to trade on the Red River, in the Province of Manitoba, said Company being reputed to discriminate in its rates of freight against merchandize from the Provinces of Quebec and Ontario, and to have a practical monopoly of the trade of the Red River.

By Command.

R. W. SCOTT,

Secretary of State.

DEPARTMENT OF THE SECRETARY OF STATE,
OTTAWA, 16th March, 1875.

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

RETURN

To an ADDRESS of the HOUSE OF COMMONS, dated 15th March, 1875: For copies of all correspondence with the Government of British Columbia, or with any person on behalf of that Government, respecting the construction of a first class Graving Dock at Esquimalt; also copies of any Orders in Council on the same subject; and also copies of the correspondence with enclosures between the Secretary of State and Mr. DeCosmos in 1874, respecting the said Graving Dock; also a copy of the Resolution submitted to the House by the Government during the last Session of Parliament respecting the said Dock; also a copy of the first Bill submitted to Parliament last Session, to carry out the object of the said Resolution, and also a copy of the Act of last Session providing for aid in construction of said Dock, in lieu of the guarantee of interest in section twelve of the terms of Union with British Columbia.

By command.

R. W. SCOTT,

Secretary of State.

DEPARTMENT OF SECRETARY OF STATE,
OTTAWA, 18th March, 1875.

The Secretary of State for the Colonies to the Governor General.

DOWNING STREET, April 29th, 1874.

Mr. DeCosmos
3rd Dec., '73.
C. O. to Mr.
DeCosmos, 5th
December, '73.
C. O. to Admi-
ralty, 6th Dec.
1873.
Mr. DeCosmos
8th Dec., '73.
C. O. to Ad-
miralty 9th
Dec., 1873
Mr. DeCosmos
13th Dec. '73.
Admiralty,
17th Jan. '74.
C. O. to Ad-
miralty, 27th
January 1874.

MY LORD,—With reference to Your Lordship's despatch, No. 272, of the 17th of November last, I have the honor to transmit to you, for your information and for that of your Government, copies of the correspondence, noted in the margin, respecting the proposed Imperial contribution towards the construction of a dry dock at Esquimalt, British Columbia.

2. From the letters from the Admiralty of the 17th of January last and 16th instant, you will perceive that Her Majesty's Government are prepared to contribute £30,000 towards the proposed dock on its satisfactory completion, provided that the work is constructed by the Province, that its dimensions and character are agreed on beforehand, and that in consideration of this contribution Her Majesty's ships shall have the preferential use of the dock without charge beyond actual current expenses for a period of 15 years from its completion.

Mr. Sproat, 3. In compliance with the request made by Mr. DeCosmos in his letter
2nd April, '74. of the 13th of December last, I communicated the decision of Her Majesty's
C. O. to Mr. Sproat, 7th Government to the Provincial Secretary of British Columbia by a telegram
April, 1874. of to-day's date, of which I transmit a copy.

C. O. to Admi-
rality, 7th

April, 1874.

Admiralty, 4. I request that you will communicate the full details of the conditions
16th April, '74. imposed by Her Majesty's Government to the Governor of the Province.
Telegram 29th
April, 1874.

I have, &c.,

(Signed,)

CARNARVON.

Governor General, The Right Honorable

The Earl of Dufferin, K.P., K.C.B., &c., &c., &c.

Mr. DeCosmos to the Secretary of State, Colonial Office.

(Copy.)

LONDON, 4, LIME STREET SQUARE,

December 3rd, 1873.

MY LORD,—In reference to the enclosed letter to Your Lordship from the Governor General of Canada, I beg to state I have come to London as the special agent and delegate of the Government of British Columbia, of which Province I am at present the Premier and President of the Executive Council.

My instructions are to inform Her Majesty's Government that the Province proposes to make a vigorous effort to build the long contemplated naval graving dock at Esquimalt, as a provincial public work ; and I am further to endeavor to arrange terms with Her Majesty's Government, so that a dock may be built within the next three years, that shall be capable of accommodating the heaviest ironclad ships of war.

The Province is unable to provide for the total cost of such a dock, but will undertake to construct it with some assistance from Her Majesty's Government, additionally to that provided for by 28 and 29 Vict., Cap. 106, " Act to authorise loans in aid of the "construction of docks in British possessions."

It is estimated that a first class graving dock can be built for about £100,000, but this sum might be considerably increased by unforeseen contingencies incident to dock construction.

It is with reference to some assistance from Her Majesty's Government that I beg the favor of an interview with Your Lordship.

The Province will have at its disposal \$250,000 (£50,000) for the purpose of building the Dock.

I have, &c.,

(Signed,)

A. DECOSMOS.

The Right Honorable

The Secretary of State for the Colonies.

P.S.—I enclose copy of letter from the Hon. A. Mackenzie, Premier of Canada, to me, dated 14th November, 1873 ; also print of correspondence and report respecting the graving dock.

(Signed,)

A. DEC.

Mr. Mackenzie to Mr. DeCosmos.

(Copy.)

MY DEAR SIR,—With reference to the proposal you submitted on behalf of the Government of British Columbia, viz :—To advance £50,000, to aid in the construction of a Graving Dock at Esquimalt, in lieu of the guarantee of interest at five per cent on £100,000 for ten years provided by the terms of Union, I have to say that any change in the mode of aiding in the construction of this work from that agreed to will require the sanction of Parliament.

I can only say at present that the Government will submit a measure to Parliament either to carry out your proposal or some scheme equivalent thereto.

I am, &c.,

(Signed.) A. MACKENZIE.

The Honorable A. DeCosmos, M.P.

Mr. Herbert to Mr. DeCosmos.

(Copy.)

DOWNING STREET,
December 5th, 1837.

SIR,—I am directed by the Earl of Kimberley to acknowledge the receipt of the letter with enclosures, on the subject of the proposed Graving Dock at Esquimalt, which you left at this office on the 3rd instant, and to express His Lordship's regret that, being absent from town, he could not have the pleasure of seeing you.

Lord Kimberley had received no previous intimation from the Dominion Government that the application for assistance which you have been deputed to support, would be made, and is of course unable at present to express any opinion on the subject, but His Lordship will lose no time in communicating with the Lords Commissioners of the Admiralty, whose views with regard to this and similar applications it is necessary to obtain in the first instance.

I am, &c.,

(Signed,) R. G. W. HERBERT.

A. DeCosmos, Esq.

P.S.—I am to request that you will favor Lord Kimberley with another copy of the pamphlet enclosed in your letter, if you can spare it.

Mr. Herbert to the Secretary to the Admiralty.

(Copy.)

DOWNING STREET,
December 6th, 1837.

SIR,—I am directed by the Earl of Kimberley to transmit to you a copy of a despatch from the Governor General of Canada, introducing the Hon. A. DeCosmos, President of the Council and Premier of the Province of British Columbia, who has been authorized to negotiate with Her Majesty's Government in reference to the construction of a Graving Dock at Esquimalt in that Province.

I am also to enclose a copy of a letter received from Mr. DeCosmos, on this subject, and I am to state that Lord Kimberley would be glad to receive the views of the Lords Commissioners of the Admiralty generally in regard to the proposed undertaking, and to be favored with their opinion as to whether it is one of such importance to the naval interests of the empire as to justify an application to the treasury for a considerable Imperial contribution. I am to request that the pamphlet enclosed may be returned when done with.

I am, &c.,

(Signed,) R. G. W. HERBERT.

The Secretary to the Admiralty.

Mr. DeCosmos to the Secretary of State for the Colonies.

(Copy.)

LONDON, LANGHAM HOTEL,
December 8th, 1873.

MY LORD,—In reference to my letter of the 3rd inst. on the subject of the proposed Esquimalt Graving Dock, and Mr. Herbert's reply of the 5th inst., I have the honor to enclose for your Lordship's information a copy of a letter which I addressed to the Secretary of the Admiralty on the 6th inst., following an interview which I had with Mr. Goschen.

I also enclose a copy of the letter of the Premier of Canada dated 14th November, 1873, therein referred to, and send herewith two copies of the printed correspondence asked for by Mr. Herbert.

I believe that the Lords Commissioners of the Admiralty will find no reason to express any other opinion than the favorable one which is expressed by Admiral Richards and Hastings in the above printed official correspondence respecting this dock, and on that assumption I respectfully beg leave to represent to your Lordship several circumstances which make it desirable that the application which I have been deputed to support, should have early consideration.

As stated in my letter of the 6th inst. to the Secretary of the Admiralty, the present feeling in Canada and in British Columbia favors the construction of the dock, with large assistance from the province, but if the work should not be undertaken soon it is possible that a smaller dock, insufficient for the requirements of the navy, may be built, or that the £50,000 which the province is now willing to give, may under the pressure of public opinion in the Province, be applied to other purposes.

The Parliament of British Columbia will have to legislate in order to enable the Provincial Government to carry out its proposals, and the meeting of the Provincial Legislature will take place about the 10th of January, 1874. Being premier of the Government it is necessary I should be there to arrange for the required legislation, and I can only effect this by leaving London in a few days.

Should legislation not take place in the approaching Session there may be the loss of a whole year (until the Session of 1875) and in the meantime, as above said, there may be some change in public opinion making future action more difficult.

For these reasons I hope it may be possible for Her Majesty's Government to take into their consideration the proposals now submitted, at as early a date as possible.

I have, &c.,

(Signed,) A DECOSMOS,

Special Agent and Delegate of the Government of British Columbia.

To the Right Honorable
the Secretary of State for the Colonies.

(Copy.)

LONDON, LANGHAM HOTEL,
December 6th, 1873.

SIR,—Referring to my interview yesterday morning with Mr. Goschen on the subject of the proposed Naval Graving Dock, at Esquimalt, in Vancouver Island, I now beg leave to state that the Government of British Columbia will recommend the Provincial Legislature to authorize the acceptance from Canada, of the lump sum of \$250,000 or about £50,000, in lieu of the payments to be made by Canada over a series of years, as per the terms of Union between Canada and British Columbia, for the purpose of aiding the construction of the Esquimalt Dock.

I enclose a copy of a letter to me from the Hon. A. Mackenzie, Premier of Canada, dated 14th November, 1873, showing that the Government of Canada will, in the approaching session, ask the Canadian Parliament to sanction the above variation of Article 12 of the terms of Union.

The Government of British Columbia will be prepared to apply the whole of the above sum of £50,000 towards the building of a first class stone Graving Dock at Esquimalt, of such dimensions as will accommodate the largest of H. M. ironclad ships of war likely to be on the Pacific station, and will engage to begin the construction of the Dock in 1874, and complete it in three years, and afterwards maintain it in an efficient condition, provided the Home Government will give a bonus of £50,000 towards defraying the cost of the dock.

In consideration of this bonus, the Government of British Columbia will further engage to allow H. M. Ships on the Pacific Station to be docked for repair, in the Esquimalt Dock for a period of 15 years, from its completion, free of charge for the use of the Dock.

If H. M. Government prefer to build a first class stone Graving Dock at Esquimalt and will complete it within three years, and afterwards keep it in an efficient condition as a graving dock for ships, and will permit Canadian, British Columbian and other ships to be accommodated in it for repair, when the dock is not being used for the repair of Her Majesty's ships on the Pacific Station, the Government of British Columbia will recommend the Provincial Legislature to place the above £50,000 at the disposal of Her Majesty's Government.

I may add that the present state of feeling in Canada and in British Columbia favors the construction of this work, and I hope Her Majesty's Government will second the efforts the Province is making to build it, otherwise it is possible if the work should not be undertaken on the terms proposed that a smaller dock, insufficient for the requirements of the Navy may be built, or that the above sum of £50,000 may be appropriated to other purposes, and thus the opportunity may be lost of constructing what is really an Imperial work, with large assistance from the Province.

I have, &c.,

(Signed,) A. DECOSMOS.

Special Agent and Delegate of British Columbia.

To the Secretary of the Admiralty.

(Copy.)

Letter from the Hon. A. Mackenzie, Premier of Canada, to the Hon. A. DeCosmos, Premier of British Columbia.

OTTAWA, November 14, 1873.

MY DEAR SIR,—With reference to the proposal you submitted on behalf of the Government of British Columbia, viz., to advance £50,000 to aid in the construction of a Graving Dock at Esquimalt, in lieu of the guarantee of interest at 5 per cent on £100,000 for ten years, provided by the terms of Union, I have to say that any change in the mode of aiding in the construction of this work from that agreed to, will require the sanction of Parliament.

I can only say at present that the Government will submit a measure to Parliament, either to carry out your proposal or some scheme equivalent thereto.

I am, &c.,

(Signed,) A. MACKENZIE

To the Hon. A. DeCosmos, M. P., &c., &c.

Colonial Office to the Admiralty.

(Copy.)

DOWNING STREET,

December 9th, 1873.

SIR,—With reference to my letter of the 6th instant, respecting the proposed construction of a Graving Dock at Esquimalt, British Columbia, I am directed by the Earl of Kimberley to transmit to you to be laid before the Lords Commissioners of the Admiralty, a copy of a further letter from Mr. DeCosmos on the subject.

Lord Kimberley desires me to request that he may be favored with an early intimation of their Lordships' views in regard to this matter.

I am, &c.,
(Signed,) H. T. HOLLAND.

The Secretary to the Admiralty.

Mr. DeCosmos to the Secretary of State for the Colonies.

(Copy.)

LONDON, LANGHAM HOTEL,
December 13th, 1873.

MY LORD,—Referring to the application made in my letters of the 3rd and 8th instant, I beg now further to enclose a copy of a letter which I addressed to the Secretary of the Admiralty on the 10th instant.

I have arranged to leave England on Thursday next, but will not be in London after to-day, my address, however, can be obtained if wanted, from Mr. Sproat, Agent-General for British Columbia, No. 4, Lane Street Square, E. C., London.

When Her Majesty's Government have decided on the application which has been made respecting the Esquimalt Dock, I shall be greatly obliged if Your Lordship will cause a telegram to be sent to the Honorable the Provincial Secretary, Victoria, British Columbia, and if Your Lordship will at the same time communicate the result of the application to Mr. Sproat whose address is mentioned above.

I have, &c.,
A. DECOSMOS,

Special Agent and Delegate of the Government of British Columbia.

To the Right Honorable
The Secretary of State for the Colonies.

(Copy.)

LONDON, LANGHAM HOTEL,
December 10th, 1873.

SIR,—Referring to my letter of the 6th and my interview to-day with Mr. Goschen, I beg to state that the Government of British Columbia will accept the bonus of £50,000 asked for in my letter of the 6th, on the completion of the dock.

I am, &c.,
(Signed,) A. DECOSMOS,

Special Agent and Delegate of the Government of British Columbia.

Admiralty to Colonial Office.

(Copy.)

ADMIRALTY, January 17th, 1874.

SIR,—I am commanded by the Lords Commissioners of the Admiralty to acquaint you for the information of the Earl of Kimberley that my Lords have carefully examined the question raised in his letter of the 6th instant, as to the construction of a Graving Dock at Esquimalt for a contribution towards which from Imperial funds the Hon. A. DeCosmos, President of the Council and Premier of the Province of British Columbia, has been authorized to negotiate with Her Majesty's Government. The general plan of the work proposed by that gentleman has been referred by my Lords to the Hydrographer of the Navy and to the Director of Works, who have expressed themselves in favor of

the scheme being entertained on certain terms, relating principally to the details of construction to which Mr. DeCosmos, on the part of the Provincial Government had in his interviews with those officers expressed himself willing to agree.

The construction of a Dry Dock at Esquimalt of sufficient dimensions to take in large ships of war would tend to remove the objections which now exist to the employment of iron built ships on the Pacific station and would thus be of very great service in time of peace as well as war.

My Lords consider therefore, that it would be sound policy to forward by means of pecuniary assistance the object in view.

Mr. DeCosmos proposes that the dock of which the cost has been estimated at about £112,000, should be constructed either by the Provincial Government, assisted by a contribution from the Imperial treasury or by Her Majesty's Government, with a contribution from the Province.

My Lords think that the former of these causes is the more desirable of the two, and they would not recommend that the alternative proposal should be entertained.

Treating the question on the former basis, my Lords gather from the communications made to them by Mr. DeCosmos that the Provincial Government would not require any sums to be paid to them until the dock is finished, so that no risk would be incurred of contributing towards a scheme which might fail, and on this understanding they propose to offer the colony a subsidy of £30,000, to be paid on the completion of a dock of dimensions and character to be agreed upon beforehand.

Should the Earl of Kimberley concur in this view, my Lords will place themselves in communication with the Treasury with a view to obtaining their opinion on the financial aspect of the question.

I am, &c.,
(Signed,) ROBERT HALL.

The Under Secretary of State,
Colonial Office.

Colonial Office to the Admiralty.

DOWNING STREET,
January 27th, 1874.

SIR,—I have laid before the Earl of Kimberley your letter of the 17th instant, relating to the question of a contribution from Imperial funds towards the construction of the proposed Graving Dock at Esquimalt.

I am to express His Lordship's concurrence in the proposal of the Lords Commissioners of the Admiralty to recommend to the Treasury that contribution of £30,000 should be offered, to be payable on the completion of work.

I am, &c.,
(Signed,) R. G. M. HERBERT.

The Secretary to the Admiralty.

(Copy.)

Mr. Sprout to Mr. Herbert.

4, LIME ST. SQUARE, E. C.,
LONDON, April 2nd, 1874.

SIR, - Having to send a telegram to the Government of British Columbia, through Mr. DeCosmos (the special Agent to the Home Government on the Esquimalt Dock proposal, who is now obliged to be at Ottawa as a member of the Dominion House of Commons,) I shall be obliged by your enabling me to state the present position of the

application which has been made to Her Majesty's Government for supplementing aid to enable the Province to build a dock that will be suitable for the purposes of the navy.

The Provincial Parliament has authorized the acceptance from Canada of a gift of £50,000 in lieu of the guarantee of interest provided in the terms of Union with respect to the construction of the dock, and it is therefore probable that work will be commenced as soon as possible, and the kind of dock which will be built will largely depend on the amount of aid which may be granted by the Home Government.

The Province having thus, under many difficulties, brought the matter to a definite stage, it is hoped that a good and useful dock may be constructed by means of the money which is at the disposal of the Provincial Government and of a grant from the Home Government.

I have, &c.,
(Signed,)

GILBERT MALCOLM SPROAT.

R. G. W. Herbert, Esq.,
&c., &c., &c., Colonial Office.

(Copy.)

Mr. Meade to Mr. Sproat.

DOWNING STREET,
7th April, 1874.

SIR,—In answer to your letter of the 2nd instant, I am directed by the Earl of Carnarvon to acquaint you that the question of a proposed contribution by the Imperial Government towards the construction of a Graving Dock at Esquimalt is under the consideration of the Lord Commissioners of the Treasury.

I am, &c.,

(Signed,)

R. H. MEADE.

G. M. Sproat, Esq.

(Copy.)

Mr. Meade to the Secretary to the Admiralty.

DOWNING STREET,
7th April, 1874.

SIR,—With reference to my letter of the 26th ultimo, I am directed by the Earl of Carnarvon to transmit to you, to be laid before the Lords Commissioners of the Admiralty, a copy of a letter from Mr. Gilbert M. Sproat, Agent for British Columbia in this country, making an enquiry in regard to the proposed Imperial contribution towards a Graving Dock at Esquimalt.

Mr. Sproat has been informed that the matter is under the consideration of the Lords Commissioners of the Treasury.

I am, &c.,

(Signed,)

R. H. MEADE.

The Secretary to the Admiralty.

Admiralty to Colonial Office.

ADMIRALTY, 16th April, 1874.

SIR,—With reference to your letter of the 26th ultimo, and former correspondence on the subject of an Imperial contribution of £30,000 in aid of the construction of a large dry dock at Esquimalt, Vancouver's Island, I am commanded by the Lords Commissioners of the Admiralty to acquaint you for the information of the Secretary of State for the Colonies that the Lords Commissioners of Her Majesty's Treasury have signified their assent to the payment of the above sum to the Government of British Columbia on the satisfactory completion of the work.

In consideration of this contribution, I am to add that Her Majesty's ships are to have the preferential use of the dock without charges beyond actual current expenses, for a period of 15 years from its completion.

I am, &c.,

(Signed,) ROBERT HALL,

The Under Secretary of State, for the Colonies.

(Copy.)

Telegram from Lord Carnarvon to Provincial Secretary, Victoria British Columbia, 29th April, 1874.

Admiralty will contribute thirty thousand pounds towards Esquimalt dock. Terms by despatch.

DEPARTMENT OF THE SECRETARY OF STATE,
21st May, 1874.

SIR,—I am directed to transmit to you herewith, for the information of your Government a copy of a despatch from the Right Honorable the Secretary of State for the Colonies, with its enclosures, respecting the proposed Imperial contribution towards the construction of a dry dock at Esquimalt, British Columbia.

I have the honor to be, Sir,

Your obedient servant,

(Signed.) E. J. LANGEVIN.

To His Honor, the Lieutenant-Governor,
of British Columbia, Victoria.

RUSSELL HOUSE,
OTTAWA, June 5th, 1874.

SIR,—I have been requested by the Hon. A. J. Smith, Minister of Marine and Fisheries, to forward to you for the consideration of the Government the enclosed papers explanatory of negotiations between the late administration of the Dominion and myself on behalf of the Government of British Columbia respecting the graving dock referred to in Section 12 of the Terms of Union.

The enclosed papers are as follows, viz :

1. Telegram dated Fredericton, N.B., May 29th, 1874, from Gov. S. L. Tilley to A. DeCosmos.
2. Letter dated Fredericton, N.B., May 28th, 1874, from Gov. S. L. Tilley to A. DeCosmos.
3. Copy of telegram dated Ottawa June 2nd, 1874, from A. DeCosmos to Gov. S. L. Tilley.
4. Telegram dated St. Andrews, N.B., June 3rd, 1874, from Gov. S. L. Tilley to A. DeCosmos.
5. Letter dated Quebec, June 1st, 1874, from the Hon. H. L. Langevin to A. DeCosmos.

The above papers are forwarded to you with the understanding that they will be returned to me; but the Government is at liberty to make and keep copies of them. One object in communicating these papers to the Government is to afford proof that Mr. Auditor Langton mis-informed Mr. Mackenzie, when he stated that the arrangement was

that the £50,000 sterling was to be charged to the debt of British Columbia ; the other is to move the Government to communicate to me as a matter of public record its intention to pay to British Columbia the £50,000 sterling as a *bonus* in aid of the construction of Esquimalt Dock, in lieu of the guarantee in Section 12 of the Terms of Union.

I am, &c.,
(Signed,) A. DeCosmos.

Hon. Mr. Scott, Secretary of State,
Ottawa.

(Copy of Telegram.)

FREDERICTON, N. B., May 29th, 1874.

Answer mailed yesterday. Langton misunderstood arrangement.

(Signed,) S. L. TILLEY.

To Hon. A. DeCosmos, M.P.,
Ottawa.

(Copy.)

GOVERNMENT HOUSE,
FREDERICTON, May 28th, 1874.

DEAR SIR,—In reply to your communication of the 23rd instant, I beg to state that the £50,000 sterling agreed to be advanced to the Government of British Columbia, towards the graving dock, was in lieu of the facilities secured for that purpose render the terms of Union, I cannot see how there could be any misunderstanding in the matter, as my letter of the 3rd November, 1873, appears sufficiently definite, and the Act just passed cites the conditions in the first section.

I have the honor to be, dear Sir,
Your faithfully,
(Signed,) S. L. TILLEY.

The Honorable A. DeCosmos, M.P.,
Ottawa.

(Copy of Telegram.)

OTTAWA, June 2nd, 1874.

Your letter of May 28th and telegram of May 29th, received, and I understand them to mean that the £50,000 sterling, promised to be advanced in aid of the construction of a Graving Dock at Esquimalt, was to be a gift to British Columbia in lieu of Section 12 of the Terms of Union. Is that your meaning ?

(Signed,) A. DeCosmos.

To His Excellency Gov. S. L. Tilley,
Fredericton, N.B.

(Copy of Telegram.)

ST. ANDREWS, June 3rd., 1874.

£50,000 sterling was not to be charged to debt, but given in lieu of guarantee for Graving Dock. Thought my letter explicit.

(Signed,) S. L. TILLEY.

To Hon. A. DeCosmos.

(Copy.)

QUEBEC, June 1st, 1874.

MY DEAR MR. DECOSMOS.—Your letter, of the 29th of May, has just reached me. In answer I have no hesitation to say that the Government to which I belonged promised to grant to British Columbia, as a bonus, the sum of £50,000 sterling, in lieu of the guarantee contained in the 12th Section of the Terms of Union. We were convinced that British Columbia could not build their Graving Dock with that guarantee, and inasmuch as the intention of both parties to the Terms of Union was to secure that Graving Dock, we thought it but just to replace it by such a sum as would secure it to your Province, British Columbia and Great Britain contributing their share, or British Columbia supplementing the balance. Of course, this sum of £50,000 sterling was not to be an advance of money, but a bonus in place of the guarantee. We knew we would have to obtain the sanction of Parliament to such an arrangement, and we told you we would do so. I am very positive about all these negotiations, inasmuch as I was conducting them chiefly previous to the return of Mr. Tilley from England, I hope the above will prove satisfactory, and remain, my dear Mr. DeCosmos,

Yours very truly,
(Signed,) HECTOR L. LANGEVIN.

Hon. A. DeCosmos, M.P.,
Russell House, Ottawa.

Memorandum upon the advance proposed to be made to British Columbia on account of the Graving Dock.

I have gone carefully over the correspondence upon the subject submitted to me. The letter of Mr. Tilley, of 28th May, and especially his telegram of 3rd June, and Mr. Langevin's letter, of June 1st., seems to leave no doubt that it was the intention of the late Government that the £50,000 was to be a gift to British Columbia, but there is nothing on record in the Department shewing this to have been the intention, and it has surprised me a good deal, and is the first intimation I have had of such an intention.

The papers connected with the application were sent from the Secretary's Office to Council, May 18th, and Mr. Coté believes that they were given to Mr. Cartwright, but I have not been able to find them. I, however, recollect the substance of them very well. There were two distinct letters from Mr. DeCosmos of the same date (Oct. 28th, I think). The one applied for an advance of £50,000, in place of the Government guarantee provided for at the Union, upon receiving which the Province would undertake the work as a Provincial work. The other asked for advances, by way of loan for public works generally. Mr. Tilley conferred with me on this latter application, and I drew the report upon which the O. C. of _____ was based, which was subsequently cancelled, and the impression upon my mind was that this was the reply to both applications. In this it seems that I am mistaken, but there is nothing in the nature of the transaction to imply that anything in the nature of a free gift was either asked for or promised. The application was for an advance of money instead of the promised guarantee. That guarantee was to be 5% on £100,000 for ten years, so that if we had had to pay the interest under our guarantee we should have advanced at the end of the 10 years £50,000, the sum which we are asked to advance at once, instead of by instalments during the ten years. But to guarantee the interest on a loan does not imply that that interest is to be regarded as a free gift. In all such cases, though the guarantor may have to pay in this first place he can recover from the party on whose behalf he gave the guarantee. I believe that if we had given such a guarantee, and had been called upon to pay under it we should have had a right to charge it annually against the subsidy, or as a matter of grace, in the debt account. Mr. Tilley's answer of Nov. 3rd, to the application would seem to imply the same thing. He says:—"In lieu of the interest on £100,000, which was

secured by the 12th Section of the O. C. of July 1st, 1870, we propose that advances should be made from time to time, not on the whole to exceed £50,000." The ordinary meaning of an advance is certainly something that has to be repaid. Mr. DeCosmos certainly, in his letter to the Admiralty of Dec. 6th, uses words which would seem to imply a gift. He says that the Provincial Government will recommend the Legislature to accept from Canada the lump sum of \$250,000 in lieu of the payments to be made by it during a series of years, but I submit that neither the 12th Section of the O. C. of 1870, nor Mr. Mackenzie's letter of Nov. 14th, to which he refers, bears such an interpretation.

(Signed,) JOHN LANGTON,
Auditor.

June 8th.

RUSSEL HOUSE,
OTTAWA, June 15th., 1874.

SIR,—I have the honor to draw the attention of the Government to my letter of the 5th instant with enclosures, and to ask the favor of an early reply.

I am &c.,
(Signed,) A. DECOSMOS.

Hon. R. W. Scott,
Secretary of State for Canada, Ottawa.

OTTAWA, May 7th, 1874.

DEAR SIR,—I shall be glad if you will inform me as to the probable time when the Government will submit the measures to Parliament promised by the Hon. Mr. Mackenzie under date of Nov. 14th, 1873, respecting the Graving Dock at Esquimalt, and the advance to British Columbia of sums of money equal to the difference between the actual and allowed debt of the Province. I have been requested to press the matter upon the attention of your Government with a view to securing the necessary legislation during the present Session of Parliament.

I am &c.,
(Signed,) A. DECOSMOS.

Hon. Mr. Cartwright,
Minister of Finance, Ottawa.

RESOLVED, That it is expedient to provide that in lieu of the guarantee of interest at the rate of five per cent per annum for ten years from the completion of the works, on such sum not exceeding £100,000 sterling, as may be required for the construction of a first-class Graving Dock at Esquimalt, as provided by the terms of the Order of the Queen in Council for the admission of British Columbia into the Union, advances shall be made from time to time by Canada, out of the Consolidated Revenue Fund, for the said construction of such Graving Dock, upon certificates of the progress of the work, such advances not to exceed on the whole, two hundred and fifty thousand dollars.

The said resolution, being read a second time, was agreed to.

An Act to authorize the advance of a certain sum to the Province of British Columbia, for the construction of a Graving Dock at Esquimalt, and for other purposes.

HER MAJESTY, by and with the advice and consent of the Senate and House of Commons of Canada, enacts as follows :—

1. In lieu of the guarantee of interest at the rate of five per cent. per annum for ten years from the completion of the works, on such sum not exceeding one hundred thousand pounds sterling, as may be required for the construction of a first-class Graving Dock at Esquimalt, as provided by the terms of the Order of the Queen in Council for the admission of British Columbia into the Union, advances may be made from time to time by Governor in Council out of the Consolidated Revenue Fund, for the construction of such Graving Dock, upon certificates of the progress of the work ; such advances not to exceed in the whole two hundred and fifty thousand dollars, and to be considered as part of the indebtedness of the Province in calculating the subsidy payable to it.

2. The Governor in Council may in his discretion advance from time to time to any Province of Canada, such sums as may be required for local improvements in the Province, and not exceeding in the whole the amount by which the debt of the Province for which Canada is responsible then falls short of the debt with which the Province was allowed to enter the Union ; such advances to be deemed additions to the debt of the Province, with permission to the Province to repay them to Canada, on such notice, in such sums and on such other conditions as the Dominion Government and that of the Province may agree upon ; any amount so repaid being deducted from the debt of the Province in calculating the subsidy payable to it.

An Act to authorize the advance of a certain sum to the Province of British Columbia, for the construction of a Graving Dock at Esquimalt, and for other purposes.

HER MAJESTY, by and with the advice and consent of the Senate and House of Commons of Canada, enacts as follows :—

1. In lieu of the guarantee of interest at the rate of five per cent. per annum for ten years from the completion of the works, on such sum not exceeding one hundred thousand pounds sterling, as may be required for the construction of a first-class Graving Dock at Esquimalt, as provided by the terms of the Order of the Queen in Council for the admission of British Columbia into the Union, advances may be made from time to time by the Governor in Council out of the Consolidated Revenue Fund, for the construction of such Graving Dock, upon certificates of the progress of the work ; such advances not to exceed in the whole two hundred and fifty thousand dollars.

2. The Governor in Council may in his discretion advance from time to time to any Province of Canada, such sums as may be required for local improvements in the Province, and not exceeding in the whole the amount by which the debt of the Province for which Canada is responsible then falls short of the debt with which the Province was allowed to enter the Union ; such advances to be deemed additions to the debt of the Province, with permission to the Province to repay them to Canada, on such notice, in such sums and on such other conditions, as the Dominion Government and that of the Province may agree upon ; any amount so repaid being deducted from the debt of the Province in calculating the subsidy payable to it.

(No. 65.)

RETURN

To an ADDRESS of the HOUSE OF COMMONS, dated 15th March, 1875;
For a copy of the Bill passed in the last Session of the Legislature of
the Province of Quebec, intituled: "An Act to divide, in three parts,
" the Registry Division of Montreal."

By Command.

R. W. SCOTT,

Secretary of State.

DEPARTMENT OF THE SECRETARY OF STATE,
OTTAWA, 23rd March, 1875.

RETURN

To an ADDRESS of the HOUSE OF COMMONS, dated 15th March, 1875 ; For a Statement shewing the number of Pieces of Square Timber, Spars, Masts, Deals and Boards exported from the month of April, 1874, to this date, from the Counties of Chicoutimi and Saguenay, the said statement to specify the kinds of Timber, the quantity of each kind, the places where the Timber was shipped, the names of the Proprietors and of the Agents of the establishments where the Timber was exported.

By Command.

R. W. SCOTT,
Secretary of State.

DEPARTMENT OF SECRETARY OF STATE,
OTTAWA, 25th March, 1875.

PORT OF

RETURN showing the number of pieces of Square Timber, Deals, Boards, from the Counties of Chicoutimi and Saguenay, distinguishing the Timber was shipped and the names of the Shippers.

Ports Exported from and Names of Shippers.	Deals.		Spruce Deals.		Spruce and Pine Boards.		Square Timber. Birch.		Pipe Staves.	
	Pieces.	Standard.	Pieces.	Standard.	Pieces.	Feet.	Pieces.	Feet.	Pieces.	Standard.
Chicoutimi , by Price Brothers & Co.....	302,491	292,152	454,156	423,801	250,869	2,121,681	472	6,099	297	413
Tadouac , by Price Brothers & Co	89,813	86,255	17,305	16,742	.....	.....	63	1,188	.....	.....
Sault au Mouton , by John Burstall	3,331	2,993	17,289	14,826	.....	.....	.....	.....	.....	.....
By Carbray & Routh.....	.....	.....	29,871	28,964	.....	.....	.....	.....	.....	.....
Sault au Cochon , by Price Brothers & Co.....	.....	.....	43,222	40,433	.....	.....	.....	.....	.....	.....
Escoumains , by Carbray & Routh	.....	.....	26,645	25,333	.....	.....	.....	.....	.....	.....

MEMO.—No Spars no Masts shipped ; Proprietors and Agents unknown.

CUSTOM HOUSE,
QUEBEC, 23rd March, 1875.

QUEBEC.

&c., exported from the month of April, 1874, up to the 15th March, 1875, kinds of Timber and quantity of each; also showing the Ports where the

Pine and Spruce Staves.		Palings.		Sashwood.		Scantling.		Red Pine Lath-wood.	Laths.		Match Splints.
Pieces.	Standard.	Pieces.	Pieces.	Pieces.	Standard.	Pieces.	Feet.	Cords.	Pieces.	Feet.	Bundles.
55,380	2,288	147,702	147,702	6,305	434	8,370	109,985	9	45,100	8,669	14,400
.....	.....	16,775	16,775	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	12,175	12,175	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	14,750	14,750	.....	.....	.....	.....	.....	.....	.....	.....

J. W. DUNSCOMB,
Collector.

R E T U R N

To an ADDRESS of the HOUSE OF COMMONS, dated 22nd February, 1875; For all Correspondence between the Government and their Officers and the Spring Hill Mining Company, for all Orders in Council relating to the said Company, and any agreements that may have been made with the same.

By Command.

R. W. SCOTT,

Secretary of State.

DEPARTMENT OF SECRETARY OF STATE,
25th March, 1875.

OFFICE OF THE SPRING HILL MINING Co.,
AMHERST, N.S., 24th October, 1872.

SIR,—This Company have contracted with Messrs. E. R. Burpee and C. Schreiber to grade, bridge and fence a branch railway on the gauge of the Intercolonial, from the coal mines at Spring Hill to the junction with the Intercolonial near Canada Creek, about $3\frac{1}{2}$ miles, by a favorable down grade. Several hundred tons of coal are already above ground, and daily increasing, and we are about to open a new slope at a point much nearer to the Intercolonial. From the productive capacity of the company's various seams we are persuaded that the Intercolonial will not be able to transport all the coal raised, in addition to the ordinary traffic, and a further outlet to a shipping place (Parrsboro) may become indispensable. Meantime the branch under construction will enable the Company to supply the Intercolonial without delay from Truro westward, as well as the Government Railway at New Brunswick, and will from that point of connection between Parrsboro branch and the Intercolonial when the former is built. The Spring Hill coal used in track laying and ballasting from Amherst towards Truro has received unqualified approval, and we believe fully merits the eulogium passed on it by Sir. William Logan as the best coal yet discovered in North America; the importance of such an inexhaustible supply to the Intercolonial can scarcely be overrated. We are anxious to furnish the coal without delay, and believing it to be the true interest of the Company as well as the Government that the branch should be owned and operated as a part of the Intercolonial, we are prepared to hand over to the Government the line, graded, bridged and fenced, as their property, if they will lay the track and permanent way and operate the road; in other words, that the same rule should be applied to this branch as to the Acadia Iron Mines branch.

As the season is advanced, and the early transport of coal for operating the Intercolonial is desirable, we trust that the Government will take immediate action. Sleepers can be secured on the spot, and were the rails laid as the work proceeds, coal could be carried in two months or less; thus largely aiding the development of an important industry, and causing an immediate and considerable saving to the Government.

We have the honor to be, Sir,

Your obedient servants,

ALEXANDER MACFARLANE,
President.
R. B. DICKEY, }
C. J. STEWART, } Directors.

OTTAWA, November 5th, 1872.

SIR,—I have the honor to enclose herewith, for your examination and report, a letter from the President and Directors of the Spring Hill Mining Company at Amherst, N. S., and to inform you that the Honorable the Minister of Public Works desires to be informed of the length of the proposed branch railway, and all the circumstances connected with it, and wishes to obtain your opinion upon the whole subject.

I have the honor to be, Sir,

Your obedient servant,

(Signed,) F. BRAUN,
Secretary.

Lewis Carvell, Esq,
General Superintendent,
St. John, N. B.

INTERCOLONIAL RAILWAY,

COMMISSIONER'S OFFICE,

OTTAWA, February 24th, 1873.

SIR,—In the memorandum of Collingwood Schreiber, relating to a Branch Railway to Spring Hill Coal Mines, referred to the Intercolonial Railway Commissioners for report, the undersigned begs to say that he fully concurs with Mr. Schrieber in the advantages of connecting the western section of Government Railways with Spring Hill Coal Mines. It would ensure a supply of fuel west of Folly Mountain, the point most frequently obstructed by snow storms, and relieve a large number of flat cars now required in the transportation of fuel from Picton.

The rails which it is proposed to use in laying the branch, are not under the supervision of the Intercolonial Commission. Should you see fit to apply them to that purpose, the same order could include the surplus sleepers along the Intercolonial from Amherst to Greenville, and the necessary spikes.

Your obedient servant,

The Honorable (Signed,) A. W. McLELAN.
The Minister of Public Works, &c., &c.,
Ottawa.

Memorandum relating to rails, spikes and sleepers, required for the Intercolonial Branch Railway to the Spring Hill Coal Mines.

It appears to me to be very important for the efficient working of the Intercolonial Railway that these rails, etc., should be supplied at once, and the track laid forthwith for the following reasons:—

1. The supply of coal from this mine (so much needed for the engine service)

must, owing to the great distance of cartage, shortly cease, as the company are unable to continue to deliver it to the Traffic Department except at a considerable loss.

2. Every ton of coal transported from Pictou to the Western Section of the Intercolonial Railway for operating the traffic, costs the Traffic Department an extra sum of from \$2.50 to \$3 per ton for transportation.

3. During the season of snow-storms the supply from Pictou is liable to be cut off owing to a stoppage of the freight trains in crossing the Folly Mountains. Already this season the Traffic Department have suffered severely from this cause and much delay in the running of the trains has been the consequence.

4. The rolling stock engaged in transporting coal for the engine service from Pictou to the distant Western Section of the Intercolonial Railway could, if the track was laid to the Spring Hill Coal Mines, be profitably employed in swelling the earnings of the railway, and go far towards allaying the present clamour for cars for transporting lumber, &c.

As to the source from whence these rails, spikes and sleepers should be drawn, I would suggest that the worn rails now being lifted and removed from the main trunk line between Moncton and St. John, should be applied to the coal branch, that the surplus sleepers lying along the Intercolonial Railway between Amherst and Greenville, as well as a few got out along the coal branch should be brought into service, and that the spikes needed should be drawn from the supply now in store at Moncton.

The foregoing would appear to be worthy of consideration, and in my opinion in the interest of the traffic demands prompt action.

(Signed,) COLLINGWOOD SCHREIBER.

Ottawa, 18th February, 1873.

OTTAWA, February 21st, 1873.

SIR,—The enclosed requisition for rails, spikes and sleepers, for the Intercolonial Railway Branch to Spring Hill Coal Mines, addressed to the Department by Mr. Collingwood Schreiber on the 18th inst., is referred to the Intercolonial Railway Commission for report.

I have the honor to be, Sir,

Your obedient servant,

(Signed,) F. BRAUN,
Secretary.

The Secretary of the
Intercolonial Railway Commission,
Ottawa.

OTTAWA, 28th February, 1873.

SIR,—The report of Mr. Alex. McNab (No. 4,678), relative to an application of the Spring Hill Mining Company for rails, etc., for their branch line from the Intercolonial Railway, having been referred to me for report, I have now the honor to state that, if this "branch" be laid with the partly worn rails to be removed from the main line of the Intercolonial during the coming season, I estimate the cost of the superstructure required as follows:—

Old rails, 400 tons @ \$40.....	\$16,000 00
Sleepers, including distribution, 9,900, @ 30c.....	2,970 00
Spikes, 20,000 lbs. @ 3 $\frac{1}{2}$ c.....	750 00
Ballast, 12,000 cubic yards, @ 30c.....	3,600 00
Track laying, 4 $\frac{1}{2}$ miles @ \$350.00.....	1,575 00
	<hr/>
	\$24,895 00

The cost of new rails to replace four and one-half miles of main line, I estimate as follows:—

Rails, fishplates, bolts, &c., 400 tons @ \$80.....	\$32,000 00
Add for laying deficiency in spikes, &c.....	1,900 00
	\$33,900 00

I have the honor to be, Sir,
Your obedient servant,
(Signed,) HENRY B. PERLEY.

F. Braun, Esq., Secretary,
Department Public Works.

OTTAWA, 3rd March, 1873.

(Memorandum.)

The undersigned has the honor to represent that the Spring Hill Mining Company of Nova Scotia, through their President, Mr. Alex. Macfarlane, have applied for aid to build a branch line of railway to connect the Spring Hill Coal Mines with the Intercolonial Railway, a distance of about miles.

That this application having been submitted for report to officers of his Department and to Mr. Schreiber, of the Intercolonial, in whose views Mr. Commissioner McLellan has written that he concurred, the following information has been obtained, viz:—

The Company aim at raising from their mine 100,000 tons of coal per annum, and they expect to be in a position to export this quantity within a year from this time. Deducting the quantity which will be required by the Railway Department for locomotive and other purposes on the central and western divisions, which may be placed at about 10,000 tons, there will remain a balance of 90,000 tons requiring transport over the railway. In addition thereto the "General Mining Association" are making arrangements to develop their property also. As this property adjoins that of the Spring Hill Co., a large annual revenue will be derived from both sources. The favorable position of the Spring Hill coal field will materially reduce the cost of fuel on the central and western divisions, there being an average of seventy-five miles less haul for the former and 100 miles for the latter as compared with the Pictou mines.

The supply of coal from the Spring Hill Mines (so much needed for the engine service) must, owing to the great distance of cartage, cease shortly, as the company are unable to continue to deliver it to the Traffic Department of the Railway except at a considerable loss.

Every ton of coal transported from Pictou to the western section of the Intercolonial for operating the traffic, costs the Department an extra sum of \$2.50 to \$3.00 per ton for transportation.

During the season of snow storms the supply from Pictou is liable to be cut off owing to a stoppage of the freight trains in crossing the Folly Mountain; already this season the Traffic Department has suffered severely from this cause, and much delay in the running of trains has been the consequence.

The rolling stocks engaged in transporting coal for the engine service from Pictou to the distant western section of the Intercolonial could, if the track were laid to the Spring Hill Coal Mines, be profitably employed in swelling the earnings of the railway, and go far towards allaying the present demand for cars for transporting lumber, etc.

The undersigned, after a careful consideration of all the circumstances of the case, would beg to recommend that the construction of the line applied for be authorized on the following conditions, viz:—

That the applicants shall provide all the land required, construct the branch up to formation level according to plans provided by the Government, including bridges,

culverts, drains, etc., provide and lay the ties in proper position, obtain the needful authority from the municipalities where necessary, provide all the station buildings required on the branch, and make over the whole property thus completed by proper deed to the Government of Canada.

That upon these conditions being complied with, the Government shall supply the rails, fastenings, lay the track, ballast it and work it with the rolling stock of the Government.

The undersigned would further recommend that in the event of the Company accepting the above mentioned terms and conditions, the sum necessary to defray the cost of the portion of the work which the Government will assume be placed in the estimates to be submitted to Parliament at its approaching Session.

Respectfully submitted,
(Signed,) HECTOR L. LANGEVIN,
Minister of Public Works.

Copy of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council on the 5th March, 1873.

On a memorandum dated 3rd March, 1873, from the Honorable the Minister of Public Works, representing that the Spring Hill Mining Company of Nova Scotia, through their President, Mr. Alexander Macfarlane, have applied for aid to build a branch line of railway to connect the Spring Hill Coal Mines with the Intercolonial Railway, a distance of about four and one half miles, and stating that after a careful consideration of all the circumstances of the case as detailed in his said memorandum, he recommends that the construction of the line applied for be authorized on the following conditions, viz. :—

That the applicants shall provide all the land required, construct the branch up to formation level, according to plans provided by the Government, including bridges, culverts, drains, &c., provide and lay the ties or sleepers in proper position, obtain the needful authority from the municipalities, where necessary, provide all the station buildings required on the branch, and make over the whole property thus completed, by proper deed, to the Government of Canada.

That upon these conditions being complied with the Government shall supply the rails, fastenings, lay the track, ballast it, and work it with the rolling stock of the Government.

The Minister of Public Works further recommends that in the event of the Company accepting the above-mentioned terms and conditions, the sum necessary to defray the cost of the portion of the work which the Government will assume be placed in the estimate to be submitted to Parliament at its approaching Session.

The Committee submit the above recommendation for Your Excellency's approval.

Certified.

(Signed,) W. A. HIMSWORTH,
Clerk, Privy Council.

OTTAWA, 31st March, 1873.

SIR,—In reference to the communication some time since made to the Government as to the nature and extent of aid they were prepared to grant to the branch railway being built by the Spring Hill Mining Company, to connect the coal mines at that place with the Intercolonial, I will be obliged by your informing me of the determination arrived at.

As the season for completing the branch line will soon be at hand, it is of much importance to the Company, as well as for the working of the Intercolonial Railway,

which must mainly depend on the Spring Hill mines for a fuel supply, to have the branch line in running order as speedily as possible, I will therefore be obliged by an answer at your earliest convenience.

I have the honor to be, Sir,

Your obedient servant,

(Signed,)

ALEX. MACFARLANE,

President, Spring Hill Mining Co.

The Honourable

The Minister of Public Works.

OTTAWA, April 8th, 1873.

SIR,—I am directed by the Hon. the Minister of Public Works to send to you for transmission to the Hon. A. Macfarlane, copy of an Order in Council, authorizing on certain conditions the construction of a branch line of railway to connect the Spring Hill Coal Mines of Nova Scotia with the Intercolonial Railway.

I have the honor to be, Sir,

Your obedient servant,

(Signed,)

F. BRAUN,

Secretary.

Hon. R. B. Dickey,
Ottawa.

OTTAWA, 17th April, 1873.

SIR,—I have to acknowledge the receipt of a copy of the Order in Council of 5th March last, authorizing the construction, on certain conditions therein mentioned, of a branch line of Railway to connect the coal mines at Spring Hill, Nova Scotia, with the intercolonial Railway.

On the part of the Spring Hill Mining Company, I beg to say that that Company accepts the offer of the Government in reference to such branch line.

I have the honor to be, Sir,

Your obedient servant,

(Signed,)

ALEX. MACFARLANE,

President, Spring Hill Mining Co.

To the Honourable

The Minister of Public Works,
&c., &c., &c.

DEPARTMENT OF PUBLIC WORKS,

OTTAWA, 2nd May, 1873.

SIR,—With reference to the application of Mr. A. Macfarlane for aid to build a branch line of Railway to connect the Spring Hill coal mines with the Intercolonial Railway, I am to inform you that an Order in Council of date the 5th day of March, 1873, has authorized the Honorable the Minister of Public Works to grant said application, on the following conditions being observed by the Spring Hill Mining Company:—

To wit: "That the applicants shall provide all the land required, construct the branch up to formation level according to plans provided by the Government, including bridges, culverts, drains, &c., provide and lay the ties or sleepers in proper position, obtain the needful authority from the municipalities where necessary, provide all the station buildings required on the branch, and make over the whole property thus completed by proper deed to the Government of Canada.

"The Government will supply the rails and fastenings, lay the track, ballast it, and work it with the rolling stock of the Government."

Mr. A. Macfarlane having signified on the part of the Spring Hill Mining

Company its acceptance of the foregoing conditions, the Minister authorizes you to carry into effect the foregoing Order in Council—the appropriation for the works in question being (\$6,000) six thousand dollars.

I have the honor to be, Sir,

Your obedient servant,

(Signed,)

F. BRAUN,
Secretary.

George Taylor, Esq.,
General Superintendent Government Railways,
Moncton, N. S.

DEPARTMENT OF PUBLIC WORKS,
OTTAWA, 2nd May, 1873.

SIR,—I have the honor to inform you with reference to the application of Mr. A. Macfarlane for aid to build a branch line of Railway to connect the Spring Hill Coal Mines with the Intercolonial Railway, that an Order in Council of date the 5th day of March, 1873, has authorized the Honorable the Minister of Public Works to grant said application on the following conditions being observed by the Spring Hill Mining Company:—

To wit:—"That the applicants shall provide all the land required, construct the branch up to formation level according to plans provided by the Government, including bridges, culverts, drains, &c., provide and lay the ties and sleepers in proper position, obtain the needful authority from the municipalities where necessary, provide all the station buildings required on the branch, and make over the whole of the property thus completed by proper deed to the Government of Canada.

"Upon these conditions being complied with, the Government shall supply the rails and fastenings, lay the track, ballast it, and work it with the rolling stock of the Government."

Mr. Macfarlane having signified on the part of the Spring Hill Mining Company, its acceptance of the foregoing conditions, the Minister has instructed Mr. Taylor to carry the foregoing Order in Council into effect and, now request you will be good enough to authorize Mr. Taylor to take the spikes required for the service of the above mentioned branch line.

I have the honor to be, Sir,

Your obedient servant,

(Signed,)

F. BRAUN,
Secretary.

Aquila Walsh, Esq., Chairman of the
Intercolonial Railway Commission,
Ottawa.

OTTAWA, May 27th, 1873.

(By Telegraph from Amherst, N. S., to Hon. C. Tupper.)

Macnab ready; waiting instructions to lay track on branch line; delay serious injury to company; see Minister and have order sent; telegraph me here.

(Signed,)

ALEX. MACFARLANE.

OTTAWA, May 29th, 1873.

SIR,—Referring to Departmental letter No. 2,806, dated 2nd inst., informing you of the conditions on which the Government agreed to assist in the construction of a branch line to connect with the Spring Hill Coal Mines with the Intercolonial Railway,

I am to acquaint you that an appropriation of \$6,000 has been granted by Parliament for the said purpose, and I am to authorize you to expend the same. No payment should, however, be made before the 2nd July next.

I have the honor to be, Sir,
Your obedient servant,
(Signed,) F. BRAUN,
Secretary.

L. Carvell, Esq.,
General Superintendent Intercolonial Railway.
Moncton, N. B.

Copy of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council on the 30th May, 1873.

On a memo., dated 27th May, 1873, from the Honorable the Minister of Public Works, representing that the following appropriations have been made by Parliament for the construction of certain works in connection with the Intercolonial Railway, recommending that he be authorized to proceed with the said works and to expend the sums set apart for them respectively, as follows:—

Intercolonial Railway branch line from Dorchester Station to Dorchester Island, (revoke)—\$25,000.

Further, and to construct a Railway from Acadia Iron Mines, Londonderry, N. S. to the Intercolonial Railway, \$4,000, Spring Hill branch line, (Intercolonial)—\$6,000,

The Committee submit the foregoing recommendation for Your Excellency's approval.

(Certified.)

(Signed,) W. A. HIMSWORTH,
Clerk, Privy Council.

(By Telegraph from Moncton, N. B., to F. Braun, Secretary.)

OTTAWA, May 29th, 1873.

Yours of 2nd instant; about three miles of the Spring Hill branch railway ready for rails. Shall I use the rails for this purpose from stock of the Intercolonial Commissioners now at St. John. Please answer.

(Signed,) GEO. TAYLOR.

OTTAWA, June 2nd, 1873.

SIR,—I am directed by the Minister of Public Works to state for your information that the General Superintendent of the Intercolonial Railway has received instructions respecting the laying of the track, &c., of the branch line to connect the Spring Hill Coal Mines with the said railway.

I have the honor to be, Sir,
Your obedient servant,
(Signed,) F. BRAUN,
Secretary.

Hon. A Macfarlane, Amherst, N. S.

(By Telegraph.)

5th June, 1873.

Refer to your letter 2,926 dated 27th May. The amount named therein will scarcely provide for the track laying and ballasting. Mr. McNab, in his report enclosed in my letter of the 29th January, estimates the cost of Spring Hill Branch at \$39,000. It will cost \$30,000 for rails and fastenings. I find that the rails can be had in New York for \$55 gold per ton bond. Shall I purchase.

(Signed,) L. CARVELL.

OTTAWA, June 7th, 1873.

The six thousand (\$6,000) dollars are for spikes, ballasting, and tracklaying, the rails to be used on branch to be partly worn rails removed from main line; report estimated value of necessary partly worn rails.

(Signed,) F. BRAUN.

L. Carvell, Esq., Moncton.

OFFICE OF THE SPRING HILL MINING CO.,
51, PRINCE WILLIAM STREET, ST. JOHN, N. B.,

SIR,—I am requested most respectfully to call your attention to the fact, that as there has been for the last few years a lamentable deficiency in the rolling stock on the Government Railways in the Maritime Provinces, and more especially in coal cars, there now exists no little uneasiness lest there should be found a like short supply of coal cars for the accommodation of the Spring Hill Mines, which is about to be fully opened up, and require a great number of cars. To have them in readiness in good time, I am instructed to request you to have 300 "dump" cars and 100 platform cars with side-boards, contracted for at once, so that there may be no hindrance put upon the autumn trade of this year.

I understood last year that the rate per ton per mile would be not more than a cent and a half, but I find the ordinary tariff on the Intercolonial Railway, for short distances, is nearly double that rate. Can the charges not be made uniform without regard to distance, and not in excess of the understanding of last year, on which calculations have been based?

Yours, with respect,
(Signed,) E. N. SHARP.

Hon. H. Langevin,
Minister of Public Works, &c., &c., &c.
Ottawa.

INTERCOLONIAL RAILWAY,
GENERAL SUPERINTENDENT'S OFFICE,
MONCTON, NEW BRUNSWICK, July 3, 1873.

SIR,—I have the honor to acknowledge the receipt of your letter No. 3,010, dated 23rd June, enclosing paper No. 5,104, herewith returned.

I have since had an interview with the President of the Spring Hill Mining Co., and I have no doubt that with the rolling stock which we now have, and that which I am at present authorized to procure, we shall be able to meet the requirements of the Spring Hill Mining Co. for the present fiscal year.

I have the honor to be, Sir,

Your obedient servant,

F. Braun, Esq., Secretary
Department of Public Works,
Ottawa.

(Signed,) L. CARVELL.

OTTAWA, July 16th, 1873.

SIR,—Referring to your communication received during the last month, I am directed by the Minister of Public Works to inform you that there seems no doubt but that the additional rolling stock, about to be procured by the Intercolonial Railway Company, will enable them to meet the requirements of the Spring Hill Mining Company for the present fiscal year.

I have the honor to be, Sir,

Your obedient servant,

(Signed,) T. TRUDEAU,
Deputy Minister of Public Works.

To E. N. Sharp, Esq., Secretary,
Spring Hill Mining Company,
St. John, N. B.

OFFICE OF THE SPRING HILL MINING COMPANY,
51, PRINCE WILLIAM STREET, ST. JOHN, N. B.

July 19th, 1873.

SIR,—On behalf of the Directors of the Spring Hill Mining Company, I have to thank you for the attention bestowed upon the request made for additional rolling stock on the Intercolonial Railway.

In reply to a note of mine calling the attention of the General Superintendent to the fact that the supply of rails furnished for the Spring Hill branch was both defective in quality and too slowly forwarded, I was told that at that particular period there was *not a locomotive* available for that purpose; this would seem to indicate that more than cars are needed.

I have the honor to be, Sir,
Your obedient servant,
(Signed,) E. N. SHARP,
Secretary.

The Hon. the Minister Public Works,
Ottawa.

OTTAWA, Sept. 2nd, 1873.

SIR,—Referring to your letter of the 19th July, relative to the branch line to connect the Spring Hill Coal Mines with the Intercolonial Railway, I am to state that the said branch line is being rapidly constructed, and when finished, engines will be ready in season for the coal business.

I have the honor to be, Sir,
Your obedient servant,
(Signed,) F. BRAUN,
Secretary.

E. N. Sharp, Esq., Secretary
Spring Hill Mining Company,
St. John, N. B.

OTTAWA, Sept. 8th, 1873.

SIR,—I am directed to request you to place to credit of Lewis Carvell, Moncton, the sum of six thousand dollars (\$6,000), to be taken from appropriation 1873-4, Spring Hill Branch Line, same amount.

I have the honor to be, Sir,
Your obedient servant,
(Signed,) F. BRAUN,
Secretary.

John Langton, Esq., Auditor, &c.,
Ottawa.

OTTAWA, March 9th, 1874.

SIR,—I am directed to request you will be pleased to furnish details of the sum of \$31,566, expended in the construction of a branch line to connect the Spring Hill Coal mines with the Intercolonial Railway, for which a sum of \$6,000 only had been appropriated, as per letter 2,926, of 29th May last.

I have the honor to be, Sir,
Your obedient servant,
(Signed,) F. BRAUN,
Secretary.

L. Carvell, Esq.,
General Superintendent Intercolonial Railway,
Moncton, N. B.

INTERCOLONIAL RAILWAY.

Amount of Expenditure on Spring Hill Branch and Sidings to 31st January, 1874.

Ballasting, making up sidings, loading and culling rails.....	\$10,038 80
Sleepers for sidings.....	242 75
Rails and fastenings.....	10,244 66
Frogs and switch gear.....	652 56
Use of Engines and Cars.....	2,076 00
Track laying.....	1,680 00
Engine shed, turntable, &c.....	2,914 69
Total Expenditure to 31st January.....	\$27,849 46
Probable amount required to finish ballasting.....	3,716 54
Probable estimate.....	\$31,566 00
Amount per above.....	\$31,566 00
Less last year's appropriation.....	6,000 00
Correct amount to be placed in supplementary estimate.....	\$25,566 00

E. & O. E.

Moncton, N. B., 31st January, 1874.

INTERCOLONIAL RAILWAY,
GENERAL SUPERINTENDENT'S OFFICE,
MONCTON, N. B., 19th March, 1874.

SIR,—I have the honor to enclose herewith the statement called for by your letter, No. 3,617, dated 9th inst.

I have the honor to be, Sir,
Your obedient servant,
(Signed,) L. CARVELL,
General Superintendent.

F. Braun, Esq., Secretary,
Department of Public Works,
Ottawa.

OTTAWA, 7th January, 1875.

(Memorandum.)

The undersigned recommends that the following agreement made with the Spring Hill Mining Company by which they assume the entire control and responsibility of the branch line of railway connecting their mines with the Intercolonial be approved, viz:—

“The Spring Hill Company to execute a deed taking over the branch from the Junction with the Intercolonial Railway to the mine, and work it at their own cost and risk upon the following conditions, viz:—

1st. That the Railway deliver the empty cars required for the traffic at the Junction with the branch to the mine.

2nd. The Spring Hill Company to deliver them back loaded at the Junction with the Railway.

3rd. The Railway to give to the Spring Hill Company the use of the engine house and turntable at the Junction.

4th. The Spring Hill Company to be responsible to the Railway for any damage or injury to the cars while working upon the Branch.

5th. In the event of the guage being changed within five years, the cost of changing the engine to be borne by the Railway.

6th. The Spring Hill Company to bear the cost of changing the guage of the branch.

7th. The Railway to give to the Spring Hill Company 200 tons of new iron rails and fittings this fall, 200 tons in the fall of 1875, and the balance necessary to relay the line in the fall of the year 1876. Also to allow the Spring Hill Company to retain fifty (50) tons of the old rails to lay additional sidings at the mine, but with this exception of fifty tons, the balance of the old rails and fastenings taken up from the Branch to be returned to the railway and delivered at the Junction of the Branch with the main line.

8th. The Railway to give to the Spring Hill Company the use of an engine free of charge up to the 1st July, 1875—the Spring Hill Company being responsible for it whilst in their possession, and paying all the expense of working it. Should the engine become disabled whilst in the possession of the Spring Hill Company, the railway to lend them one to take its place whilst it is being repaired, at the expense of the Spring Hill Company. The Spring Hill Company to pay rent at the rate of seven dollars and fifty cents per day for such engine loaned to them.

9th. The railway to charge the Spring Hill Company sixty cents per net ton for transporting the coal from the junction to the shipping point at Dorchester wharf—the charge to be seventy cents per net ton from the pit's mouth to Dorchester wharf, until such time as the Spring Hill Company commence to work the branch.

10th. The rates from the Junction to St. John or Moosepath to be two dollars per ton of 2,000 pounds.

11th. Arrangements to be made by the Railway to collect whatever freights are chargeable by the Spring Hill Company on local traffic for carrying coal over the branch. This account to be arranged from time to time.

12th. No charge to be made by the Spring Hill Company for the carriage of coal required by the Railway over the branch, the Railway of course supplying the cars."

Respectfully submitted.

(Signed,)

A. MACKENZIE,
Minister Public Works.

RAILWAY DEPARTMENT,

MONTREAL, 20th October, 1875.

SIR,—I beg to enclose a copy of the arrangements which, under instructions from the Minister of Public Works, I made with the Spring Hill Company, by which they assume the entire control and responsibility of the branch to their mine.

The arrangement in regard to supplying them with rails was made with the concurrence of Mr. Smith and Mr. Burpee, when I met them at Moncton.

The branch was laid with old rails, and having gone over it I was quite satisfied that it was in an unsafe and improper condition to work a heavy coal traffic with such grades and curves. It is very important to get rid of the responsibility of this branch, and now the Spring Hill Company will be in precisely the same position as the other collieries at Pictou.

I have the honor to be, Sir,

Your obedient servant,

(Signed,)

C. J. BRYDGES.

F. Braun, Esq., Public Works Department,
Ottawa.

Memorandum of Agreement between the Intercolonial Railway and the Spring Hill Mining Company.

The Spring Hill Company to execute a deed taking over the branch from the junction with the Intercolonial Railway to the mine, and work it at their own cost and risk, upon the following conditions, viz:—

1st. That the Railway deliver the empty cars required for the traffic, at the junction with the branch to the mine.

2nd. The Spring Hill Company to deliver them back loaded at the junction with the railway.

3rd. The Railway to give to the Spring Hill Company the use of the engine-house and turntable at the Junction.

4th. The Spring Hill Company to be responsible to the Railway for any damage or injury to the cars while working upon the branch.

5th. In the event of the guage being changed within five years, the cost of changing the engine to be borne by the Railway.

6th. The Spring Hill Company to bear the cost of changing the guage of the branch.

7th The Railway to give to the Spring Hill Company two hundred tons of new iron rails and fittings this fall; two hundred tons in the fall of 1875; and the balance necessary to re-lay the line, in the fall of the year 1876; also to allow the Spring Hill Company to retain fifty (50) tons of the old rails to lay additional sidings at the mine, but with this exception of fifty tons the balance of the old rails and fastenings taken up from the branch, to be returned to the Railway and delivered at the junction of the branch with the main line.

8th. The Railway to give to the Spring Hill Company the use of an engine, free of charge, up to the 1st of July, 1875, the Spring Hill Company being responsible for it whilst in their possession, and paying all the expenses of working it; should the engine become disabled whilst in the possession of the Spring Hill Company, the Railway to lend them one to take its place whilst it is being repaired, at the expense of the Spring Hill Company; the Spring Hill Company to pay rent at the rate of seven dollars and fifty cents per day for such engine loaned to them.

9th. The Railway to charge the Spring Hill Company sixty cents per net ton for transporting the coal from the Junction to the shipping point at Dorchester wharf, the charge to be seventy cents per net ton from the pit's mouth to Dorchester wharf, until such time as the Spring Hill Company commence to work the branch.

10th. The rates from the Junction to St. John or Moosepath, to be two dollars per ton, of two thousand pounds.

11th. Arrangements to be made by the Railway to collect whatever freights are chargeable by the Spring Hill Company on coal traffic, for carrying coal over the branch. This account to be arranged from time to time.

12th. No charge to be made by the Spring Hill Company for the carriage of coal required by the Railway, over the branch, the Railway of course, supplying the cars.

Witnessed,
(Sig.) L. MUNROE.

On behalf of the Intercolonial Railway,
(Signed,) C. J. BRYDGES,
General Sup't. Gov't Railways.

Witnessed,
(Sig.) W. GILCHRIST.

On behalf of the Spring Hill Mining Company,
(Signed,) S. S. HALL.

Copy of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council, on the 8th day of January, 1875.

On a memorandum dated 7th January, 1875, from the Honorable the Minister of Public Works recommending that the following agreement made with the Spring

Hill Mining Company, by which they assume the entire control and responsibility of the branch line of Railway connecting their mines with the Intercolonial be approved, viz:—

The Spring Hill Company to execute a deed taking over the branch from the Junction with the Intercolonial Railway to the mine, and work it at their own cost and risk upon the following conditions, viz:—

1st. That the Railway deliver the empty cars required for the traffic, at the Junction with the Branch to the Mine.

2nd. The Spring Hill Company to deliver them back loaded at the Junction with the Railway.

3rd. The Railway to give to the Spring Hill Company the use of the Engine House and turntable at the Junction.

4th. The Spring Hill Company to be responsible to the Railway for any damage or injury to the cars while working upon the Branch.

5th. In the event of the guage being changed within five years, the cost of changing the engine to be borne by the Railway.

6th. The Spring Hill Company to bear the cost of changing the guage of the branch.

7th. The Railway to give to the Spring Hill Company two hundred tons of new iron rails and fittings this fall—two hundred tons in the fall of 1875, and the balance necessary to relay the line in the fall of the year 1876—also to allow the Spring Hill Company to retain fifty (50) tons of the old rails to lay additional sidings at the Mine, but with this exception of fifty tons the balance of the old rails and fastenings taken up from the Branch to be returned to the Railway and delivered at the Junction of the Branch with the main line.

8th. The Railway to give to the Spring Hill Company the use of an Engine free of charge up to the 1st July, 1875. The Spring Hill Company being responsible for it whilst in their possession, and paying all the expenses of working it. Should the engine become disabled whilst in the possession of the Spring Hill Company the Railway to lend them one to take its place whilst it is being repaired at the expense of the Spring Hill Company. The Spring Hill Company to pay rent at the rate of seven dollars and fifty cents per day for such engine loaned to them.

9th. The Railway to charge the Spring Hill Company sixty cents per net ton for transporting the coal from the Junction to the shipping point at Dorchester wharf, the chargé to be seventy cents per net ton from the pits mouth to Dorchester wharf until such time as the Spring Hill Company commence to work the Branch.

10th. The rates from the Junction to St. John or Moosepath to be two dollars per ton of two thousand pounds.

11th. Arrangements to be made by the Railway to collect whatever freights are chargeable by the Spring Hill Company on local traffic for carrying coal over the Branch, this account to be arranged from time to time.

12th. No charges to be made by the Spring Hill Company for the carriage of coal required by the Railway over the Branch, the Railway of course supplying the cars.

The Committee advise that the foregoing agreement be approved accordingly.

Certified,

(Signed,)

W. A. HIMSWORTH,

Clerk, Privy Council.

To the Honorable

The Minister of Public Works, &c.

Copy of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council, on the 5th March, 1873.

On a memorandum dated 3rd March, 1873, and hereunto annexed, from the Hon. the Minister of Public Works, representing that the Spring Hill Mining Company of Nova Scotia, through their President, Mr. Alexander Macfarlane, have applied for

aid to build a branch line of railway to connect the Spring Hill Coal Mines with the Intercolonial Railway, a distance of about four and one-half miles; and stating that after a careful consideration of all the circumstances of the case, as detailed in his said memorandum, he recommends that the construction of the line applied for be authorized on the following conditions, viz.:

That the applicants shall provide all the land required, construct the branch up to formation level according to plans provided by the Government, including bridges, culverts, drains, &c., provide and lay the ties or sleepers in proper position, obtain the needful authority from the municipalities where necessary, provide all the station buildings required on the branch, and make over the whole property thus completed by proper deed to the Government of Canada.

That upon these conditions being complied with, the Government shall supply the rails, fastenings, lay the track, ballast it and work it with the rolling stock of the Government.

The Minister of Public Works further recommends that in the event of the Company accepting the above mentioned terms and conditions, the sum necessary to defray the cost of the portion of the work which the Government will assume, be placed in the estimates to be submitted to Parliament at its approaching Session.

The Committee submit the above recommendations for Your Excellency's approval.

Certified.

(Signed,)

W. A. HIMSWORTH,

Clerk, Privy Council.

OTTAWA, 3rd March, 1873.

Memorandum.

The undersigned has the honor to represent that the Spring Hill Mining Company of Nova Scotia, through their President, Mr. Alexander Macfarlane, have applied for aid to build a branch line of railway to connect the Spring Hill Coal Mines with the Intercolonial Railway, a distance of about _____ miles.

That the application having been submitted for report to officers of his Department, and to Mr. Schreiber, of the Intercolonial, in whose views Mr. Commissioner McLellan has written that he concurred, the following information has been obtained, viz.:

The Company aim at raising from their mine 100,000 tons of coal per annum, and they expect to be in a position to export this quantity within a year from this time. Deducting the quantity which will be required by the Railway Department for locomotive and other purposes on the central and western divisions.—which may be placed at about 10,000 tons—there will remain a balance of 90,000 tons requiring transport over the Railway. In addition thereto, the "General Mining Association" are making arrangements to develop their property also. As this property adjoins that of the Spring Hill Co., a large annual revenue will be derived from both sources. The favorable position of the Spring Hill Coal Field will materially reduce the cost of fuel on the central and western divisions, there being an average of seventy-five miles less haul for the former, and 100 miles for the latter as compared with the Pictou Mines.

The supply of coal from the Spring Hill Mines (so much needed for the engine service) must, owing to the great distance of cartage, cease shortly, as the Company are unable to continue to deliver it to the Traffic Department of the railway, except at a considerable loss.

Every ton of coal transported from Pictou to the western section of the Intercolonial for operating the traffic, costs the Department an extra sum of \$2.50 to \$3.00 per ton for transportation.

During the season of snow storms, the supply from Pictou is liable to be cut off owing to a stoppage of the freight trains in crossing the Folly Mountain, already this

season the Traffic Department has suffered severely from this cause, and much delay in the running of trains has been the consequence.

The rolling stock engaged in transporting coal for the engine service from Pictou to the distant western section of the Intercolonial could, if the track were laid to the Spring Hill Coal Mines, be profitably employed in swelling the earnings of the railway, and go far towards allaying the present demand for cars for transporting lumber, &c.

The undersigned after a careful consideration of all the circumstances of the case, would beg to recommend that the construction of the line applied for be authorized on the following conditions, viz. :—

That the applicants shall provide all the land required, construct the branch up to formation level according to plans provided by the Government, including bridges, culverts, drains, &c., provide and lay the ties or sleepers in proper position, obtain the needful authority from the municipalities where necessary, provide all the station buildings required on the branch, and make over the whole property thus completed by proper deed to the Government of Canada.

That upon these conditions being complied with, the Government shall supply the rails, fastenings, lay the track, ballast it and work it with the rolling stock of the Government.

The undersigned would further recommend that in the event of the Company accepting the above mentioned terms and conditions, the sum necessary to defray the cost of the portion of the work which the Government will assume, be placed in the estimates to be submitted to Parliament at its approaching Session.

Respectfully submitted.

(Signed,)

HECTOR L. LANGEVIN,
Minster of Public Works.

(No. 68.)

RETURN

To an ADDRESS of the HOUSE OF COMMONS, dated 17th March, 1875;
For copies of all Papers and Correspondence between the Dominion
Government and the Prince Edward Island Government, relative to
the construction of the Prince Edward Island Railroad, and the transfer
of said railroad to the Dominion Government.

By Command.

R. W. SCOTT,

Secretary of State.

DEPARTMENT OF THE SECRETARY OF STATE,
OTTAWA, 27th March, 1875.

RETURN

To an ADDRESS of the HOUSE OF COMMONS, dated 15th March, 1875 ;
For Returns showing the quantity and value of Salt, Coal, Coke,
Wheat, Corn and other grains ; Wheat and Rye, Flour and Meal,
exported from and imported into the Provinces of Ontario, Quebec,
Nova Scotia and New Brunswick, from the 7th April, 1870, to the
1st April, 1871, with the amount of duties collected on these articles at
each port of entry.

By Command.

R. W. SCOTT,

Secretary of State.

DEPARTMENT OF THE SECRETARY OF STATE,
27th March, 1875.

STATEMENT showing the Quantity and Value of the undermentioned Articles Exported from the Province of Ontario, Quebec, Nova Scotia and New Brunswick respectively, from the 7th April, 1870, to the 1st April, 1871.

PROVINCES.	SALT.		COAL.		WHEAT.		INDIAN CORN.		BARLEY AND RYE.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
Ontario.....	Bush.	\$	Tons.	\$	Bush.	\$	Bush.	\$	Bush.	\$
Quebec.....	41,614	1,101	5,730	669,566	762,384	6,371	3,377	4,527,426	3,210,710
Nova Scotia.....	9,764	22,197	47,204	6,307,178	7,481,464	749,863	553,673	306,302	214,623
New Brunswick.....	21,357	311,116	584,905	.....	.....	.....	.....	69	120
	328	6,992	76,732	66	120	.....	.....	200	126
Totals.....	73,063	341,406	714,571	6,976,810	8,243,988	756,234	557,050	4,852,997	3,425,579

STATEMENT showing the Quantity and Value of the undermentioned Articles Exported from the Provinces of Ontario, Quebec, Nova Scotia and New Brunswick respectively, &c.—Continued.

PROVINCES.	OATS.		BEANS.		PEASE.		FLOUR.		MEAL.		ALL OTHER GRAIN.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
Ontario	Bush.	\$	Bush.	\$	Bush.	\$	Brls.	\$	Brls.	\$	Bush.	\$
Quebec	112,338	43,849	26,909	30,399	312,337	253,660	15,900	77,627	12,104	58,225		
Nova Scotia	392,699	170,854	8,509	14,308	847,458	747,830	364,469	1,904,164	6,229	28,147	911	444
New Brunswick.....	35,239	15,267	138	283	161	265	20,592	126,019	3,116	14,313		
	2,394	1,103					4,456	29,347				
Totals.....	542,640	232,063	35,556	44,990	1,159,956	1,001,755	405,417	2,137,157	21,449	100,685	911	444

(Signed,) J. JOHNSON,
Commissioner of Customs.

CUSTOMS DEPARTMENT,
OTTAWA, March 27th, 1875.

PROVINCE OF

STATEMENT (by Ports) showing the Quantity and Value of the under
April, 1870, to the

PORTS.	SALT.		COAL.		WHEAT.		INDIAN CORN.		BARLEY AND RYE.	
	Q'ty.	Value.	Q'ty.	Value	Q'ty	Value.	Q'ty.	Value	Quantity.	Value.
		\$	Tons.	\$	Bush.	\$	Bush.	\$	Bush.	\$
Amherstburg.....			963	4,677			1,295	622	11,846	5,955
Belleville.....									252,979	190,812
Brantford.....									17,076	9,668
Brighton.....					10,851	13,650			21,018	16,287
Brockville.....									1,195	874
Burwell.....					5,798	5,830			21,384	11,611
Chatham.....					15,907	16,710	1,500	900	46,101	26,057
Chippawa.....									35	24
Clifton.....					1,753	2,253			44,721	48,952
Cobourg.....					19,826	26,984			113,482	90,198
Colborne.....					14,600	4,350			5,244	2,769
Cornwall.....		88	1	6					1,390	611
Cramahe.....					11,066	15,683			9,930	7,751
Darlington.....									91,601	72,793
Dover.....					8,773	9,553	482	285	166,236	97,060
Dundas.....										
Dunnville.....									32,316	19,083
Elgin.....										
Fort Erie.....					10,856	11,468			234,034	132,571
Gananoque.....					36	49			11,081	9,192
Goderich.....		1,093							33,881	18,792
Guelph.....					24	33			72,727	48,655
Hamilton.....					259,260	300,711			368,165	262,595
Hope.....					50,450	62,351			207,981	147,019
Kingston.....		40,353	108	801	37,135	38,258			231,819	183,777
Kingsville.....					230	156	3,020	1,514		
London.....					6	9			7,411	4,199
Morrisburg.....			29	246	28	31	60	50	19,530	12,935
Napanee.....									299,752	231,670
Newcastle.....					6,362	8,180			68,115	46,599
Niagara.....										
Oakville.....					9,832	11,981			67,501	50,280
Oshawa.....									102,822	69,241
Ottawa.....										
Owen's Sound.....										
Paris.....									12,045	7,003
Penetanguishene.....										
Pictou.....					952	960			170,516	147,681
Prescott.....		80			903	902			4,353	3,261
Rowan.....									21,000	12,339
St. Catharines.....					20,500	22,235				
Sarnia.....									10,751	5,616
Saugeen.....										
Sault St. Marie.....										
Stanley.....									44,256	23,953
Stratford.....					25,138	27,167			14,508	7,998
Toronto.....					136,544	153,437			1,250,932	873,915
Trenton.....					484	484			42,991	33,784
Wallaceburg.....									1,018	501
Whitby.....					22,300	28,940			372,068	263,158
Windsor.....					12	19	14	6	8,000	6,462
Woodstock.....									13,615	7,617
Totals.....		41,614	1,101	5,730	669,566	762,384	6,371	3,377	4,527,426	3,210,710

ONTARIO.

mentioned Articles, Exported from the Province of Ontario, from the 7th 1st April, 1871.

OATS.		BEANS.		PEASE.		FLOUR.		MEAL.		GRAIN, ALL OTHER.	
Q'ty.	Value.	Q'ty.	Value.	Q'ty.	Value.	Q'ty.	Value.	Q'ty.	Value.	Q'ty.	Value.
Bush.	\$	Bush.	\$	Bush.	\$	Brls.	\$	Brls.	\$		
453	170	42	140			1/2	2				
		337	337			1	6				
				5,266	4,319			9	63		
2,537	867	47	46	394	244	10	41				
372	138	20,911	24,122	158	129						
4,493	1,711	30	37	8,996	7,608	3,622	17,039	673	3,068		
100	45			10,530	9,416						
		30	23								
				2,680	2,400	1	7				
		69	82	1,351	1,001						
				109	55						
				972	742			900	4,490		
		60	60								
121	48							18	94		
18,457	7,590	1,583	1,590	39,680	29,833	717	2,890	1,353	6,545		
261	108										
				5,640	5,273	5,885	29,490	3,547	17,993		
11,926	3,750			45,714	34,906	1,100	6,400				
61	31	637	769	12,906	16,342	6	54	7	37		
46	30			13,018	8,701			6 1/2	28		
24,218	9,325			14,827	11,646	200	1,000	1,751	7,371		
2,043	940			78	74			23	155		
				2,400	1,920						
				480	430						
				7,030	4,921						
2,588	1,255			710	552	2,700	13,325	100	500		
		26	26	15,844	14,878						
3,226	1,260			1,692	1,343	1,605	7,132	243	1,299		
363	140			6,047	6,286	2	11	153	794		
21,093	7,384	12	10	20,542	15,180			12	77		
				5,813	4,931						
19,320	8,806			48,410	39,576	50	225	280	1,228		
		197	197	16,095	11,651						
		392	392								
660	251	2,536	2,588	14,347	11,214	1	5	1,084	5,158		
				10,608	7,999			1,940	9,325		
112,338	43,849	26,909	30,399	312,337	253,660	15,900 1/2	77,627	12,104	58,235		

PROVINCE

STATEMENT (by Ports) showing the Quantity and Value of the under of April, 1870, to the

PORTS.	SALT.		COAL.		WHEAT		INDIAN CORN.		BARLEY & RYE.	
	Q'ty.	Value	Q'ty.	Value	Quantity.	Value.	Q'ty.	Value.	Q'ty.	Value.
		\$	Tons.	\$	Bush.	\$	Bush.	\$	Bush.	\$
Clarenceville.....							112	82	1,268	908
Coaticook.....					156,828	189,149	6,515	3,726	45,674	32,227
Dundee.....	1,113		46	312	244	287	375	259	158	106
Gaspé.....			73	22					18	18
Hemmingford.....										
Lacolle.....										
Montreal.....					5,899,930	7,037,074	725,764	536,783	5,025	3,500
New Carlisle.....		912								
Phillipsburg.....									1,000	750
Quebec.....	1,830		21,762	46,350	250,099	254,854	17,095	12,821	5,000	3,800
Russeltown.....					12	15				
St. Johns.....	3,736		316	520					247,113	173,274
Stanstead.....	2,139				65	85	2	2	46	40
Sutton.....		34								
Totals.....	9,764		22,197	47,204	6,307,178	7,481,464	749,863	553,673	305,302	214,623

OF QUEBEC.

mentioned Articles, Exported from the Province of Quebec, from the 7th 1st of April, 1871.

OATS.		BEANS.		PEASE.		FLOUR.		MEAL.		GRAIN, ALL OTHER.	
Q'ty.	Value.	Q'ty.	Value.	Q'ty.	Value.	Q'ty.	Value.	Q'ty.	Value.	Q'ty.	Value
Bush.	\$	Bush.	\$	Bush.	\$	Brls.	\$	Brls.	\$	Bush.	\$
15,000	9,377	3,288	5,185	53,183	48,567					591	284
39,182	17,333	1,359	1,997			11,682	68,503	510	2,780		
13,063	5,252	71	82	112	94	18	94	109	526		
264	182			11	25	170	1,034	17	87		
31,947	13,829	171	213	134	117						
10,470	3,993										
99,320	43,438	797	2,510	761,347	677,762	337,814	1,757,872	5,304	23,567		
580	376			14	29	60	375				
28,400	11,170	642	1,038	2	2						
1,021	515			25,636	12,625	14,025	71,955	165	666		
906	363									320	160
150,581	64,134	1,953	2,987	7,969	8,557	700	4,331	76	431		
375	167	228	296	50	52			48	90		
1,560	715										
392,669	170,844	8,509	14,308	847,458	747,830	364,469	1,904,164	6,229	28,147	911	444

PROVINCE OF

STATEMENT (by Ports) showing the Quantity and Value of the under
7th of April, 1870, to

PORTS.	SALT.		COAL.		BARLEY AND RYE.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
	Bush.	\$	Tons.	\$	Bush.	\$
Antigonish.....						
Annapolis.....						
Arichat.....						
Baddeck.....			50	80		
Barrington.....						
Cornwallis.....						
Digby.....						
Halifax.....	87,110	20,826	5,578	11,464	14	19
Liverpool.....	120	150				
Lunenburg.....	350	154				
North Sydney.....	80	227	32,856	75,979		
Pictou.....			107,529	220,720	45	92
Port Hood.....						
Port Medway.....						
Ragged Islands.....						
Sydney.....			165,103	276,662		
Yarmouth.....					10	9
Totals.....	87,660	21,357	311,116	584,905	69	120

NOVA SCOTIA.

mentioned Articles, Exported from the Province of Nova Scotia, from the 1st of April, 1871.

OATS.		BEANS.		PEASE.		FLOUR.		MEAL.		GRAIN, ALL OTHER.	
Q'ty.	Value.	Q'ty.	Value.	Q'ty.	Value.	Q'ty.	Value.	Q'ty.	Value.	Q'ty.	Value.
Bush.	\$	Bush.	\$	Bush.	\$	Brls.	\$	Brls.	\$	Bush.	\$
1,049	447					10	60	97	406		
						2,214	8,856				
87	35					100	300				
						30	171				
						27	96				
8,294	3,473										
126	60			4	8						
22,033	10,129	138	283	150	231	14,491	95,107	2,168	13,628		
738	417					114	309	5	30		
353	198					1,571	10,189				
						40	240				
688	481					1,142	5,909	46	249		
300	159										
						10	65				
						35	263				
1,571	877			7	26	808	4,454				
35,239	16,267	138	283	161	265	20,592	126,019	3,116	14,313		

PROVINCE OF

STATEMENT (by Ports) showing the Quantity and Value of the under
the 7th of April, 1870

PORTS.	SALT.		COAL.		INDIAN CORN.		BARLEY & RYE.		OATS.	
	Q'ty.	Value	Q'ty.	Value.	Q'ty.	Value	Q'ty.	Value.	Q'ty.	Value.
	Bush.	\$	Tons.	\$	Bush.	\$	Bush.	\$	Bush.	\$
Chatham										
Dalhousie										
Hillsborough			6,942	76,582					350	145
Moncton									200	80
Sackville.....									848	374
Shediac	1,020	240					200	126		
St. Andrews.....									535	270
St. Stephens			50	150					18	15
St. John	125	88							443	219
Totals.....	1,145	328	6,992	76,732			200	126	2,394	1,103

NEW BRUNSWICK.

mentioned Articles, Exported from the Province of New Brunswick, from to the 1st of April, 1871.

BRANS.		PEASE.		FLOUR.		MEAL.		WHEAT.		GRAIN, ALL OTHER.	
Q'ty.	Value	Q'ty.	Value.	Q'ty.	Value.	Q'ty.	Value	Q'ty.	Value.	Q'ty.	Value
Bush.	\$	Bush.	\$	Brls.	\$	Brls.	\$	Bush.	\$	Bush.	\$
				6	36						
				100	800						
				6	20						
				2,796	19,566						
				1,548	8,925			66	120		
				4,456	29,347			68	120		

STATEMENT showing the Quantity and Value of the undermentioned Articles Imported into the Provinces of Ontario, Quebec, Nova Scotia and New Brunswick respectively; also, the amount of Duty collected thereon at each of the said Provinces, from the 7th April, 1870, to the 1st April, 1871.

PROVINCES.	SALT.			COAL AND COKE.			WHEAT.		
	Quantity.	Value.	Duty.	Quantity.	Value.	Duty.	Quantity.	Value.	Duty.
Ontario	Bush. 54,808	\$ 15,711	\$ cts. 2,740 46	Tons. 163,433	\$ 743,959	\$ cts. 74,827 43	Bush. 6,624,477	\$ 6,326,532	\$ cts. 22,064 80
Quebec.....	49,116	5,603	1,162 46	225,855	591,082	94,273 13	2,648,588	2,664,068	4,786 84
Nova Scotia	12,390	584	123 89	3,041	11,045	1,519 50	15,840	26,693	68 42
New Brunswick.....	746	4,452	236 18	20,041	81,593	8,648 83	.....	.....	.....
Totals.....	117,060	26,440	4,262 90	413,270	1,427,670	170,268 89	9,288,905	9,017,293	26,920 06

STATEMENT showing the Quantity and Value of the undermentioned Articles Imported into the Provinces of Ontario, Quebec, Nova Scotia and New Brunswick respectively; also, the amount of Duty collected thereon at each of the said Provinces, &c.—Continued.

PROVINCES.	FLOUR OF WHEAT AND RYE.			ALL OTHER FLOUR AND MEAL.			GRAIN, ALL OTHER.		
	Quantity.	Value.	Duty.	Quantity.	Value.	Duty.	Quantity.	Value.	Duty.
	Brls.	\$	\$ cts.	Brls.	\$	\$ cts.	Bush.	\$	\$ cts.
Ontario	5,797	30,922	1,120 63	2,340	7,939	352 05	1,245,337	743,622	33,100 11
Quebec.....	122,860	592,013	11,140 53	172	900	27 88	78,578	57,695	2,704 71
Nova Scotia	132,241	754,236	26,632 97	21,579	93,755	2,486 57	101,506	85,905	2,199 40
New Brunswick.....	83,808	497,212	18,972 81	17,091	68,819	2,430 77	28,338	26,467	682 38
Totals.....	344,706	1,874,413	57,886 94	41,182	171,413	5,306 27	1,453,759	912,789	38,686 60

(Signed) J. JOHNSON,
Commissioner of Customs.

CUSTOMS DEPARTMENT,
OTTAWA, 27th March, 1875.

PROVINCE OF ONTARIO.

STATEMENT showing the Quantity and Value of the undermentioned Articles Imported into the Province of Ontario, and the amount of Duty collected thereon at each Port, from the 7th of April, 1870, to the 1st April, 1871.

	SALT.			COAL AND COKE.			WHEAT.		
	Quantity.	Value.	Duty.	Quantity.	Value.	Duty.	Quantity.	Value.	Duty.
	Bush.	\$	\$ cts.	Tons.	\$	\$ cts.	Bush.	\$	\$ cts.
Sundry Small Ports	1,297	428	64 85	8,632	29,626	4,316 00	2,000	500	80 00
Amherstburg	125	61	6 25	738	2,976	369 00	15	16	0 60
Belleville	7,585	1,892	379 25	2,348	11,900	1,174 00			
Brautford	153	62	7 65	910	5,786	455 00	2	2	0 08
Brighton	365	94	18 25	14	77	7 00			
Brockville	165	66	8 25	1,526	7,903	763 00	17,579	15,472	703 16
Burwell	334	151	16 70	237	743	118 50			
Chatham	225	79	11 25	907	4,463	453 50	2	2	0 08
Chippawa	142	63	7 10	362	2,196	181 00			
Clifton	9	5	45	908	5,898	454 00	22	18	0 88
Coburg				1,213	4,932	606 50			
Colborne				115	630	57 50	93	78	3 72
Cornwall	2,975	926	148 75	110	584	55 00	11,000	12,870	440 00
Cramake	670	190	33 50	785	3,810	392 50			
Darlington	125	44	6 25	620	3,093	310 00			
Dover							4,948	4,181	30 76
Dundas				201	1,005	100 50			
Dunville	310	125	15 50	162	1,001	81 00	3	3	0 12
Fort Erie	250	68	12 50	333	5,584	466 50	4,990	6,250	199 60
Gananoque				3,136	11,016	1,568 00	53,292	51,776	2,131 68
Goderich							97,378	86,406	448 52
Queph.	500	128	25 00	41,886	208,878	22,443 00			
Hamilton	540	216	27 00	2,874	14,600	1,437 00	41,484	39,461	1,078 92
Hope	1,500	367	75 00	2,720	13,587	1,360 00	4,839,690	4,589,275	884 24
Kingston	50	22	2 50	92	511	46 00			
Kingsville				982	4,719	491 00			
London				17	4,150	8 50	23,948	25,078	957 92
Morrisburg							6,438	7,506	257 52
Napanee	1,680	2,002	384 00	640	3,706	320 00	20,910	22,110	836 40

Newcastle.....	510	132	25 50	459	1,944	229 50	.....	.....	.....
Niagara.....	.....	.....	.....	210	1,181	105 00	.....	.....	.....
Ontario.....	1,764	530	88 20	1,320	7,929	660 00	.....	.....	.....
Ottawa.....	.....	.....	.....	1,658	4,790	450 68	138,073	147,166	5,522 92
Owen Sound.....	.....	.....	.....	290	1,439	145 00	.....	.....	.....
Paris.....	.....	.....	.....	260	1,463	130 00	72,741	67,011	0 16
Pictou.....	4,230	1,109	211 50	176	1,121	88 00	.....	.....	.....
Prescott.....	.....	.....	.....	343	2,334	171 50	.....	.....	.....
St. Catharines.....	7,350	2,164	367 56	5,523	26,474	2,762 50	1,050,072	1,013,151	533 32
Sarnia.....	218	137	10 90	1,363	5,731	681 50	127,897	127,875	5,115 88
Sault St. Marie.....	636	286	31 80	1,680	6,918	840 00	.....	.....	.....
Stratford.....	.....	.....	.....	860	4,720	430 00	31,000	34,034	90 00
Toronto.....	7,529	1,931	376 45	66,623	300,869	26,799 75	57,988	96,583	1,900 96
Wallaceburg.....	70	37	3 50	81	383	40 50	18	33	0 72
Whitby.....	6,388	1,873	319 40	763	4,075	381 50	.....	.....	.....
Windsor.....	1,108	440	55 40	5,756	23,214	2,878 00	22,976	19,666	846 32
Woodstock.....	5	3	25	.....	.....	.....	.....	.....	.....
Totals.....	54,808	15,711	2,740 46	163,433	743,959	74,827 43	6,624,447	6,326,532	22,064 80

PROVINCE OF ONTARIO.—*Concluded.*

STATEMENT showing the Quantity and Value of the undermentioned Articles Imported into the Province of Ontario, and the amount of Duty collected thereon at each Port, &c.—*Concluded.*

PORTS.	FLOUR OF WHEAT AND RYE.				FLOUR AND MEAL, OTHER.				GRAIN, ALL OTHER.			
	Quantity.	Value.	Duty.		Quantity.	Value.	Duty.		Quantity.	Value.	Duty.	
	Bris.	\$	\$ cts.		Bris.	\$	\$ cts.		Bush.	\$	\$ cts.	
Sundry Small Ports.....												
Amherstburg.....	43	222	10 75	14	57	2 20		4,358	3,434	807 30		
Bellefleur.....	29	170	7 25	11	42	1 65		83	39	2 49		
Braiford.....								4,749	2,749	142 51		
Brighton.....	3	21	0 75	255	772	38 25		5,519	3,061	165 62		
Brockville.....								1	2	0 03		
Burwell.....	70	383	17 50	5	27	0 75		53,982	27,577	1,619 46		
Chatham.....								4	3	0 12		
Chippawa.....								3,924	1,979	117 72		
Clifton.....	1	5	0 25	125	346	18 85		44,746	28,028	1,342 38		
Coburg.....								1,567	1,140	47 01		
Collborne.....				3	9	0 45		28,926	17,058	867 78		
Cornwall.....								406	279	12 18		
Cramahoe.....				3	12	2		2	1	0 06		
Darlington.....				40	134	6 15		27	32	0 81		
Dover.....												
Dundas.....												
Dunnville.....												
Fort Erie.....	44	266	11 00	38	98	5 25		1,485	7	0 03		
Gananoque.....				8	32	1 20		4	654	44 55		
Goderich.....	2	10	0 50									
Guelph.....												
Hamilton.....				1	3	0 15		70,474	44,917	2,114 22		
Hope.....				11	37	1 65		29,782	16,291	893 46		
Kingston.....	1,336	6,729	5 38	96	351	14 50		28,140	13,188	844 20		
Kingville.....	26	147	6 50	518	1,997	77 80		2,512	1,637	75 36		
London.....	1	5	0 25	1	2	0 15		165,288	101,079	179 35		
Morrisburg.....	2	12	0 50	5	24	0 75						
Napanee.....	474	2,423	118 50					11,503	6,149	345 09		
								200	148	6 00		
								5,655	4,074	169 65		

PROVINCE OF QUEBEC.

STATEMENT showing the Quantity and Value of the undermentioned Articles Imported into the Province of Quebec, and the Duty collected on each Article at each Port of Entry, from the 7th of April, 1870, to 1st of April, 1871.

PORTS.	SALT.			COAL AND COKE.			WHEAT.		
	Quantity.	Value.	Duty.	Quantity.	Value.	Duty.	Quantity.	Value.	Duty.
	Bush.	\$	\$ cts.	Tons.	\$	\$ cts.	Bush.	\$	\$ cts.
Charceville									
Coaticook	1,376	876	68 91	6	40	3 00			
Dundee	6	6	0 30	110	866	55 07	237	282	9 48
Freleighburgh							2	3	0 08
Gaspé				101	239	50 82			
Hammingford				10	86	4 83	4	6	0 16
Lacolle				22	136	11 50	10	10	0 40
Magdalen Islands				63,153	238,280	34,576 88	2,648,327	2,663,757	4,776 40
Montreal	36,450	2,415	781 20	111	280	55 65			
New Carlisle	10,047	1,508	250 10	158,425	335,520	57,556 77			
Quebec							8	10	0 32
Russeltown				2,800	12,975	1,400 25			
St. Johns	405	285	20 27	31	386	15 35			
Stanstead	805	609	40 33						
Sutton	27	14	1 35						
Three Rivers				1,086	2,274	543 01			
Totals	49,116	5,693	1,162 46	225,855	591,082	94,273 13	2,648,588	2,664,068	4,786 84

STATEMENT showing the Quantity and Value of the undermentioned Articles, Imported into the Province of Quebec, and the Duty collected on each Article at each Port of Entry, &c.—Concluded.

PORTS.	FLOUR OF WHEAT AND RYE.			FLOUR AND MEAL, ALL OTHER KINDS.			GRAIN, ALL OTHER.		
	Quantity.	Value.	Duty.	Quantity.	Value.	Duty.	Quantity.	Value.	Duty.
	Bris.	\$	\$ cts.	Bris.	\$	\$ cts.	Bush.	\$	\$ cts.
Clarenceville	46	290	11 25						
Coaticook	183	1,323	45 75				1,945	1,797	58 35
Dundee	4	15	0 59				4	2	0 14
Freightsburgh	2	14	0 50				1	1	0 03
Gaspe	3	18	0 75						
Hemmingford	200	1,205	50 07	12	48	1 80			
Lacolle	408	2,380	102 00	3	13	0 45			
Magdalen Islands	23	111	5 75	20	90	5 00			
Montreal				19	135	2 85			
New Carlisle	116,576	559,957	9,333 50				70,461	50,699	2,461 17
Quebec	2,758	10,854	925 96	76	434	11 40	199	180	5 97
Russeltown	733	4,500	183 40	2	9	0 38			
St. Johns	100	617	25 00						
Stanstead	1,823	10,753	455 76	40	171	6 00			
Sutton	1	6	0 25						
Three Rivers									
Totals	122,860	592,043	11,140 53	172	900	27 88	78,578	57,695	2,704 71

PROVINCE OF

STATEMENT showing the Quantity and Value of the undermentioned on each Article at each Port of Entry, from the

PORTS.	SALT.			COAL AND COKE.			WHEAT.		
	Q'ty.	Value	Duty.	Q'ty.	Value.	Duty.	Q'ty.	Value.	Duty.
	Bush.	\$	\$ cts.	Tons.	\$	\$ cts.	Bush.	\$	\$ cts.
Amherst				1	4	0 25			
Annapolis.....									
Antigonish.....									
Arichat.....	318	75	15 90						
Baddeck.....									
Barrington.....	29	19	1 42	7	51	3 50			
Bridgetown.....									
Cornwallis.....	25	20	1 27						
Digby.....				2	14	1 00			
Halifax.....				2,205	7,645	1,102 25	15,836	26,684	68 06
Liverpool.....				39	315	19 50	4	9	0 16
Londonderry.....									
Lunenburg.....				3	18	1 50			
Margaretsville.....									
North Sydney.....									
Parsboro'.....									
Pictou.....				13	81	6 38			
Port Hawkesbury.....									
Port Hood.....									
Port Medway.....	1,650	210	82 50	12	85	6 00			
Ragged Islands.....									
Shelburne.....				3	24	1 50			
Sydney.....	100	40	5 00						
Weymouth.....				353	859	176 25			
Windsor.....	32	30	1 60	140	755	70 00			0 20
Yarmouth.....	324	190	16 20	263	1,194	131 37			
	12,390	584	123 89	3,041	11,045	1,519 50	15,840	26,693	68 42

NOVA SCOTIA.

Articles imported into the Province of Nova Scotia, and the Duty collected 7th of April, 1870, to the 1st of April, 1871.

FLOUR OF WHEAT AND RYE.			FLOUR AND MEAL, ALL OTHER KINDS.			GRAIN, ALL OTHER.		
Quantity.	Value.	Duty.	Quantity.	Value.	Duty.	Quantity.	Value	Duty.
Bush.	\$	\$ cts.	Bush.	\$	\$ cts.	Bush.	\$	\$ cts.
884	5,241	216 00	49	249	7 35	14	26	0 44
2,150	12,535	534 75	254	1,089	38 10			
702	4,073	175 50	56	266	8 40			
1,275	8,196	320 25	69	306	10 42			
21	127	5 25						
5,073	27,862	1,268 25	459	1,976	68 23	211	288	6 39
153	791	38 25	5	23	0 75	10	15	0 30
4,228	25,005	1,057 00	178	763	26 70	4	12	0 12
6,216	37,207	588 53	566	2,319	83 70	1,421	1,125	42 43
55,207	298,696	9,054 87	10,762	45,579	868 65	56,657	45,610	857 28
7,357	47,676	1,839 25	2,339	11,384	350 85	13,069	11,606	391 79
2,982	17,995	745 50	65	262	9 65	10	15	0 30
8,766	58,495	2,073 50	1,801	8,010	270 00	8	20	0 24
854	850	213 50	60	260	9 00			
90	540	75 25			0 30			
2,241	13,668	560 25	80	329	12 00	53	56	1 57
758	4,619	189 50	28	140	4 20	5	24	0 15
334	1,868	88 50	52	235	7 80			
42	291	10 50						
2,643	15,201	650 75	806	3,128	120 67	27	52	0 81
3,004	17,289	751 00	562	2,633	83 30	56	120	1 70
1,196	7,460	299 10	226	1,038	31 90	4	4	0 12
1,369	7,434	342 25	132	536	19 80			
3,164	19,671	816 00	1,155	5,081	173 25	125	207	3 84
4,405	19,866	851 25	1,052	4,664	157 95	62	102	1 86
17,147	101,560	3,888 22	824	3,485	123 60	29,770	25,724	890 06
132,241	754,236	26,652 97	21,579	93,755	2,486 57	101,506	85,005	2,199 40

PROVINCE OF

STATEMENT showing the Quantity and Value of the undermentioned
collected on each Article at each Port of Entry,

PORTS.	SALT.			COAL AND COKE.			WHEAT.		
	Q'ty.	Value.	Duty.	Q'ty.	Value.	Duty.	Q'ty.	Value.	Duty.
	Bush.	\$	\$ cts.	Tons.	\$	\$ cts.	Bush.	\$	\$ cts.
Bathurst.....				200	474	100 00			
Bay Verte.....									
Caraquette.....									
Chatham.....	7	9	0 35	529	965	264 50			
Dorchester.....									
Fredericton.....				125	867	62 83			
Hillsborough.....									
Moncton.....	179	3,984	208 00						
Newcastle.....	13	17	0 68	6	45	3 00			
Richibucto.....				81	165	49 50			
Richmond Station.....									
Sackville.....				100	192	59 00			
Shippegan.....				41	80	20 50			
St. Andrews.....	7	5	0 35	106	726	53 00			
St. George.....				3	18	1 50			
St. John.....	181	148	9 05	19,226	75,621	7,871 75			
West Isles.....									
St. Stephen.....	359	289	17 75	524	2,440	181 25			
Totals.....	746	4,452	236 18	20,941	81,593	8,648 83			

NEW BRUNSWICK.

Articles, Imported into the Province of New Brunswick, and the Duty from the 7th of April, 1870, to 1st of April, 1871.

FLOUR OF WHEAT AND RYE.			FLOUR AND MEAL, ALL OTHER KINDS.			GRAIN, ALL OTHER.		
Quantity.	Value.	Duty.	Quantity.	Value.	Duty.	Quantity.	Value.	Duty.
Brls.	\$	\$ cts.	Brls.	\$	\$ cts.	Bush.	\$	\$ cts.
149	911	37 25						
180	108	45 00						
10	70	2 50						
764	3,974	191 00	393	1,687	58 95	14	29	0 42
103	610	25 75						
843	4,644	77 50	43	192	0 75	154	160	1 13
497	2,999	124 25	29	149	4 35	3	2	0 09
			30	135	4 50			
52	286	13 00	170	698	25 50			
25	174	6 25						
555	3,737	24 25	49	190	0 60			
1,205	6,539	298 75	45	180	6 75			
			79	347	11 78			
1,974	11,734	360 88	565	2,577	77 18	1,598	1,444	41 94
780	4,574	195 00	110	440	16 50	3,737	2,831	112 12
76,624	456,617	17,561 48	10,323	41,955	1,444 66	14,338	12,895	429 78
47	235	9 95						
			5,255	20,278	788 25	8,494	9,106	96 90
83,808	497,212	18,972 81	17,091	68,819	2,439 77	28,338	26,467	682 38

R E T U R N

To an ADDRESS of the HOUSE OF COMMONS, dated 10th April, 1874 ;
For a Return showing the amount expended by the several Local Governments on all Harbors, Piers and Breakwaters in the Dominion prior to 1867, and since July, 1867, by the Dominion Government and also the amounts expended on all such works by any Local Companies, Municipal Authorities, Railway Companies, Harbor Commissioners or any other Companies or persons, before or since July 1st, 1867.

By Command.

R. W. SCOTT,

Secretary of State.

DEPARTMENT OF SECRETARY OF STATE,

OTTAWA, 20th March, 1875.

HARBOR

ST. LAWRENCE AND

Name of Harbor.	Expenditure prior to 1867.				Expenditure since 1867.
	By Province of Canada.	By Local Govern'm't.	By Railway Companies.	By Local Companies, Municipal Authority, Harbor Commissioners, other Companies or persons.	By Dominion Govern'm't.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Prescott					
Brockville					
Gananoque					
Kingston			3,000 00	46,000 00	4,139 70
Pictou	8,424 00			12,000 00	
				500 00	
Napanee.....	1,078 00			1,000 00	4,999 73
Shannonville					
Belleville.....					10,000 00
Presqu'île	626 00				16,209 73
Port Hope.....	58,680 26				
Cobourg.....	62,010 70				203 66
Port Darlington				41,250 00	
Oshawa				15,000 00	
Whitby.....	178,703 37			7,093 58	
.....					
Pickering.....				42,000 00	
Port Union				600 00	
Toronto	22,965 12			125,070 50	
Port Credit.....					
Oakville	14,361 08				53 79
Hamilton					

SAINT

St. Anicet	1,920 00				
Coteau Landing.....					20,286 38
Cascades, Cedars Village, Lachine...	8,859 00				860 95
Montreal	521,100 00			881,230 00	
Sorel				69,600 00	
Three Rivers.....					
Quebec				34,838 99	
				633,704 56	
Pointe St. Laurent.....					
Berthier	37,724 14				19 00

RETURNS.

LAKE ONTARIO.

Expenditure since 1867.		Nature of Work.	Total Expendit're.	Remarks.
By Railway Companies.	By Local Companies, Municipal Authority, Harbor Commissioners, other Companies or persons.			
\$	cts.		\$	cts.
25,000 00		Improvement of Harbor by Wharves, etc.....	48,900 00	
3,500 00	750 00	.....	4,250 00	
	6,200 00	.....	6,200 00	
3,000 00	124,874 00	Harbor improvement, wharves....	226,013 70	
	12,500 00	Piers, dredging.....	33,424 00	
	3,100 00	Excavation of channel, etc.....	10,177 73	
	25,220 19	Dredging.....	35,220 19	
		Placing buoys.....	16,835 73	
	114,794 09	Piers, harbor improvement.....	173,474 35	
	308,499 65	Piers.....	370,714 01	
	41,250 00	Harbor improvement.....	82,500 00	
	15,000 00	Wharf and storehouses.....	30,000 00	
	30,387 13	Breakwater.....	216,184 08	\$15,000 by P. W. H. Coy, on P. W. & P. P. Ry.
		Piers, dredging, etc.....		\$11,207 by P. W. H. Coy, on steam grain elevator, etc., in addition to amount stated in total expenditure.
		Cribwork, wharves, dredging, etc.	42,000 00	
		Pier.....	600 00	
	82,004 03	Embankment piers, breakwater, dredging, etc.....	236,039 65	
	1,200 00	.....	15,614 87	Amount now under contract \$2,000. Probable additional expenditure to meet the requirements of fall shipping, \$2,000.
30,000 00	202,000 00	Wharves.....	250,074 07	Of the \$202,000, \$30,000 referred to information not received as to what portion was prior to and since 1867.
18,074 07				

LAWRENCE.

		.....	1,920 00	
		Mooring Pier.....	20,286 38	
		Mooring Piers.....	9,719 95	
	729,555 00	Harbor improvements.....	2,371,885 00	Of total expenditure, \$240,000 for plant connected with operations.
	5,450 00	Wharves, Piers, &c.....	75,050 00	Cannot obtain information.— Builders dead or absent.
	29,409 37	Wharves.....		
		Harbor improvement, Wharves, &c.....	697,952 92	
		Pier and Lighthouse.....		
		Pier.....	37,743 14	

HARBOR

SAINT

Name of Harbor.	Expenditure prior to 1867.				Expenditure since 1867.
	By Province of Canada.	By Local Governm't.	By Railway Companies.	By Local Companies, Municipalities, Authority, Harbor Commissioners, other Companies or persons.	By Dominion Governm't.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Grosse Isle.....	17,280 28				
L'Islet	113,343 27				159 00
Baie St. Paul					122 19
Eboulements	65,531 52				412 50
River Ouelle	225,229 87				2,899 00
Malbaie.....	53,487 20				689 50
Port aux Quilles	103 45				
Rivière du Loup.....	170,129 35				2,299 40
Rimouski	106,944 80				1,522 00
Saguenay					6,000 00
Gaspé	787 11				
Amherst	400 00				14,283 16
Piers below Quebec (general)					11,399 68

LAKE

	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Fort Erie.....					
Port Colborne.....			2,855 00	800 00	
“ Dover.....	44,391 00			8,500 00	2,763 32
“ Rowan					
“ Burwell.....	12,546 00			59,616 00	
“ Bruce	6,267 47			38,000 00	
“ Stanley	260,531 88*				
Tyrconnell					
Eagle					
New Glasgow.....					
Morpeth					
Rondeau.....	74,737 70				147,781 88
Leamington.....					
Kingsville					
Colchester				6,000 00	
Ruthven					
Two Creeks.....					
Amherstburg				27,500 00	
Windsor			118,000 00	49,500 00	

* Expenditure prior not stated, included therefore in that since 1867.

LAKE

Chatham					
Wallaceburg					
Dresden		1,700 00			

RETURNS.

LAWRENCE—(Continued.)

Expenditure since 1867.		Nature of Work.	Total Expenditure.	Remarks.
By Railway Companies.	By Local Companies, Municipal Authority, Harbor Commissioners, other Companies or persons.			
\$ cts.	\$ cts.		\$ cts.	
		Landing places.....	17,280 28	
		Pier	113,502 27	
		Landing and Lighthouse.....	122 19	
		Pier.....	65,944 02	
		do	228,128 87	
		do	54,176 70	
		do	103 45	
		do	172,428 75	
		do	108,466 80	
		do	6,000 00	
		Buoys	787 11	Quebec Trinity House to control in 1864.
		do	14,683 16	Quebec Trinity House to control in 1865
		do	11,399 68	

ERIE.

\$ cts.	\$ cts.		\$ cts.	
800 00		Piers, docks, &c.....	4,455 00	Merely a ferry-boat landing.
560 00		Piers	56,214 32	
	27,968 00	Harbor improvements.....	100,130 00	
	20,000 00	do do	64,267 47	Period of expenditure not definitely stated.
94,263 85			354,795 73	Transferred by Government to L. & P. S. R'y Co. in 1859.
		Pier 500 feet long, 30 feet wide...		Transferred to G. W. R'y, January 1st, 1874.
		" 600 do 24 do		
	4,000 00	Pier.....	4,000 00	
		Piers	222,519 58	
	20,000 00	Breakwater.....	20,000 00	
		Wharf.....	5,500 00	
		Wharf or pier.....	6,000 00	\$250 annually expended in repairs
		Dock	4,000 00	
		"	4,000 00	
		"	27,500 00	
30,000 00	64,100 00	"	261,600 00	

ST. CLAIR.

	2,400 00	Dredging.....	2,400 00	At Mitchell's Bay.
	60 00	.....	60 00	Raising logs out of River Sydenham, north branch.
		.....	1,700 00	Raising logs out of river.

HARBOR**LAKE**

Name of Harbor.	Expenditure prior to 1867.				Expenditure since 1867.
	By Province of Canada.	By Local Governme't.	By Railway Companies.	By Local Companies, Municipal Authorities, Harbor Commissioners, other Companies or persons.	By Dominion Government.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Sarnia				25,088 37	
Bayfield				82,200 00	199,450 40
Goderich			3,200 00		
Port Albert.....				10,000 00	18,341 34
Kincardine	19,044 00			3,000 00	1,000 00
Inverhuron	15,125 00			3,000 00	
Port Elgin.....	4,000 00			3,915 29	
Southampton	10,236 39			14,284 80	3,500 00
Chantry Island.....	31,910 95			26,315 00	86,449 32
Owen Sound	13,000 00			6,354 00	
Meaford	6,000 00				4,396 31
Thornbury.....					
Collingwood			16,425 74		22,307 66

RETURNS.

HURON.

Expenditure since 1867.		Nature of Work.	Total Expendit' re.	Remarks
By Railway Companies.	By Local Companies, Municipal Authorities, Harbor Commissioners, or persons.			
\$ cts.	\$ cts.		\$ cts.	
		Harbor Improvement	25,088 37	
	2,310 00	Docks, Piers, Dredging, &c.....	287,160 40	
	2,256 00	Pier.....	2,256 00	
	31,731 00	Harbor Improvements	79,116 34	
	625 00	Piers.....	19,750 00	
	500 00	Pier and Breakwater	15,330 58	Periods of Expenditure as received not definitely given.
	3,915 29	Piers and Harbor, &c.....	28,021 19	
		Breakwater.....	118,360 27	
	2,171 00	Dredging, Docks, &c.....	54,194 00	
	6,354 00	Pier, &c.....	10,396 31	Periods of Expenditure not definitely obtained.
	2,600 00	Cribwork, &c.....	2,600 00	
110,449 25	22,230 00	Pier, Breakwater, &c.....	171,412 65	
			19,686 36	Harbors, Lakes Erie and Huron (in general.)

HARBOR

NOVA

Name of Harbor.	Expenditure prior to 1867.			Expenditure since 1867.	
	Government of Nova Scotia.	Railway Companies.	Local Companies, Municipal Authority, Harbor Com-missioners, other Companies or per-sons.	Dominion Govern'm't.	Local Govern'm't.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
*Cape Breton.....			86,000 00		
Victoria					
Inverness					
Richmond					
Guysboro					
Antigonish			6,000 00		
Pictou					
Colchester					
Cumberland			10,000 00		
Kings			97,000 00		
Annapolis			43,000 00		
Digby			131,840 00	7,070 00	
Yarmouth			9,000 00	12,103 25	
Shelburne					
Queens					
Lunenburg.....					
*Halifax					
<i>Name of Harbors.</i>					
McNair's Cove.....				19,629 85	
Port Hood.....				15,505 00	
Liverpool.....				31,489 01	
Mabou.....				69,509 39	
Margaretville				3,650 00	
Ingonish.....				5,728 50	
Tancook.....				2,000 00	
Oak Point.....				4,003 00	
Cheverie.....				2,338 88	
Arisaig				2,283 00	
Maitland.....				4,000 00	
Meteghan.....				4,500 00	
Big Pond.....				2,000 00	
Chedabucto.....				5,000 80	
Cow Bay.....				10,004 96	
Green Cove.....				2,500 00	
Gabarooks.....				2,000 00	
Joggins				10,000 00	
Port Williams				3,500 00	
Port George.....				2,000 00	
Port Grenville.....				6,020 50	
Salmon River and Plympton				5,000 00	
Big Tracadie				6,000 00	
Morden				5,000 00	
Harbor (in general).....	120,930 10				

RETURNS.

SCOTIA.

Expenditure since 1867.		Nature of Work.	Total Expenditure	Remarks.
Railway Companies.	Local Companies, Municipal Authority, Harbor Commissioners, other Companies or persons.			
\$ cts.	\$ cts.		\$ cts.	
			86,000 00	*The names of Harbors are not particularized, the County only is named and the expenditure opposite has reference to Harbors of each County.
			6,000 00	
		Construction of harbors and piers		
			10,000 00	
			97,000 00	
			43,000 00	
			138,910 00	
			21,103 25	
			19,629 85	
			15,505 00	
			31,489 01	
			69,509 39	
			3,650 00	
			5,728 50	
			2,000 00	
			4,003 00	
			2,338 88	
			2,283 00	
			4,000 00	
			4,500 00	
			2,000 00	
			5,000 00	
			10,004 96	
			2,500 00	
			2,000 00	
			10,000 00	
			3,500 00	
			2,000 00	
			6,020 50	
			5,000 00	
			6,000 00	
			5,000 00	
			120,930 10	

The expenditure in Nova Scotia has been prepared from the data furnished. In many instances the works were constructed by the inhabitants furnishing a portion of the material and labor free, the value of which is estimated in the expenditures appended. It is difficult to arrive at the precise amounts, and the figures as given can only be regarded in each case as an approximation.

HARBOR

PRINCE

Name of Harbor.	Expenditure prior to 1867.			Expenditure since 1867.	
	Government P.E. Island.	Railway Companies.	Local Companies, Municipal Authority, Harbor Commissioners, other Companies or persons.	Dominion Governm't.	Local Governm't.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Richmond or } Malpeque Bay }	9,154 50				6,450 97
Charlottetown	49,010 32				5,902 13
Hillsborough and } Elliott Rivers }	9,124 40				8,766 21
Brudenell and } Montagne, }	9,021 68				6,571 36
Bedeque	12,060 14				3,873 49
New London	1,999 42				2,016 18
Pinette	3,224 14				3,189 14
Tryon	3,100 60				258 30
Orwell	3,770 61				4,639 15
Orapaud	3,412 02				167 76
Grand River	2,162 53				3,214 35
St. Mary's Bay	989 08				23 36
Souris	5,279 05				3,972 37
Cardigan	1,961 04				1,951 09
Murray Harbor	1,283 18				2,431 23
Cable Head	350 40				
Rustico	1,279 82				1,336 88
St. Peter's Bay	3,601 95				3,688 29
Fernal Bay	1,784 40				1,082 56
Bay Fortune	301 74				512 13
Oascumpie	1,291 26				1,814 45
Rollo Bay	188 18				2,307 18
Cape Traverse	19 47				3,735 01
Wood Island	3,368 74				6,482 99
Nine Mile Creek	35 28				486 67
West Point					6,601 76
Edmont Bay					970 08
Covehead					502 88
Wignish					8,149 06
Sturgeon Bay					986 49
Campello Cove					4,530 11

RETURNS.

EDWARD ISLAND.

Expenditure since 1867.		Nature of Work.	Total Expenditure	Remarks.
Bailway Companies.	Local Companies, Municipal Authority, Harbor Commissioners, other Companies or persons.			
\$ cts.	\$ cts.		\$ cts.	
			15,605 47	With regard to the amounts expended by any Local Companies, Municipal authorities, or other Companies or persons, it has not been ascertained that any sum or sums have been so expended in P. E. Island.
			54,912 45	
			17,890 61	
			15,593 04	
			15,933 63	
			4,075 60	
			6,413 28	
			3,360 90	
			8,409 76	
			3,579 78	
			5,376 88	
			1,012 44	
			9,251 42	
			3,912 13	
			3,714 41	
			350 40	
			2,616 70	
			7,290 24	
			2,806 96	
			813 87	
			3,10 71	
			2,495 36	
			3,754 52	
			9,851 73	
			521 95	
			6,601 76	
			970 08	
			502 88	
			8,149 06	
			986 49	
			4,530 11	

HARBOR

NEW

Name of Harbor.	Expenditure prior to 1867.			Expenditure since 1867.	
	Government of New Brunswick.	Railway Companies.	Local Companies, Municipal Authority, Harbor Commissioners, other Companies or persons.	Dominion Govt.	Local Govt.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Richibucto.....				8,941 45	
Quaco.....				17,880 54	
Petitcodiac.....				11,242 00	
Saint John.....				4,500 00	
Hills Cow.....				1,500 00	
Herring Cove.....				13,109 70	
Dipper.....				10,000 00	
Campobello.....				1,000 00	

BRITISH

Victoria Harbor.....				21,012 61	
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RETURNS.

BRUNSWICK.

Expenditure since 1867.		Nature of Work.	Total Expenditure	Remarks.
Railway Companies.	Local Companies, Municipal Authority, Harbor Commissioners, other Companies or persons.			
= cts.	\$ cts.		\$ cts.	
			8,941 45	With regard to the amounts expended by any local Companies, Municipal authorities or other Companies and persons, it has not been ascertained that any sum or sums have been so expended in New Brunswick.
			18,880 54	
			11,242 00	
			4,500 00	
			1,500 00	
			13,109 70	
			10,000 00	
			1,000 00	

COLUMBIA.

			21,012 61	
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RETURN

To an ADDRESS of the HOUSE OF COMMONS, dated 27th April, 1874;
For a Return showing the sums expended on capital account as well as the amounts chargeable to income, in the construction of Slides, Dams, Piers, Booms and other works to facilitate the passage of Timber and Saw Logs on the Ottawa River and its tributaries, up to 31st December last.

By Command,

R. W. SCOTT,

Secretary of State.

DEPARTMENT OF THE SECRETARY OF STATE,
25th March, 1875.

STATEMENT showing the amounts expended on all the Timber Slides, Booms, and other Works on the Ottawa River and its tributaries, to 30th June, 1874.

	To 30th June, 1867.	To 30th June, 1868.	To 30th June, 1869.	To 30th June, 1870.	To 30th June, 1871.	To 30th June, 1872.	To 30th June, 1873.	To 30th June, 1874.	Total.
	\$	\$	\$	\$	\$	\$	\$	\$	\$
Ottawa District.									
<i>Ottawa River</i> :—									
Remous.....	4,770								4,770
Chats Rapids.....	24,295	2,110	600	1,515	1,155	2,480		1,901	34,056
Cheneaux.....	4,490					1,660	9,656	5,341	21,141
Portage du Fort.....	10,160		780	150	570	763		733	13,156
Mountain.....	21,870	460	87	1,750		750		1,524	26,441
Calumet.....	49,860	500	875	570	753	3,030	2,140	1,366	59,094
Des Joachims.....	25,130	2,370	5,904	3,295	22			100	36,821
Rocher Capitaine.....								13,102	24,556
Carillon.....	28,460				246	294			29,185
North Chaudière (Hull).....	45,270								
South do.....	58,840	1,840	1,393	2,275	2,070	3,780	4,266	2,350	139,904
Little do.....	17,820								
Deschênes.....		4,144	2,170						
Sault au Recollet.....							260		
General.....	61,500					6,270	1,506	1,646	6,574
									9,422
									61,500

	31,968	570	960	201	430	503	840	29,421	64,893
Gatineau.....								29,421	64,893
do dredging.....								15,795	15,795
Madawaska.....	76,727	1,464	5,963	10,850	9,650	9,120	1,433	3,413	118,620
Coulonge.....	29,032	1,450	1,037	540	1,544	1,998	550	778	36,929
Petawawa.....	67,634	115	390	475	1,200	650	3,785	20,562	94,811
Black River.....	10,000	326	362	430	13,395	426	2,926	700	28,565
Dumoine.....	8,802			1,984		22,107	1,086	937	34,916
Rivière des Prairies.....								498	3,043
General on all the works.....	143,000	4,144	3,244		900	4,500			155,788
Totals.....	719,628	19,493	23,765	24,281	32,994	59,416	41,884	98,519	1,019,980
Staff.....	193,994	13,770	14,490	15,630	17,145	15,254	18,066	19,232	307,581

HORACE MERRILL,
Superintendent of Ottawa River Works.

OTTAWA, 9th March, 1875.

RETURN

To an ADDRESS of THE HOUSE OF COMMONS, dated 11th March, 1875; For copies of all correspondence, letters or telegrams between the Government and Proprietors of land in the vicinity of the proposed enlargement of the Lachine Canal, from the 1st March, 1874, to the 1st March, 1875; also all orders given to Engineers as to information to be given to such Proprietors, and all requests for information made to the Government or Engineers, and all Reports made to the Department of Public Works between above dates, relating to the right of way requisite for enlargement of Lachine Canal.

By Command.

R. W. SCOTT,

Secretary of State.

DEPARTMENT OF THE SECRETARY OF STATE,
27th March, 1875.

MONTREAL, September 17th, 1874.

SIR,—The undersigned proprietors of a tract of land, one mile long on the Lachine Canal, are desirous of securing from the Government, the privilege of establishing on their said property, one or two basins and also one or two water powers. The water powers, they understand, could probably not be granted, except in the event of the widening of the canal, but the undersigned would like to secure them, even under such a condition, and on such terms as the Government would deem reasonable.

This property runs from the Grand Trunk Railway Bridge up to the Côte St. Paul Road, and the Côte St. Paul lock is just opposite part of it, so that it affords the very best opportunity for the establishment of such water powers, as also does the little River St. Pierre, which runs in rear of said property, and might serve for the discharge of the waters to be used.

We enclose for reference a plan of the above mentioned property. We beg leave also to mention that our intention is to sell by auction a considerable portion of this property, in lots, as soon as possible, probably in a few days, and as we are informed that the Government will require a strip of this land for the widening of the canal, it might be found more convenient, if the widening is to take place, to expropriate one proprietor only, instead of having to deal with one or two hundred owners. As this sale would therefore increase and multiply considerably the costs and trouble of

expropriation, we thought it only just to draw the Government's attention to this fact in order to give it full opportunity of avoiding such increase in costs and of taking such action that might be found proper under the circumstances.

We have the honor to be, Sir,

Your most obedient servants,

(Signed,)

R. LAFLAMME,
 JOHN L. CASSIDY,
 L. A. JETTÉ,
 A. CHARLEBOIS,
 W. PRÉVOST, P.P., L.A.S.,
 F. A. QUINN, P.P., L.A.S.,
 F. G. MARCHAND, P.P., L.A.S.,
 CHS. DESMARTEAU, P.P., L.A.S.,
 JOS. BRUNET, P.P., L.A.S.,
 J. B. LAFLEUR, P.P., L.A.S.,
 E. Z. PARADIS, P.P., L.A.S.,
 CHS. ARPIN, P.P., F.S.B.,
 T. ARPIN, P.P., F.S.B.,
 ARCHIBALD YON, P.P., F.S.B.,
 C. E. PARISEAU, P.P., F.S.B.,
 F. L. BÉIQUE.

Honorable A. Mackenzie,
 Minister of Public Works, Ottawa.

OTTAWA, September 30th, 1874.

Messrs. Quinn & Co., propose selling land on northwest side of canal from Côte St. Paul road to city limits formerly owned by Stevens, Evans, and Wilson. Will any of this land be required if enlargement is carried out? If so, to what extent. Indicate on your plan and let Quinn & Co. see it.

(Signed,)

F. BRAUN,
Secretary.

J. G. Sippell,
 Montreal.

OTTAWA, 7th October, 1874.

SIR,—In reference to an enquiry made by the Honorable the Minister as to the extent of land which will be required below Côte St. Paul for the proposed enlargement of the Lachine Canal, it may be stated that the Grand Trunk Railway Bridge up to Côte St. Paul, a space of at least from 225 to 250 feet in width will have to be acquired beyond the present northern boundary of public property, for the contemplated new line of canal, its banks, drainage, &c.

I have the honor to be, Sir,

Your obedient servant,

(Signed,)

JOHN PAGE,
Chief Engineer, Public Works.

The Secretary of Public Works.

OTTAWA, Oct. 7th, 1874.

SIR,—Referring to that part of your letter of the 17th ult., signed conjointly by yourself and others offering to sell to the Government a strip of land for the use of the proposed new line of Lachine Canal between the Grand Trunk Railway Bridge and the Côte St. Paul Road, I am directed to inform you that the Chief Engineer, to

whom the matter was referred, reports that a space of at least from 225 to 250 feet in width will be required for the new canal at the place above mentioned.

I take this opportunity to say, in regard to the other subject matters referred to in your letter, that they are still under consideration.

I have the honor to be, Sir,

Your obedient servant,

(Signed,) F. BRAUN,
Secretary.

L. A. Jetté, Esq., &c.,
Montreal.

(No. 27,616.)

OTTAWA, Nov. 3, 1874.

SIR,—It being contemplated to proceed as early as circumstances will permit with the works connected with increasing the capacity of the Lachine Canal, it is desirable that such additional information should be obtained as will enable the question to be determined whether the public interest would be best consulted by enlarging the present line throughout, or by doing this only for part of the distance, and forming an entirely new channel for the upper portion of the route.

To assist in arriving at a decision on this matter, the Minister has directed me to request that you will on receipt of this call upon the principal land owners through whose property the proposed new line would pass, and ascertain from them personally the price they would be disposed to sell the land required for that purpose.

It is desirable you should see the gentlemen owning the land, from the Grand Trunk Railway Bridge upwards, and in each case inform them of the object of your visit, state the probable quantity of land that would be required in case the new line should be adopted and keep a memo. of the price they would expect to be paid.

On this having been done, it is desirable you should at once report the information collected in detail, and state the probable outlay that would be required for the right of way. It is important that this matter should be attended to with the least possible delay.

I have the honor to be, Sir,

Your obedient servant,

(Signed,) F. BRAUN,
Secretary.

J. G. Sippel, Esq.,
Lachine Canal Office, Montreal.

CANAL OFFICE,
MONTREAL, NOV. 1874.

SIR,—With reference to your letter, No. 27,616, relative to the contemplated enlargement of the Lachine Canal, and the construction of an entire new channel for the upper portion of the route, with instructions to call upon the principal proprietors through whose property the new line would pass from the Railway Bridge to Lachine, &c., I beg to state that I have seen the principal proprietors of the land through which the new line would pass, and explained to them the object for which the land was required, and requested them to give me a price they would be disposed to sell for or expect to be paid, from which the following statement and estimate is made.

1st. The land required between the Railway Bridge and Côte St. Paul Road at the Lock, is owned by Messrs. Laflamme, Jetté and others, who appear quite willing to dispose of the right of way for the proposed new Canal, at such prices as they say portions of the property have been sold for, viz:—

1. 817,600 square feet from the railway bridge upwards, at 35c.....	\$286,060
465,600 square feet, extending to the Côte St. Paul road, at 30c.....	139,680
	\$425,740

2. Mr. Davidson, who has a market-garden, nursery, and green-house at the west side of Côte St. Paul road, values his land as follows, viz :—			
91,500 square feet, at 60c. per foot.....	54,900		
Improvements, including house, &c.	14,000		
			68,900
3 A triangular piece of land adjoining Mr. Davidson's, with a small house, owned by Mr. Staiford, which he values as follows :—			
50,000 square feet, at 20c per foot.....	10,000		
			10,000
4. From Côte St. Paul Bridge to Government property, a distance of about 6,300 feet (station 153 to 216), owned by Laframboise & Co., portions of which have been recently purchased at from 3½ to 9 cents per foot: they now propose to sell for Canal purposes, as follows :—			
1,178,350 superficial feet, at 20c.	235,670		
			235,670
5. Government property, extending 6,500 feet from Station, 216 to 281			
6. Heirs of Archibald McNaughten, from whom I could get no price. Land in the immediate vicinity has recently been sold for \$350 an acre or arpent. There are about thirty acres in this property, which they would prefer to sell. About twelve is required for the Canal. The entire property could probably be purchased as cheap as the twelve acres required : say, thirty acres, at \$500.....	15,000		
			15,000
7. Government property, about 175 feet east of Station 309 .			
8. Laframboise & Co. recently purchased from William McNaughten, for \$350 per acre. There are about thirteen acres in the field. The present proprietors are willing to dispose of the amount required for the Canal, as follows :—			
123,000 square feet, at 10c. per foot.....	12,300		
			12,300
9. Government property, about 400 feet from Station 315 to 319			
10. Mr. McGee is willing to sell the right of way across his property, as follows, reserving a claim for a quarry, which he considers valuable. He thinks his land worth as much as the Brodie property, near Côte St. Paul, recently sold to Messrs. Laframboise & Co. for 5½c. a foot :—			
246,600 feet at 5½c. per foot.....	13,563		
Quarry, say.....	10,000		
			23,563
11. Mr. Aussem, formerly Henry G. Reed. Did not see Mr. Aussem, but I am informed he will accept the same as his neighbor, Mr. McGee :—			
486,000 square feet at per foot 5½c.	26,730		
			26,730
12. Mr. McTurley owns a small house and lot, adjoining Mr. Aussem, containing 28,000 feet, which he values at.....	1,400		
			1,400
13. A small triangular piece, owned by a Mr. Sullivan. I did not see him ; but estimate his land the same as his neighbors', viz :—			
20,000 square feet at 5c. per foot.....	1,000		
			1,000

14. A small house and lot, owned by Mr. Pigeon, containing about 10,000 feet, which he considers worth.....	1,200	1,200
15. This land lays west of the Lachine road, east of Station 339-10. Did not see the owner; but I am informed he values at the same as his neighbor, Aussem, viz.:— 81,875 square feet at 5½c. per foot.....	4,503	4,503
16. From Station 339-10 to Station 346-10 is owned by a Mr. Campbell. Mr. Campbell's entire property consists of about twenty acres, that would be cut into by the Canal, taking about twelve acres. He offers the entire field for \$14,000, but would charge 15 cents a foot for the land actually required for the Canal, viz., 160,000 feet at 15 cents.....	24,000	24,000
17. Mr. Evans owns from Station 34-10 to 354-10; he hesitated and finally declined giving a price; he purchased this property about one year ago for about \$130 an acre; he said something about \$1,000 an acre, and thinks he has a valuable quarry that would be destroyed. The canal would take about 9-25 acres, estimated at \$1,000.....	9,250	9,250
18. Mr. Wilgress from Station 341-10 to Station 361-50 containing 9-34 acres; he will accept the same price his neighbours get. 9-34 acres at \$1,000.....	9,340	9,340
19. Is about 82,500 feet taken from the rear of the Ferris property, which the executors offer for 10 cents a foot. 82,500 feet, at 10 cents per foot.....	8,250	8,250
20. Mr. Parks is the proprietor from Station 369-50 to 379-30, excepting the Ferris property, and amounts to about 11 acres. Mr. Parks could not state the value of this property. Estimated as follows:— 11 acres at \$1,000.....	11,000	11,000
21. From Station 339-30 to 391-80 is a portion of the Boyers Estate; the proprietors were not seen. 16-36 acres at \$1,000.....	16,360	16,360
22. From Station 391-80 to 394-80, owned by a Mr. Smith, who has a house and garden and keeps a country boarding house, from which he says he supports himself and family; he has 5 acres, which he values at \$14,400.....	72,000	72,000
23. This is Mark Molson & Co's. Mr. Molson declines naming a price. Estimated as follows:— 18 acres at \$1,000.....	18,000	18,000
24. Mr. Conway has a farm 1½ acre wide, which is crossed by the Canal; he declines giving a price, saying that the Canal divides his property. Estimated as follows:— 3 acres at \$1,000..... Bridge, damages, &c.....	3,000 1,500	4,500

25. Mr. Evans has the adjoining farm situated the same as Mr. Conway's; he also declines giving a price. Estimated as follows:—			
3 acres at \$1,000.....		3,000	
Bridge, damages, &c.....		1,500	
		4,500	4,500
26. Mr. Decarie has the next farm extending from Station 411:90 to 416:80; have not seen Mr. Decarie; his land is of the same quality as Nos. 21 and 22, and of the same value, except being divided, the front portion being all sold, viz:—			
6 acres at \$1,000.....		6,000	
		6,000	6,000
27. This farm is owned by Messrs. J. P. & A. J. Dawes, which will be crossed by the Canal; they estimated the land as follows, viz. :—			
6 acres at \$500.....		3,000	
Damages and farm buildings.....		10,000	
		13,000	13,000
28. J. A. Dawes, jun., is the proprietor of the old Dawes' farm, he values his property as follows, viz:—			
50,000 feet on the river side of railway, at 25 cents..		12,500	
80,000 feet on west side of railway, at 6 cents.....		4,800	
Damages and farm buildings.....		10,000	
		27,300	27,300
29. J. P. Dawes, formerly the Lockman farm, will only charge what he has been offered, viz:—			
50,000 feet fronting road at 40 cents.....		20,000	
122,500 feet in rear at 15 cents.....		18,375	
Stone house rented for a hotel.....		4,000	
Damages to residence.....		5,000	
		47,375	47,375
30. Several small proprietors, viz. :—			
Carillon Hotel.....		4,000	
Prince of Wales Hotel.....		6,000	
Large vacant lot.....		3,000	
		13,000	13,000
		\$1,099,881	\$1,099,881
Total from Railway Bridge to River entrance at Lachine			

On examining the above, it will at once be seen that the proprietors value their lands at fancy prices, which cannot be maintained; a large portion of the land, Messrs. Laflamme, Jetté & Co. ask thirty and thirty-five cents a foot for, was sold about three years ago at \$120 per acre, and I have been told they have recently sold the most valuable portion of it, at Côte St. Paul Lock, for fifteen cents a foot; and Mr. Stafford only asks twenty cents on the other side of the road, which is quite as valuable, if not more so.

The property represented by Messrs. Laframboise & Co., west of Côte St. Paul Bridge, has recently been purchased by them at from three-and-a-half to nine cents per foot; and the land for the independent cut, from the Government ground in the swamps to the river entrance at Lachine, is assessed at from \$60 to \$100 per acre.

It is therefore evident that if these lands, required for the right of way, are expropriated, they would be purchased at much lower rates than the present proprietors ask for them, which in a majority of cases are fictitious and cannot be maintained.

I have therefore prepared the following statement as an approximate estimate of what the cost of this land would be if expropriated.

Lafamme, Jetté & Co., from Railway Bridge to Côte St. Paul, 1,283,200 superficial feet, at 15 cents.....	\$192,480 00	
		\$192,480 00
Davidson, at Côte St. St. Paul, 91,500 superficial feet, at 20 cents.....	18,300 00	
Damage to building, &c., with privilege of removal, say.....	2,500 00	
		20,800 00
Stafford, at Côte St. Paul, adjoining Davidson's, 50,000 super- ficial feet, at 20 cents.....	10,000 00	
		10,000 00
Laframboise & Co., from Côte St. Paul Bridge to Government ground, 1,178,350 feet, at 9 cents.....	106,051 50	
		106,051 50
From the south end of the Government ground in the swamp to Lachine, 150 acres, at \$1,000.....	150,000 00	
Damage to buildings, &c., say.....	50,000 00	
		200,000 00
		\$529,331 50
Add for arbitrators, &c.....		50,848 50
		\$580,180 00
Total estimated cost.....		\$580,180 00

And this estimate I consider far above the value of the land, but the excitement caused by recent sales of entire farms by the superficial foot, will have the tendency of keeping the prices of land in the vicinity of the canal, for a time, far above their actual value.

I have the honor be, Sir,
Your obedient servant,
(Signed,) JOHN G. SIPPPELL,
Superintendent Engineer.

This statement of the value set upon the land required for the proposed new line for the Lachine Canal, from the Grand Trunk Railway Bridge upwards, far exceeds any estimate that could reasonably have been made, \$1,099,881.

It may, however, be stated that the excitement (relative to land sales) and what could be learned of the matter in Montreal, leads to the conclusion that the cost of the right of way would be more likely to exceed the amount stated than to fall under it.

If valuers were appointed, they would doubtless, to a very great extent, have to be guided by the sales that had taken place. In fact there seems to be very little reason to suppose that the amount would be reduced to \$580,180, as intimated in the latter part of the within letter, or very little more than half the sum above-mentioned, and so far as I can see, no reason whatever is given for entertaining any such opinion.

(Signed), J. PAGE.

12th January, 1875.

CANAL OFFICE,
MONTREAL, 8th December, 1874.

SIR,—Enclosed I beg to hand you a statement by the proprietors of the lands on the south side of the Lachine Canal, above Côte St. Paul Bridge, offering their lands for canal purposes for much less rates than Messrs. Laframboise & Co. offers the right of way on the north side, and I think they would generally accept half the price named.

This statement was handed to me by Mr. Evans, who said these parties were anxious to get the canal brought down on that side.

This proposition, however, can hardly be entertained, as the cutting would average from thirteen to sixteen feet in depth, a large portion of which would be rock excavation that would add largely to the cost of the work.

I have the honor to be, Sir,

Your obedient servant,

(Signed,) J. G. SIPPILL,
Superintendent Engineer.

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

MONTREAL, Nov. 25th, 1874.

We the undersigned proprietors of land on the south side of the Lachine Canal, hereby agree to sell to the Federal Government the quantity of land they may require for the purpose of enlarging the Lachine Canal on the south side, at the prices opposite our respective names, reserving to ourselves any claims we may have for damage for the removal of buildings, orchards, &c., &c. caused by the enlargement of the said canal, and it is also to be agreed that the tow-path is to remain on the north side of the said canal.

If the prices are not satisfactory, we will submit to the decision of arbitrators, one to be named by the Government, and the other by ourselves :—

E. Hudon, fils.....	10	cents per foot,	English
Peter Jackson, sen., per Peter Jackson, jun.....	10	"	"
his			
François × Gary.....	8	"	"
mark			
Thomas Henrichon.....	8	"	"
Alexandre Aubertin.....	8	"	"
William Evans.....	7	"	"
André Latour.....	6	"	"
Maximian Latour.....	6	"	"
Th. Thierry.....	6	"	"
John McGill.....	6	"	"
Venant Henrichon.....	5	"	"
Joseph Dagenais.....	5	"	"
Henri Digeon.....	5	"	"
W. M. Haughton.....	5	"	"
Colin McArthur.....	5	"	"

MONTREAL, 23rd December, 1874.

SIR,—Referring to my letter of the 8th instant, which I had the honor of addressing to you, enclosing a proposition from the proprietors of land at Côte St. Paul, adjoining the Lachine Canal on the south side, above Côte St. Paul Locks, I now beg to state that I am instructed by the signers of the said proposition to inform you that on further consideration of the matter, and believing that the proposed enlargement of the Lachine Canal would add to the value of their respective properties, they would be prepared to accept lower prices than those named in the proposition I had the honor to send you, and further that they will endeavor to meet the views of the Federal Government in any proposition they may be pleased to make, and I have no doubt but that the matter can be arranged in a manner that will be satisfactory to the Minister of Public Works.

I may also state that I have not yet been favored with a reply to my letter of the 8th instant. Waiting the favor of your commands,

I have the honor to remain,

Yours respectfully,

Hon. Alexander Mackenzie,
Minister of Public Works, Ottawa.

(Signed,)

WM. EVANS.

(Telegram.)

OTTAWA, 7th January, 1875.

McGauvran has been here, says foundations, wheels, &c., being in good condition, in order to work up stock; wants to rebuild mill, even to use it for one year. Can this be allowed if works connected with building new locks, and enlargement of canal above, be let within a few weeks?

(Signed,) JOHN PAGE.

John G. Sippell,
Canal Office, Montreal.

9th January, 1875.

In connection with the annexed telegrams, I have talked with Mr. Pineault on the matter. He states that under the lease possession could be taken only after three months' notice, but that under the Public Works Act, possession could be taken three days after the service of a notice, and tenders of the value of the property. Having been informed that the parties are proceeding with rebuilding the mill, and as the island will be required for the contemplated new works of the canal within a short time, I think it would be well to take possession under the Public Works Act, and that steps be at once taken to value the property, and if need be, a notary requested to notify the parties to discontinue proceeding with rebuilding the mill.

(Signed,) JOHN PAGE.

(Telegram.)

MONTREAL, January 7th, 1875.

I think not; it will take McGauvran three or four months to remove his present stock and fixtures from the Island; by that time full possession should be had for the works of enlargement. The mill would hardly be completed before full possession would be required.

(Signed,) J. G. SIPPPELL.

To John Page.

OTTAWA, January 11th, 1875.

Please make a valuation of property connected with Island above St. Gabriel Lock, so as to enable tender to be made; ascertain who proper owners are.

Let this be done at once; request McGauvran to make no arrangement for rebuilding.

(Signed,) F. BRAUN,
Secretary.

John G. Sippell,
Lachine Canal Office, Montreal.

CANAL OFFICE,

MONTREAL, 13th January, 1875.

SIR,—With reference to your telegram of the 11th inst., relative to taking possession of the Island above St. Gabriel Lock for Canal purposes, I beg to state that this Island is peculiarly situated.

The original lessees were the Honorable John Young, and Ira Gould, who afterwards accepted Jacob Dewitt and John Ostell as equal partners.

The property held under the lease was afterwards divided into four shares, Mr. Young taking one, Mr. Ostell another, leaving two joint shares in the hands of Messrs. Gould and Dewitt.

The Island above referred to fell to Mr. Ostell, who leased the south half with six hundred inches of water to one Henry Woodman, for an annual rental of \$300 for

a lumber yard, saw mill, &c., reserving the north half for himself for a lumber yard.

Mr. Woodman's lease was afterwards acquired by J. W. McGauvran & Co., who are the present occupants under the Woodman lease, and where they had a saw mill, sash and door factory.

Mr. Ostell's estate passed into the hands of trustees, who sold this portion of the said estate to Mr. Wm. Molson, who is still the proprietor under the original division, made by Gould, Young, Dewitt & Ostell, Messrs. McGauvran & Co. still holding the south half of the Island, and Mr. Ostell the north half, as sub-lessees of Mr. William Molson, who is proprietor of the rents accruing from the said lessees, McGauvran & Co. and John Ostell.

Messrs. McGauvran & Co. being the proprietors of what remains of the saw mill and sash and door factory, estimated at about \$4,500, viz:—

40 feet of flume, at \$50.....	\$ 2,000
Water wheels and settings of same, say	2,000
Office, 18 x 20.....	500
	4,500

The tail race leading from the saw mill appears to have been a joint affair, and was built by Mr. Ostell before his estate passed into the hands of trustees; this tail race to form a discharge from McGauvran's saw mill, and for any other purpose Mr. Ostell might require it for in his business; and as lessee of the north half of the Island, he still claims the proprietorship of that portion of this tail race which passes through the portion occupied by him.

It, however, appears to me that Mr. Molson having purchased Mr. Ostell's rights to this property, was bound to maintain this tail race, and is therefore the lawful proprietor. This tail race is 700 feet long, and worth, say, \$5 a lineal foot.....

	3,500
	8,000

From which should be deducted the value of the water wheel as it now exists, say.....

	600
	7,400

To which the lease gives an addition of ten per cent.....

	740
	8,140

Making a total of..... \$8,140
 Which I consider a liberal estimate for the improvements on the island as it now exists.

The enclosed copy of a letter on the subject has been this day addressed to Messrs. McGauvran & Co.

I have the honor to be, Sir,
 Your obedient servant,
 (Signed,) JOHN G. SIPPPELL,
Engineer in Charge.

F. Braun, Esq.,
 Secretary of Public Works, Ottawa.

CANAL OFFICE,
 MONTREAL, 13th January, 1875.

GENTLEMEN,—As you have already been notified by the Secretary of Public Works that the island occupied by you above St. Gabriel, or Lock No. 4, Lachine Canal, will be required for public purposes in connection with the enlargement of the said canal, &c.

I am now instructed by the Secretary of the Public Works Department to

request you to make no arrangements for re-building your mill recently destroyed by fire, and trust that you see the propriety of the request, and will act accordingly.

I have the honor to be, Gentlemen,

Your obedient servant,

(Signed,) JOHN G. SIPPELL,
Engineer in Charge.

Messrs. J. W. McGauvran & Co.,
Lumber Merchants, Montreal.

MONTREAL, 25th February, 1875.

SIR,—We received a formal notice from the Department of Public Works, dated 13th ult., and signed "John G. Sippell, Engineer in Charge," stating the island occupied by us above St. Gabriel, or Lock No 4, Lachine Canal, will be required for public purposes in connection with the enlargement of said canal, &c., and also "that he was instructed by the Secretary of the Public Works Department to request us to make no arrangements for the rebuilding of our mills recently destroyed by fire." We expected a further communication from the Department as to the probability of Government adopting the latest plan submitted, which would leave a mill site. The very serious loss that we are daily suffering in consequence of having no decision in the matter warrants us in asking from you as full particulars as you can communicate. If it be probable that the whole island should be required for the proposed improvement, we think it but right to ask for as early a compliance with the terms of the lease as possible.

Trusting for an early reply,

We are, Sir,

Your most obedient and humble servants,

(Signed,)

MCGAUVRAN & TUCKER.

To the Secretary of Public Works, Ottawa.

(No. 73.)

RETURN

To an ADDRESS of the SENATE, dated 8th March, 1875; For a full and complete Return of all dismissals from, and appointments to, the Civil Service in Prince Edward Island, as well as the salaries attached thereto.

By Command.

R. W. SCOTT,

Secretary of State.

DEPARTMENT OF THE SECRETARY OF STATE,

18th March, 1875.

(No. 74.)

RETURN

To an ADDRESS of the SENATE, dated 17th March, 1875; For Returns of the Receipts from Customs and Excise, for the months of May and October, in the year 1874.

By Command.

R. W. SCOTT,

Secretary of State.

DEPARTMENT OF THE SECRETARY OF STATE,

24th March, 1875.

(No. 75.)

RETURN

To an ADDRESS of the HOUSE OF COMMONS, dated 15th March, 1875; For Copies of all Correspondence, Memoranda, Propositions, Reports to Council, and Minutes of Council, in relation to aiding the Chatham Branch Railway, or in connection therewith.

By Command.

R. W. SCOTT,

Secretary of State.

DEPARTMENT OF THE SECRETARY OF STATE,

31st March, 1875.

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

(No. 76)

RETURN

To an ADDRESS of the SENATE, dated 17th February, 1875; For a Copy of the Report of Mr. Perley, C.E., on the enlargement of St. Peter's Canal.

By Command.

R. W. SCOTT,

Secretary of State.

DEPARTMENT OF THE SECRETARY OF STATE,
25th March, 1875.

(No. 77.)

RETURN

To an ADDRESS of the SENATE, dated 23rd February, 1875; For all Plans, Correspondence, Documents and Tenders, in possession of the Government, relative to the proposed erection of a Marine Hospital at Sydney, C.B., specifying the respective amounts of such tenders.

By Command.

R. W. SCOTT,

Secretary of State.

DEPARTMENT OF THE SECRETARY OF STATE,
25th March, 1875.

RETURN

To an ADDRESS of THE HOUSE OF COMMONS, dated 15th March, 1875; For all papers, correspondence, telegrams or Orders in Council, connected with the sale of certain Ordnance Lands at Fredericton, N. B., to the Fredericton Branch Railroad Company, or to Temple & Burpee, or other parties, and all papers, correspondence, telegrams and Orders in Council, connected with the cancelling of said sale; also the Memorial from the Corporation of Fredericton, N. B., praying for the sale to be cancelled.

By Command.

R. W. SCOTT,
Secretary of State.

DEPARTMENT OF SECRETARY OF STATE,
OTTAWA, 27th March, 1875.

(Copy.)

To His Excellency the Earl of Dufferin, Governor General of the Dominion of Canada, &c., &c., &c., and to the Honorable Her Majesty's Council for the Dominion of Canada.

The humble petition of the President, Directors and Company of the Fredericton Railway Company respectfully sheweth, That at the time your petitioners laid out and constructed "The Fredericton Railway," your petitioners were compelled to erect station buildings, &c., on the outskirts of the city, being unable at the time to procure suitable grounds for the erection thereon of such buildings, at the time said railroad was building. The Imperial Government owned a large portion of the front part of the city, facing the River St. John, since which time those lands have come into the possession of the Dominion Government, and are now idle, and have nearly become as commons.

The inhabitants of the City of Fredericton are desirous that the station buildings should be removed to some more convenient locality, thereby increasing the trade of the city, and adding to its prosperity, and also to utilize a portion of the grounds within the city, now lying, comparatively speaking, in commons.

Your petitioners would humbly state to Your Excellency and Honors, that the grounds required by your petitioners, would not in any way interfere with the occupancy of the buildings for military purposes, should they ever be required, but on the contrary, the laying of track and erection of buildings for station and freight houses would be a source of profit to the military department, should militia stores ever be under transit, as the saving in cartage and general conveniences would be very considerable.

Your petitioners would therefore humbly pray, that Your Excellency and Honors may be pleased to grant them permission to erect station houses and other buildings on a portion of the vacant military lands, lying in front of the River St. John in this city, together with the right of way through other military grounds thereto, not in any way to interfere with buildings now erected on said lands.

And as in duty bound will ever pray.

(Signed,)

THOMAS TEMPLE, *President,*
JOHN RICHARDS, *Secretary.*

Fredericton, N. B.,
4th November, 1874.

(Copy.)

Memo of the Leases on the Militia Property at Fredericton, New Brunswick, likely to be interfered with by Fredericton Railway Company in their present application :—

No. 1.—Messrs. Small & Hathaway, Commissariat fuel yard, 1 acre, 2 perches, leased by them for six years and one month, from 1st December, 1870 Subject to resumption by one month's notice, in case possession is required. Annual rent, \$72.51.

No. 2.—Andrew Laforest, the hospital premises, 2 roods, 6 perches, leased to him for six years and eight months from 1st May, 1870. Resumption clause same as No. 1. Annual rent, \$57.60.

No. 3.—Provincial Government, New Brunswick, 4 acres, 3 roods, 8 perches, leased to that Government for seven years from 1st January, 1870. Resumption clause as in Nos. 1 and 2. Annual rent, \$48.66.

The plot marked "grass plot" on the plan is unoccupied, excepting by the Militia Department.

(Signed,) THOMAS WILY,
Lieut.-Colonel.

Ottawa, November, 19th, 1874.

(Copy—2,450.)

OTTAWA, November 24th, 1874.

The application from the Fredericton Railway Company for permission to erect station houses, &c. on vacant military lands in the City of Fredericton is referred to the Deputy Adjutant General Commanding Military District No 8, for report.

(Signed,) W. POWELL, *Lieut.-Col.,*
Adjutant General of Militia, Head Quarters.

Ottawa, 24th November, 1874.

December 3rd, 1874.

There appears no military objection, according to Lieut.-Col. Maunsell's Report, with which I concur.

(Signed,) E. SELBY SMYTH,
Major General.

(Copy.)

THE ADJUTANT GENERAL'S OFFICE.
FREDERICTON, N. B., 30th November, 1874.

SIR,—In returning the enclosed papers, respecting the application of the Fredericton Railway Company for permission to erect station houses, &c. on vacant military lands in the City of Fredericton, in front on River St. John, I have the honor to submit the subjoined Report.

REPORT.

Immediately on receipt of the papers, I called upon (1) the President of the Railway Company to ascertain precisely the extent of the land required for the purpose specified, (2) I also called upon the Provincial Secretary, occupying Lot No. 3, part of which is required by the Railway Company, to ascertain whether his Government had any objections to the application being granted, and (3) I called upon John Pickard, Esq., M. P., to find out whether there are any local objections.

From information received from these sources, as well as from my own personal observation, I am of opinion that it would be of advantage to the city, and that there can be no military objections to granting a lease of the whole of Lot No. 1, and that part of Lot No. 3 not included in the red ink line (embracing the Soldiers' Barracks, occupied as a training school by the Provincial Government, No 7 being occupied by city authorities as cells), and retaining the building marked "Militia Store."

There would be, I conceive, an objection on the part of the citizens if a right of way were permitted, as shown roughly in plan, and described in note on back of Lieut.-Col. Wily's memorandum, viz., 66 feet off grass plot (on Lot No. 3,) and widening to 100 feet on Lot No. 3, as it may be observed, on referring to the petition of the Mayor and Aldermen of Fredericton, for permission to remove the high board fence from around the Ordnance property in question, and the erection of a Portland rail fence in its place, and planting trees thereon, that the improvement of appearance of the property was the object in view in submitting this petition, and it is questionable whether such improvement would be attained if the railway be made through that portion of the land.

It appears moreover that that part of the property above described of Lots Nos. 1 and 3 will suffice for railway purposes, and I repeat I consider there are no military objections to these being handed over to the Railway Company, on such terms as the Government may think proper; the Railway Company to arrange with the present tenants, viz., to Provincial Government and Messrs. Small and Hathaway.

I have the honor to be, Sir,

Your most obedient servant,

(Signed,) GEORGE J. MAUNSELL, *Lieut.-Col.,*
Deputy Adjutant General, Commanding Military District No 8.

Lieut. Col. Powell,
Adjutant General, &c., &c., &c.

(Copy)

A right of way of sixty-six feet off East Block, adjoining the River bank, widening to 100 feet on West Block, and embracing the west portion of latter block, as shown roughly on plan, about three and a half acres, might be leased for \$200 per year, to be resumed, in the event of the Government requiring it for public purposes. Lease at that rate to be for twenty-one years, then renewable.

The Railway Company to arrange with present tenants.

(Copy)

(Telegram.)

FREDERICTON, N. B., Dec. 3rd, 1874.

City of Fredericton would like no privileges granted Fredericton Railway Company on or over Military Grounds here without advising with City; we have rescinded permission of way given Company by City.

(Signed,) F. L. WETMORE,
Mayor.

To Minister of Militia.

(Copy.)

FREDERICTON, N. B.,
5th December, 1874.

SIR,—It having been rumored in this City that Thomas Temple, Esq., President of the Fredericton Railway Company, has gone to Ottawa to negotiate with the authorities there, for a transfer to the Company of the military grounds lying in this City on the banks of the St. John River, I took the liberty of telegraphing to you a day or two ago, requesting that you, or the authorities, would be good enough to make no transfer, or grant any privileges over or on these grounds to the Company without advising with the City Council.

There is quite a feeling in the city opposed to the Company getting these grounds or running their track along the bank of the river. The feeling is not unnatural. These grounds are situate, you may say, in the very heart of the town, they front on the most public street, and the most usual promenade in the City. The grounds are therefore suitable to be left in their present position (with some few improvements) as ornamental grounds, &c., or for school purposes, for which they are partly used now; or if it is desirable they should be built on, they are admirably adapted for building lots, that is residences, or perhaps from their contiguity to the water, they are better adapted for stores and warehouse lots.

It is proposed to reach these grounds, if the Company obtain them, by building the railroad up the bank of the river (which they propose tapping a short distance below the city) along a strip of land which is vested in the Corporation, and which the Corporation, with a view to appearances, and to give the citizens a pleasant ground to walk over, have always refused to lease for building purposes at all. If the railway should pass over this strip of land, the purposes for which it has heretofore been used will be completely done away with; and, in addition to this, it will seriously injure the value of some of the most pleasant residences and building lots in the place.

In addition to this, in order to bring the track to the grounds by this way, it will have to cross some of our public streets, and along the head of our wharves, and will cause the removal and obstruction in its course of some several buildings.

Many years ago certain privileges of way were given by the Corporation to the Company over this strip on the bank of the river, and over and across some of our streets, which the Company did not avail themselves of; these privileges were at a recent meeting of the Council, and by an almost unanimous vote, rescinded.

There is no disposition on my part to interfere with the best interests of the city, but it may be open to grave doubt, if the bringing the track by the way I speak of, and placing the station houses in the very middle of our town, will be of any advantage; it may be to the contrary, particularly as the station houses which are at present situate a short distance out of town, and are of easy access, or not so far as I can judge, inconveniently situated.

As I telegraphed you to-night, I think, from the present feeling, the citizens would prefer the City purchasing the land themselves than to let them go into the hands of the Railway Company. I, therefore, urge upon you the request, that before you let them go to the Company you will let the City have a chance to purchase, or at least hear the City Council in the matter; and I am bold to make this request, because as the Crown has the title, and used them so long for military purposes, and for the public interest, and as they have, since the military left here, been used for other public local purposes, they are, if I may say it, "*quasi*" public grounds; and I submit that if they are to be sold or leased, the city public should have the refusal of them.

I have, &c.,
(Signed,) E. L. WETMORE,
Mayor, Fredericton.

The Hon. the Minister of Militia,
Ottawa.

(Copy.)

(Telegram.)

FREDERICTON, N. B.,

December 8th, 1874.

The Board of Trade, consisting of nearly all the business men and prominent citizens of Fredericton, respectfully request that no action will be taken on application of Fredericton Railway Company for ordnance land in this City until Saturday, the City Council and Board of Trade have time to communicate with your Department.

(Signed,)

SAMUEL A. KERLEY,

Vice President, F. B. T.

Hon. Minister of Militia.

(Copy.)

CITY CLERK'S OFFICE,

FREDERICTON, N. B., Dec. 12th, 1874.

SIR,—I have the honor to transmit to you a copy of Resolution passed by the City Council of this City, at a special meeting of said Council held last evening, appointing a delegation to proceed to Ottawa on the question of the Military Lands in this City. Since the passing of said Resolution, I have been directed by His Worship the Mayor to request you to inform him definitely what lands have been leased to the Fredericton Railway Company, if any, showing him what portion still remain undisposed of, in order that he may be in a position to make a proper proposal for the purchase by the City of Fredericton of the same.

Will you also kindly state how long the Government will be in Session, and if they have adjourned, when they meet again for the transaction of business, in order that the delegation from this City may be able to attend at a suitable time.

I have, &c.,

(Signed,)

CHAS. W. BECKWITH,

City Clerk.

Hon. W. B. Vail,

Minister of Militia, Ottawa.

(Extract from City Minutes.)

At a special meeting of the City Council of the City of Fredericton, held in the City Council Room in Fredericton, on Friday, the 11th day of December, A.D. 1874, the following Resolution was adopted:—

“Resolved, That this Council do appoint His Worship the Mayor a delegate, with power to proceed to Ottawa to negotiate for a transfer to the City, either absolutely or by lease, upon fair and proper terms, of all the Military Lands available in the City,” and further,

“Resolved, That this Council do recommend that the Board of Trade appoint a delegate to proceed with His Worship the Mayor, and act with him in such negotiations.”

(Signed,) CHAS. W. BECKWITH,

City Clerk of the City of Fredericton, N. B.

(Copy.)

DEPARTMENT OF MILITIA AND DEFENCE,

OTTAWA, Dec. 12th, 1874.

SIR,—The Fredericton Railway Company having made application to acquire portion of the Military property in the City of Fredericton, fronting River St. John,

I have the honor, by direction of the Hon. the Minister of Militia and Defence, to request you will have the goodness to communicate with Lieut.-Col. Maunsell, Deputy Adjutant-General of Military District No. 8, with a view of his submitting an estimate of the value of the property which the Fredericton Railway Company desire to purchase described in the accompanying plan, being two portions of the property known as the "Stone Barracks," lying between Queen Street and River St. John.

The first portion eastward between Carleton Street produced, and Regent Street, containing about 1 acre 30 poles, and the second portion westward between Carleton Street produced and York Street, containing 3 acres 2 roods, with all the buildings thereon erected (about twenty in number, great and small), and more particularly shown on accompanying sketch, with the lines hatched blue, the total content, less Carleton Street, amounting in area to 4 acres, 2 roods and 30 poles more or less.

The Minister desires that Colonel Maunsell may be directed to go over the ground himself, and it is presumed his local knowledge will enable him to arrive at a fair valuation of the property.

I have, &c.,
(Signed,) J. MACPHERSON,
Acting Deputy Minister of Militia and Defence.

Major-Genl. E. Selby Smyth,
Commanding the Militia, Ottawa.

(Copy—2450.)

Referred to Lieut.-Col. Maunsell, who will be pleased to take immediate steps to carry into effect the instructions detailed in the annexed letter, returning this with the information called for with the least possible delay.

(Signed,) E. SELBY SMYTH,
Major-General.

12-12-74.

(Copy.)

MILITIA AND DEFENCE,
OTTAWA, December 17th, 1874.

SIR,—I have the honor, by direction of the Honorable the Minister of Militia and Defence, to acknowledge the receipt of your letter of the 12th instant, enclosing copy of resolution passed at a special meeting of the City Council of the City of Fredericton, conveying information that His Worship the Mayor has been appointed delegate, to proceed to Ottawa on the question of the Military Lands in the City of Fredericton.

(Copy.)

DEPUTY ADJUTANT GENERAL'S OFFICE,
FREDERICTON, N.B., 17th December, 1874.

SIR,—In returning the enclosed papers, No. 2450, and in compliance with the instructions contained therein, I have the honor to submit the following estimate of the value of the property, which the Fredericton Railway Company desire to purchase, described in the accompanying plan, being two portions of the property known as the "Stone Barracks," lying between Queen Street and River St. John. The first portion eastward between Carleton Street produced and Regent Street, containing about one acre and thirty poles, and the second portion westward between Carleton Street produced and York Street, containing about three acres and two roods, with all the buildings thereon erected (about twenty in number, great and small), and more particularly shown on the accompanying sketch, with the lines hatched blue.

The total content, less Carleton Street, amounting in area to four acres, two roods and thirty poles more or less.

ESTIMATE.

The property in question is undoubtedly most valuable, situated in the midst of a rapidly improving city, with an extensive front on the River St. John. I have, however, no precedent to guide me in estimating, and besides my knowledge of the area of the land, and of the number and size of the buildings thereon, the only data I can obtain is through John Pickard, Esq., M.P., and the President of the Railway Company, that the Company offered the sum of two hundred dollars (\$200) per annum as rent; and allowing that that amount was somewhat under the value per annum, and considering that I am desired to arrive at a "fair valuation of the property" for railway purposes—improvement to the Province in general, and the city in particular, I respectfully submit that six thousand dollars (\$6,000) is a fair valuation of the property; and I suggest that, in agreeing to the purchase by the Company, there be a proviso, requiring that the property be used for the purpose for which it is intended, viz: the extension of the railway to that portion of the city, and the erection of suitable railway buildings thereon, within a reasonable time from date of purchase, say two years.

I have, &c.,
(Signed,) GEO. J. MAUNSELL, *Lieut.-Col.*,
D. A. G. Commanding, *Military District No. 8.*

Lieut.-Col. Powell,
Deputy Adjutant General,
Headquarters, &c., &c., &c.

(Copy.)

(Telegram.)

FREDERICTON, N. B.,
December, 18th, 1874.

The City Council and Board of Trade have appointed delegates to proceed to Ottawa to negotiate for Ordnance Lands. Can't they see the Government on Tuesday or Wednesday next, or what time?

Answer Telegram.

(Signed,) A. F. RANDOLPH,
President, Fredericton Board of Trade.

To the Honorable Minister of Militia.

(Copy.)

FREDERICTON, N.B., December 19th, 1874.

Telegram to A. F. Randolph. Received Delegates Ordnance Lands—will wait until Burpee Smith returns.

(Signed,) E. L. WETMORE,
Mayor.

To Honorable Minister of Militia.

(Copy.)

OTTAWA, 19th December, 1874.

I shall be happy to see you Tuesday. Burpee Smith leaves for home Monday. Perhaps better defer visit till they return.

(Signed,) W. B. VAIL.

A. F. Randolph, Esq.,
Fredericton, N. B.

(Copy.)

Copy of a Report in Council.

January 1st, 1875.

On the application of the Fredericton Railway, N.B., for permission to erect station houses, &c., on vacant military lands, in the City of Fredericton, fronting River St. John, the Honorable the Minister of Militia and Defence, in a report dated 7th December, 1874, states that having in view the report of Lieut.-Col. Maunsell, Deputy-Adjutant General, Military District No. 8, of the 30th ultimo, and that of the Major General commanding the Militia, of the 4th inst., stating that there appears to be no military objection to the granting of the application, which would add to the improvements of that city, he recommends that the property in question, as described in the report and plan of C. Walkem, Esq., of 7th inst., be sold to the Fredericton Railway Company, and that all papers in the case be transferred to the Honorable the Minister of the Interior, with a view to a deed of sale being executed in favor of the above named Railway Company, for the consideration of six thousand dollars (\$6,000) to take effect from the 1st June, 1875.

The property to be disposed of in this manner, the Minister states to be two portions of the property, known as the "stone barracks," lying between Queen Street and the River St. John.

The first portion eastward between Carleton Street produced and Regent Street, containing about one acre, thirty poles, and the second portion westward between Carleton Street produced, and York Street, containing about three acres, two roods, with all the buildings thereon erected, about twenty in number, great and small, and more particularly shown on a sketch submitted within the lines hatched blue, the total content less Carleton Street, amounting in area to four acres, two roods, thirty poles, more or less.

And on the conditions that the rights of the present tenants, viz: the Provincial Government, and Messrs. Small, Hathaway, and A. Laforest, be secured, and that the property so acquired be used for railway purposes.

The Council submit the foregoing recommendations for Your Excellency's approval.

Certified.

(Signed,)

W. A. HIMSWORTH,

Clerk, Privy Council.

To the Hon. the Minister of the Interior,
Ottawa, &c., &c., &c.

(Copy.)

DEPARTMENT OF THE INTERIOR,

OTTAWA, 11th January, 1875.

SIR,—In pursuance of your conversation with the Commissioner of Ordnance and Admiralty Lands, this morning, I have the honor to inform you officially that by an Order in Council of the 5th January instant, certain ordnance property at Fredericton, N.B., has been transferred from the Department of Militia and Defence to the Minister of the Interior, with a view of a deed of sale being executed in favor of the Fredericton Railway Company, for the consideration of \$6,000, on condition that the rights of the present tenants, viz: the Provincial Government and Messrs. Small, Hathaway, and Laforest, be secured, and that the property so acquired be used for railway purposes. The property to be disposed of is stated to be two portions of the property known as the "Stone Barracks," lying between Queen Street and the River St. John, comprising an area of four acres, two roods, and thirty poles, as shown upon a sketch submitted within the lines hatched blue.

This plan or sketch is herewith inclosed for your information; although it conveys a sufficient idea of the property for present purposes, it is not sufficient for the purpose of framing a title to the land, and it is sent to enable the Company you represent to cause a plan to be prepared by a Provincial Land Surveyor, authenticated

in compliance with the law of New Brunswick, showing the land, with its subdivisions, and specially the portion intended to be transferred to your Company with metes and bounds and quantities, showing also any marked feature it may present on payment of the purchase money, and on the production of the plan above referred to Letters Patent will be prepared, conveying the property to the Fredericton Railway Company.

I have, &c.,
(Signed,) E. A. MEREDITH,
Deputy of the Minister of the Interior.

Thomas Temple, Esq.,
President, Fredericton Railway Company.

(Copy.)

21st January, 1875.

MY DEAR LAIRD,—I am informed that during my absence from Ottawa an Order in Council was passed authorizing a transfer of a portion of the Ordnance Land at Fredericton, New Brunswick, to the Fredericton Railway Company. Under the original paper from this Department, this property could not be transferred to the Company till June next.

If this has been overlooked in the last Minute, I shall be much obliged if you will allow the matter to stand over for further consideration, as it is reported the valuation made by Colonel Maunsell is too low.

Yours very truly,
(Signed,) W. B. VAIL.

(Copy.)

SIR,—From information received that the Government intend to dispose of all the Ordnance Lands in the Dominion, I, on behalf of the people of the County of York, and that includes the City of Fredericton, New Brunswick, beg leave to say to the Government of the day that we believe the lands should pass into the hands of the county or counties in which they lay. We therefore ask the Government for said lands. If we are called upon to pay for said lands, then we claim the first offer. We want them for City and County purposes.

When in Ottawa, at the meeting of Parliament, will call upon you and explain more fully.

Remaining yours truly,
(Signed,) JOHN PICKARD, M.P.

To the Honorable
The Minister of Militia for the Dominion of Canada.

(Copy—No. 5,933.)

OTTAWA, January 7th, 1875.

SIR,—I have the honor, by direction of the Hon. the Acting Minister of Militia and Defence, Hon. Mr. Scott, to acknowledge the receipt of your letter of the — ultimo, concerning the disposal of Ordnance Lands in the Dominion; and in reply to acquaint you that when any portion of such military property in charge of this Department appears to be no longer required for military purposes, a transfer of the same is made to the Department of the Interior to be dealt with, to which Department your letter on the subject has been referred.

I have the honor to be, Sir,
Your obedient Servant,
(Signed,) J. MACPHERSON,
Acting Depy. Min. of Militia and Defence.

John Pickard, Esq., M.P.,
Fredericton, New Brunswick.

(Copy.)

DEPARTMENT OF THE INTERIOR,
OTTAWA, 5th February, 1875.

SIR,—I have had the honor to receive, through the Finance Department, without further letter or advice, a duplicate receipt of the People's Bank of New Brunswick, in favor of the Receiver General Canada for the sum of six thousand dollars, which amount, it is presumed, has been paid in by the Fredericton Railway Company, as the price of the "Stone Barracks" at Fredericton required for railway purposes, as referred to in my letter of the 11th ultimo, to which, also, I take leave to call attention in relation to plan, &c.

I am, &c.,
(Signed,) E. A. MEREDITH,
Deputy of the Minister of the Interior.

Thomas Temple, Esq.,
President Fredericton Railway Company, Fredericton, N.B.

(Copy.)

FREDERICTON RAILWAY OFFICE,
OTTAWA, 9th February, 1875.

SIR,—I have the honor to acknowledge the receipt of your letter of the 5th instant, and in reply beg to say that the \$6,000 has been paid to credit of the Honorable the Receiver General, into the People's Bank, Fredericton, for which the Honorable Mr. Coffin has duly acknowledged.

With reference to the plan, I beg to say that it was forwarded by John Pickard, Esq., M.P., and will probably be laid before you 'ere this.

I beg to refer to your letter of the 11th ultimo, in which it is stated that the quantity transferred was four acres, two roods and thirty poles upon a survey, in accordance with the plan transmitted, I find the land only measures three and three quarter acres. Presuming the price of \$6,000 was based upon the quantity of land named in Minute of Council, it will be observed at once that a reduction should be made from the price *pro rata*, as to quantity. On that subject I desire to have an interview with the Honorable the Minister of the Interior prior to Letters Patent being made out, and with that object in view, will be at Ottawa in the course of a few weeks.

I also notice in the Minute of Council, that the property so acquired, to be used for railway purposes, while the greater portion could be so used, still there are small corners, and pieces could be utilized in other ways, and it might also be necessary that the Company would require to make an exchange of a portion of said lands, with the city, for other lands. On this subject I also desire to have an interview with His Honor the Minister of the Interior, prior to the Letters Patent being made out.

I have, &c.,
(Signed,) THOS. TEMPLE.

E. A. Meredith,
Deputy of the Minister of Interior, &c., &c.

Copy of a Report in Council on the 19th February, 1875.

The Minister of Militia and Defence, having represented to Council that a Minute had passed in his absence, authorizing the transfer of a certain portion of the Ordnance Lands at Fredericton, to the Fredericton Railway Company, without giving the City authorities a hearing before the land was finally disposed of, as promised by the Minister of Militia and Defence, on his way to Nova Scotia, and the acting Minister not having been made aware of the fact when the Minute was passed, and it

having been alleged that the valuation made by Colonel Maunsell was less than the actual value, recommends that the said Minute be not acted upon till further and more accurate information is obtained.

The Committee submit the above recommendation for your Excellency's approval.
Certified.

(Signed,) W. A. HIMSWORTH,
Clerk, Privy Council.

OTTAWA, 2nd March, 1875.

Having been appointed a delegate by the City Corporation of Fredericton to proceed to Ottawa, with a view of obtaining a revocation of an Order in Council directing the transfer of certain Ordnance lands in the City of Fredericton, to be made to the Fredericton Railway Company, and of requesting that other disposition of such lands should be made, and it having been suggested that I put in writing before the Honorable the Privy Council the views of the City Corporation in the matter, I beg leave to submit the following: I submit that the Order in Council made on the 1st January last, directing that such a transfer should be made to the Railway Company should be revoked, or the transfer of these lands to the Company stayed in some way. Because before the 1st of January last, when the said Order of Council was made, the Honorable Minister of Militia and Defence (within whose department the lands in question belonged), the Honorable Minister of Marine and Fisheries and the Honorable Minister of Customs, were aware that a delegation had been appointed by the City Council and Board of Trade of Fredericton, to proceed to Ottawa to oppose a transfer of these lands to the Railway Company, and, if possible, obtain a transfer thereof to the City Corporation, and the Honorable Minister of Militia and Defence and the Honorable Minister of Marine and Fisheries had given the members of such delegation an assurance that nothing further would be done in connection with such lands until they, the delegates, had an opportunity of being heard at Ottawa, or before the Honorable Ministers returned to the seat of Government (they being then absent therefrom), and although this assurance was communicated to Mr. Temple, the President of the said Company; nevertheless he, behind the backs of the Ministers, who had given the assurance, and before their return to Ottawa, and before the said delegates had an opportunity of being heard, in some way procured the order to be passed.

2nd. Because the object for which the Company professed to desire a transfer of these lands is to erect a station-house and other buildings thereon, and make it the terminus of their road, and a large majority of the citizens of Fredericton (so large as to almost amount to unanimity) are opposed to these lands being used for such a purpose for the following reasons: (a) These lands are situated in the very heart of the business part of the town, and they are better adapted and situated for building lots, on which to place stores and other erections for commercial and trading purposes. (b) That the street on which the lands front is the principal business street, promenade and drive of the town, and the said lands are immediately contiguous to the principal retail stores; and the terminus being there and the passing of cars and trains backwards and forwards in such a locality would be a nuisance.

(c) That the said lands cannot be entered by a railway track without crossing, by a level crossing, the approaches to our principal ferrys and steamboat landings which are the only thoroughfares by which the largest part of the people trading with the town, obtain entrance thereto. That if the proposed track should enter the town from the north-west, it would not only cross by a level crossing, the approach to the principal ferry and the approach to an important steamboat landing, but it would cross, also, by a level crossing, the only city market place in the town; that if it is proposed to enter the lands from the south-east (which will appear to be the intention judging by the plan of the lands now to be transferred) the track would cross the approaches to two important steamboat landings and a ferry landing now

extensively used and daily increasing in importance, and it would pass in front of and destroy, at the lower end of the town, the value of the best situated lands for private residences in the city, and would for a long distance run immediately contiguous to and parallel with an important public highway road leading into the city, and no such beneficial results will follow the placing of the terminus there as to set off these disadvantages, but on the contrary, the placing of the terminus there would directly and indirectly be a wanton interference with private rights and public and private convenience and comfort.

3rd. I further submit that the order should be revoked, because in no way have the public within or without the city, requested or urged that the terminus of the railway should be put there, but the proposition has entirely emanated from the Company and those in connection with them.

4th. The lands are not well situated for a water terminus for the railroad, being too far removed from the terminus of the New Brunswick Railway Company's Railroad, which is on the opposite side of the river. That a better situation for the terminus is at the foot of Sunberry street, almost directly opposite the terminus of the New Brunswick Railway Company's road, where the City Corporation is, I believe, prepared to give them the land necessary for their wharves and freight buildings, and also to assist them in getting the ground necessary for their depot, and this locality can be approached without any difficulty or annoyance.

5th. The lands are public or Crown lands, and by the long practised laws and rules applied to such lands in the Province of New Brunswick, with the unanimous approval of the people they are put up and sold by public competition.

6th. The price paid for these lands is far below their fair value, and must have been fixed through some mistake.

7th. That the order should be revoked by the Government in view of recent developments in regard to the value of the property.

If the Order in Council is revoked, I submit that the whole Ordnance Lands on the banks of the River St. John be disposed as follows, excepting, however, any reservations that the Government of the Dominion may be disposed to make for their own use, which should be retained, and the property leased at present to the Local Government for school purposes (which I think in the public interest might be advantageously absolutely transferred to the Local Government to hold for school purposes), namely:—

1st. If the Government are not disposed to take the trouble of laying off the land in lots and putting it in the market as hereinafter proposed, that a conveyance thereof to be made to the City corporation at a price to be fixed by arbitrators appointed as follows: The Government to choose an arbitrator, the city one, and these two in case of their disagreeing to appoint an umpire. I make this proposition in view of the great discrepancies of valuation made.

2nd. If the Government, however, are willing to take the trouble of laying off the property in suitable building lots that they do so and sell the same on reasonable terms at public auction. If the Government do this the City authorities will give them all the assistance in their power to secure a good sale. By this means I feel satisfied the Government will secure the legitimate value of the lands. In closing I would just throw out the suggestion that the right of the Government to dispose of these lands, or to use them for other than military purposes, is seriously questioned. If the Government, however, accede to the views of the City Council, I have no doubt an Act of the Local Assembly could be easily procured to quiet the title.

I have the honor to be,

Yours respectfully,
(Signed,)

E. L. WETMORE,
Mayor, Fredericton.

To the Honorable the Privy Council of Canada.

(No. 79)

RETURN

To an ADDRESS of the HOUSE OF COMMONS, dated 15th March, 1875 ;
For all Papers and Correspondence, Advertisements for Tenders, if any,
with terms of renewal or extension of subsidy to Quebec and Gulf
Ports Company, for service between the St. Lawrence and Pictou,
shewing for what special services that renewal of subsidy was given ;
also, whether any other parties, or companies, intimated a desire to
compete for the service.

By Command.

R. W. SCOTT,
Secretary of State.

DEPARTMENT OF THE SECRETARY OF STATE,
31st March, 1875.

(No. 80.)

RETURN

To an ADDRESS of the HOUSE OF COMMONS, dated 15th March, 1875 ; For
Copies of the Reports of the Dominion Government Engineer, appointed
to survey and report upon Harbors and Breakwaters in Prince Edward
Island.

By Command.

R. W. SCOTT,
Secretary of State.

DEPARTMENT OF THE SECRETARY OF STATE,
31st March, 1875.

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

(No. 81.)

RETURN

To an ADDRESS of the HOUSE OF COMMONS, dated 15th March, 1875 ;
For a Return of all decisions made since the 1st January, 1875, by the
Supreme Court of New Brunswick, with reference to the jurisdiction
of the Local Government, or Municipal authorities, in that Province,
in granting or withholding Licenses for the sale, or regulating the
sale, of Spirituous Liquors.

By Command.

R. W. SCOTT,

Secretary of State

DEPARTMENT OF THE SECRETARY OF STATE.

1st April, 1875.

(No. 82.)

RETURN

To an ADDRESS of the HOUSE OF COMMONS, dated 15th March, 1875 ;
For all Correspondence with Boards of Trade, or other parties,
Minutes of Council, Reports and Papers, in relation to the effect
of an Act entitled : " An Act respecting Pilotage," having reference
to the effect upon Trade and Navigation of the said law, as
affects collisions, and the responsibility of Pilots and owners of vessels,
in such cases.

By Command.

WM. SMITH,

Deputy Minister of Marine and Fisheries.

DEPARTMENT OF MARINE AND FISHERIES.

OTTAWA, 1st April, 1875.

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

(No. 83.)

RETURN

To an ADDRESS of the HOUSE OF COMMONS, dated 15th March, 1875 ;
For copies of Instructions given to Collectors of Customs in Ontario,
to collect Montreal Harbor Dues on all freight landed at the Port of
Montreal ; also, a Statement of the rate of dues so levied, and the
principle on which they are computed.

By Command.

WM. SMITH,

Deputy Minister of Marine and Fisheries.

DEPARTMENT OF MARINE AND FISHERIES.

OTTAWA, 1st April, 1875.

(No. 84.)

RETURN

To an ADDRESS of the HOUSE OF COMMONS, dated 15th March, 1875 ;
For all Papers, Despatches, Minutes of Council and Correspondence,
had with Her Majesty's Government, in relation to the legislation
which was under the consideration of the Imperial Parliament in
relation to British Merchant Shipping, from 1871 to the end of 1874,
in connection with the so-called Plimsoll movement ; also, in connec-
tion with the proposed Legislative measure in relation to Merchant
Shipping at present proposed by Her Majesty's Government ; also, all
Papers, Minutes of Council and Despatches, had between the Govern-
ment of Canada and Her Majesty's Government, protesting against any
legislation which would affect Canadian Shipping.

By Command.

WM. SMITH,

Deputy Minister of Marine and Fisheries.

DEPARTMENT OF MARINE AND FISHERIES.

OTTAWA, 31st March, 1875.

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

(No. 85.)

RETURN

To an ADDRESS of the HOUSE OF COMMONS, dated 17th March, 1875; For Copies of all Correspondence between the Canadian Government and the Government of the Province of Quebec, on the subject of Railway connections between the Eastern terminus of the Canada Pacific Railway and the Province of Quebec.

By Command.

R. W. SCOTT,
Secretary of State.

DEPARTMENT OF THE SECRETARY OF STATE,
1st April, 1875.

(No. 86.)

RETURN

To an ADDRESS of the SENATE, dated 7th February, 1875; For Copies of all Letters, Petitions, or other Papers or Correspondence relative, or in connection with appointments to, and resignations or dismissals from office, and the appointment of successors, in the County of Lunenburg, Nova Scotia, since the 1st October, 1873.

By Command.

R. W. SCOTT,
Secretary of State.

DEPARTMENT OF THE SECRETARY OF STATE,
11th March, 1875.

MEMO.—This Return (in part) contains copies of papers furnished by Departments of Inland Revenue, and Marine and Fisheries only.

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

SEVENTH ANNUAL REPORT

OF THE

DIRECTORS OF PENITENTIARIES

OF THE

DOMINION OF CANADA,

FOR THE YEAR 1874.

Printed by Order of Parliament.



OTTAWA:
PRINTED BY MACLEAN ROGER & CO., WELLINGTON STREET.
1875.

CONTENTS.

	Page
General Report	1
Kingston Penitentiary	9
Rockwood Asylum, Kingston	35
St. Vincent de Paul Penitentiary.....	43
St. John Penitentiary	67
Halifax Penitentiary	77

SEVENTH ANNUAL REPORT

OF THE

DIRECTORS OF PENITENTIARIES

OF THE

DOMINION OF CANADA,

FOR THE YEAR 1874.

*To His Excellency the Right Honorable SIR FREDERIC TEMPLE, EARL OF DUFFERIN,
K. P., K. C. B., &c., &c., Governor General of Canada, &c., &c.*

MAY IT PLEASE YOUR EXCELLENCY :

The Directors of Penitentiaries, obedient to the instructions contained in the provisions of the Penitentiary Act of 1868, have the honor to submit their Annual Report on the several institutions under their supervision, for the year ending December 31st, 1874.

We are much gratified to be enabled again this year to state that the class of crimes which entail upon the perpetrators a longer term of imprisonment than the laws provide for in the ordinary gaols or Central Prison, is happily not on the increase. It is a subject for congratulation by every one, who is a well-wisher of Canada, that the criminal statistics which accompany the reports of the Wardens of the several Penitentiaries show the number of evil-doers in comparison with our total population to be comparatively small. It is, moreover, to the credit of the Dominion that those crimes, so startling and atrocious in their nature, which frequently occur in other countries, are of such rare occurrence within our limits. The material progress and prosperity of the country, steady employment and good wages consequent thereon, and the combined salutary influences of education and religion so universally disseminated and practiced, have, beyond question, tended to repress the growth of crime, to encourage weak or evil-minded men to good and industrious habits, and to respect for, and obedience to the laws.

KINGSTON PENITENTIARY.

This being by far the largest and most important of our criminal institutions, situated in the most populous Province of the Dominion, its statistics may be taken as a fair and proper criterion by which to judge of the accuracy of the statement set forth in the foregoing paragraph.

During the year 1873 the total number of convicts received was 148; in 1874 there were 158 prisoners sent to this Penitentiary, an increase of ten over the preceding year—a very small increase, indeed, taking into account the annual growth of our population.

The total number of convicts confined in the Penitentiary on 31st December, 1873, was 384, viz.: 369 males and 15 females; whilst at the corresponding date,

1874, there remained 408, namely, 385 males and 23 females, or 24 in excess of the number undergoing sentence at the close of the previous year.

During 1874, by expiration of sentence, 111 males and six females were discharged from prison; eighteen males were pardoned; one male was sent to Rockwood Lunatic Asylum, and four males died, making a total of 140.

In addition to the number, 158, received from the county gaols and reformatory of Penetanguishene, five males and one female were returned from Rockwood Asylum to the Penitentiary.

From these figures it will be easily seen that the increase of crime in the large and most numerously inhabited Province is almost imperceptible.

For reasons which will be explained, when treating of St. Vincent de Paul Penitentiary, the removal of a certain number of convicts from that institution to Kingston was decided upon before the close of the last year.

The conduct of the prisoners, as reported by the Warden, except in a few cases, was satisfactory and all that could be expected. Among so large a number of men, under the ban of the law, it were too much to hope that all would be amenable to rule and discipline, and would hearken to and profit by the advice tendered for their benefit by the Warden, and the officers who have immediate charge of them. Some are hardened and refractory, and insensible to those softening influences which have the effect of subduing and improving those less callous. The repetition of minor offences, such as breaches of rule, by the very small number of exceptionally evil disposed men, and occasionally a more serious infraction of discipline, call for the severe mode of treatment mentioned by the Warden, and cause the punishment list to indicate more grave and frequent offending by convicts than the actual facts when examined warrant.

The accompanying reports of the Chaplain's confirm the testimony of the Warden and that of the Directors, as to the nature of the convicts conduct since our last annual report.

The school and libraries, in conjunction with the zealous and unflagging efforts of the Chaplains, have contributed very much to give a proper tone and direction to the minds of the prisoners. We are not aware that any convict forfeited, in the course of the year, the right of attending school. This wise and salutary provision by the Government is appreciated as a boon and a privilege by the convicts, who require to avail of it, and they make every endeavor to profit of the opportunity afforded them by the school. A large number, since the school was organized on its present plan, about two years ago, who were totally ignorant of the alphabet, have learned to read and write, and have mastered the primary rules of arithmetic.

From the report of the Surgeon, and the table of statistics appended by him it will be found that the hygienic condition of the prison has been of a most favorable character. The death rate, four, is remarkably low. In the early part of September there were several cases of typhoid fever of a malignant type, the origin of which could not be traced to any definite cause. Owing to the skilful treatment and unremitting attention of the Surgeon the disease was, under Providence, checked, two of the patients having died. Whilst referring in commendatory terms to the Surgeon, we would beg leave to record our approval of the kind and humane conduct of the convict hospital orderlies, W. G. Fitzmaurice and James Kerrison, towards the victims of the epidemic, with a total disregard of danger, and of the extremely disagreeable nature of the duties which they were called upon to perform, they devoted themselves day and night, with a zeal truly heroic, to the care of the fever-stricken. It is our pleasing duty to state that Your Excellency, upon the recommendation of the Honorable Minister of Justice, founded upon that of the Warden and Directors, graciously extended to these prisoners three months remission of their sentence. We have reason to hope that this act of clemency will be an incentive to others, to emulate the good example set by Fitzmaurice and Kerrison, should the occasion for the display of conduct so laudable at any time unhappily arise.

The administration of the Warden has been marked by that judgment, prudence and ability for which we felt ourselves called upon to give him credit in our last

annual report. The affairs of this Penitentiary, in every department, are conducted in a manner which can meet the strictest scrutiny, and must command the approbation of the unbiased.

The staff, under the judicious control of the Warden, have given entire satisfaction. During the year no officer has been dismissed, nor has a single complaint been made to the Directors of any *employé* in that period. This speaks well for the Warden and his officers, and presents a feature in Penitentiary administration perhaps unique.

The farm continues to be extended by the reclamation of the quarry and stony land, and is in a well cultivated condition. The supply of all descriptions of vegetables necessary or conducive to the health of the prisoners is abundant, and obtained at a trifling money outlay.

On the morning of May 19th, a fire broke out in the large stone edifice standing on the west side of the prison yard, which had been used as cabinet contract and prison tailors' shops, which completely gutted the building. The Warden refers in his report to the restoration of this building, and offers a suggestion which the Directors consider highly valuable and eminently practical. In view of reducing the expenditure by centralizing the labor of the convicts as much as possible, and of rendering that labor more profitable than it has proved heretofore, he recommends the construction of a grist mill, wherein the flour used by the Penitentiary might be prepared, and of a woollen factory for the supply of clothing to the several Penitentiaries and to the volunteers. Were an industrial enterprise of this kind set on foot the present staff could be considerably reduced, and we doubt not, much more could be done to make the institution self-sustaining. On the other hand, it were necessary to consider what effect such description of labor would have on the health of a considerable number of the prisoners who have been accustomed to out-door employment. Should the proposition be entertained, this is a matter which will, doubtless, be submitted to medical opinion.

The total expenditure for 1874 was \$101,072.20 as against \$116,352.90 in 1873, shewing a decrease of \$15,280.70.

The Warden furnishes a statement of items, amounting to \$25,882.87, not properly chargeable to maintenance, which reduces the expenditure under that head to \$75,189.33. The prison earnings for the year amounted to \$53,826.82, thus leaving an excess of \$21,362.51 of legitimate expenditure over the earnings. This sum would have been still further diminished by the convict earnings in the cabinet shop, had not the fire, already mentioned, occurred, the men employed there having been assigned to other and less profitable labour. Taking into account the sources of revenue, which are not of that description which the chief executive officer or the Directors approve of, and the large staff which must be, as a matter of course, employed, owing to the labour not being so disposed and organized as to obviate the necessity of maintaining so many officers, the expenditure proper of this Penitentiary must be considered moderate, and regulated with all due regard to economy.

It sometimes happens that the administration of Penitentiary affairs forms the subject of adverse criticism in newspapers, and on the floor of Parliament. A legitimate opportunity of replying to such strictures, by those concerned, seldom occurs. Last October for instance, the *Monetary Times* and *Trade Review*, published an article on the Kingston Penitentiary, written in very good spirit, but, through want of full and proper information on the subject, well calculated to mislead the reader. As the points raised by the *Review* are such as might, naturally enough, strike any one in reading our Annual Report of 1873, and if unexplained, are calculated to leave an erroneous and unfavorable impression on the public mind, it seems to us proper to embody in our notice of the Kingston Penitentiary the following letter of the Warden *apropos* of the article of the *Review* referred to above:—

KINGSTON PENITENTIARY.

16th October, 1874.

SIR,—There is an article headed "Our Criminals and Prisons" in "The *Monetary Times* and *Trade Review*" for October 9th, which reflects somewhat on the manage-

ment of the "Kingston Penitentiary," and although I am not permitted to enter into newspaper controversies, I hope the Board will allow me to offer a few remarks on that portion of said article in which the writer appears (no doubt from a proper motive) to seek information.

I quote from the "Review":—

"The number of inmates of each of the Penitentiaries on the 31st Dec., 1873 and the cost of maintaining them during the year were as follows:—

" Kingston Penitentiary, number 384*, cost	\$116,352
" Rockwood Lunatic Asylum, number 395, cost	50,715

* Should be 433 average for the year.

* * * * *

"The condition of the Penitentiary and the Asylum at Kingston is spoken of favourably by the Directors, Messrs. King, Prieur and Moylan. The reading of their Report, however, leaves the impression that they were rather inclined to take a *couleur de rose* view of matters. One significant fact is the decline in the number of prisoners now incarcerated. In 1868 there were in the Penitentiary alone 833, at the close of last year they had dwindled down to 384. The Warden is justified we think in concluding from this fact there has been a decrease of crime. The cost of keeping each prisoner was \$3.36 per week, or \$175.20 per year. The average cost at Rockwood Asylum was \$117.41 a material difference, which, we fancy admits of some satisfactory explanation."

The explanation is simple. No Penitentiary whose inmates comprise many of the most dangerous and troublesome men in the Dominion, can be governed by the same number or class of officials as would be competent to control an equal number of lunatics, most of whom are mere imbecile men and women, confined in large wards, doing little work, cheaply clad, and eating much less food than men kept at hard labour.

Nearly half the inmates at Rockwood are females, supervised by nurses who are paid from \$5 to \$10 per month, whilst first-class mechanics are required as keepers at the Penitentiary to direct the labor of the convicts, in erecting for instance, such buildings as Rockwood Asylum, the Penitentiary Building and walls, Warden's residence, &c., all the labor about which has been done by convicts of this Institution.

The contrast is more fully shewn by contrasting the items of expenditure, amounts of pay lists, &c., at pages 39 and 55 of the Inspector's Report. In the Penitentiary statement of expenditure there are many large items for material used in works of construction about the Penitentiary which cannot fairly be charged to maintenance. A large portion of the material for the Warden's residence and other somewhat extensive works were charged in 1873.

By way of shewing more clearly what I mean, I will take from the statement referred to, a few items for materials, &c., which will considerably reduce the total amount of expenditure. None of these items should be charged to maintenance:—

Various sums disbursed for Prison Buildings.....	\$4,021 38
Materials of various kinds for Carpenter's Shop.....	4,452 05
Materials for Blacksmith's Shop.....	3,542 89
Lumber for wharf.....	417 02
Rockwood Buildings.....	3,063 74
Movables, such as stoves, &c., &c	1,044 24
Wood for Lime Kiln charged to Stone.....	713 26
Gratuities on reduction of staff	4,535 00

\$21,789 58

Besides these items the cash paid convicts on discharge in 1873, according to the Penitentiary Act, amounted to \$3,222.50. On his discharge each convict receives a pair of boots or shoes, and a fair suit of clothing, which costs, exclusive of making, at least \$10. There were 185 convicts discharged in 1873 causing an outlay for

discharge clothing of \$2,000. This added to the cash allowance on discharge would amount to \$5,222.50.

The amount paid to lunatics discharged from Rockwood during the year did not probably amount to \$100.

There are also several items on the Penitentiary pay list, for which there are no corresponding charges on the Asylum pay list, viz.: two Chaplains, salaries \$2,400, Surgeon, \$1,200; School Teacher, \$600; Trade Instructor, Mason and Carpenter, combined with Office of Architect, \$2,000. Added together these amount to \$6,200, nearly one half of the total of Rockwood pay list. These officers are all highly necessary for a Penitentiary, and I do not consider that any of them are over-paid, yet their united salaries swell our pay list when compared with that of an Institution where they do not exist.

In fact the necessities of a Penitentiary and Lunatic Asylum are quite different, but if there is to be a comparison made, it should be fair. The Penitentiary should receive credit for what is earned by its convicts, and the Asylum should receive credit also for the earnings of its patients, and in that way balance the accounts. If this plan is adopted, the case will stand about as follows:—

To total amount spent at Rockwood for all purposes, for
1873\$50,715

Cr.

By expenditure for Capital Account.....	\$2,683	
By expenditure for Contingent Account	858	
By surplus coal.....	2,700	
By surplus cord-wood	401	
By 25,500 days' labour of patients at 25 cts. per day.....	6,377	
		13,019
		<u>\$37,696</u>

Average number of patients during the year 374.

Average cost for yearly *maintenance*——of each patient \$100.70

To total amount spent at Kingston Penitentiary, for all purposes in 1873.....\$116,352

Cr.

By materials used for construction, &c.....	\$21,789	
By convict labor as per page 24 of Report	58,554	
By cord-wood on hand \$3,600; coal on hand \$2,700.....	6,300	
		86,643
		<u>\$29,709</u>

Average number of convicts during the year, 432.

Average cost of yearly maintenance of each convict, \$69

You will notice on reference to page 38 of Report, that \$21,919.45 was actually remitted to the Receiver General on account of convict labor, the balance was employed in construction and necessary work about the Prison.

The highest price put upon the labor of any of the convicts is the contract rate, 50 cents per day, although many of the masons and stone cutters earn \$1 per day. In the present state of the labor market in Canada, I consider 50 cents per day fair value for convict labor.

The discipline and punishments at Kingston Penitentiary are also referred to by the writer in the *Review*, and he draws a parallel between it and Auburn Penitentiary, New York. He says he "went carefully through that Institution a few weeks ago, and the impression made on his mind was, that the prisoners were better looking, quite as well fed, and had a great deal easier times than those at Kingston. In fact hundreds of them seem to be doing little or nothing, and the discipline, judging from appearances, was very far from being of a harsh or inexorable character."

Now if the Reviewer had been able to say that he had gone as carefully through this Penitentiary within the same period, or even within a year or two, I would have more confidence in his comparison. I visited Auburn Penitentiary just one year ago, and I have no hesitation in saying that the general appearance of the convicts was just as I described it in my Report, that "their countenances had a sullen, haggard, bleached look, the very opposite of happy." I too saw many men idle, and on enquiry as to the cause, was informed that the contract for making furniture had been stopped, and that convicts employed in that department were then out of work. I was present during the dinner hour and inspected the food. The ration of meat was larger than at Kingston, but the bread and soup were much inferior. They had no potatoes. I have no recent report from that Institution and cannot compare the punishments. I believe no flogging with "cats" is permitted at Auburn Penitentiary, but they have a substitute which is more degrading and probably as painful, viz.: beating a man's bottom with a perforated paddle.

According to the Rules of this Penitentiary the discipline should be very strict, and as the Directors are aware, by their regular examination of the "Punishment Book," very trifling offences are sometimes reported, and it is found necessary in most cases that some kind of punishment should follow. Generally speaking 25 or 30 men give all the trouble. Naturally bad and tricky—men of violent passions—without judgment to control them—who will talk, and steal and idle their time, and sometimes do much worse. A few such men reported 10 to 20 times during the year soon make up the number of punishments noted, and none of them will deny that they deserve all they get. On the first day I entered the Penitentiary as Warden, I addressed the convicts in the dining hall, and in my remarks said to them that I never would punish a convict so as to excite for him the sympathy of his fellows, and during the four years I have been Warden I am unconscious of having done so.

I still maintain that in few prisons, anywhere, will a more healthy, happy looking body of convicts be found than those detained in this Penitentiary. And that not because they are fed on luxuries, or indulged in idleness, or pampered in any way: but because they are kept clean in their persons and clothing, which is simple, yet neatly fitted and suitable for the seasons, fed on good plain food, properly cooked and cleanly served, and are kindly, fairly, yet firmly treated, as all men in their position ought to be, and are led to look upon those placed in authority over them as friends, rather than hard task masters.

I have the honor to be, Sir,

Your obedient servant,

(Signed),

JOHN CREIGHTON,

Warden.

JAS. G. MOYLAN, Esq.,
Secretary-Director of Penitentiaries,
Ottawa.

The female department is still under the care of Mrs. Mary Leahy, the faithful and pains-taking Matron, assisted by an efficient deputy. The number of inmates shows an increase on the former year. On the 31st December, 1873, there were 15 female convicts in the prison. In the course of the year 14 were admitted and 6 discharged, leaving on 31st December, 1874, a total of 23.

Besides cooking, washing, cleaning and other necessary employment, outside of the work room, a considerable quantity of profitable work was performed by this class of prisoners. The total earnings of the females is set down at \$2,730.43.

The conduct of these convicts is deserving of all praise. By reference to the table of punishments attached to the Matron's Report, it will be seen there were only 14 reports and 12 persons reported, in the course of the year.

With reference to the cleanliness, order and system which characterize every branch of this department, we may briefly say, nothing more in these particulars could be desired.

For details and statistics, as well in reference to this as to the other Penitentiaries and Rockwood Asylum, we have the honor to refer Your Excellency to the

reports and tables furnished by the Wardens, Surgeons, Chaplains and Medical Superintendent.

ROCKWOOD ASYLUM.

With reference to this institution, the Directors have nothing to add to the very lucid and pertinent Report of the Medical Superintendent, Dr. Dickson.

They are pleased to be able to corroborate all he has stated regarding the improvement and reclamation of the scrubby and barren waste which surrounded the Asylum a short time since. The grounds, for their very limited extent, are now quite in keeping with the splendid structure they encompass; and they must delight, in summer and fall especially, the poor afflicted inmates by their cheerful and charming appearance.

The purchase of additional land on either or both sides of the Asylum, cannot be too strongly urged for the cogent reasons set forth by Dr. Dickson.

The construction of the breakwater is a want long felt.

The addition to the laundry, asked for by the Medical Superintendent, is much required.

The large quantity of bones which could be accumulated at the Penitentiary and Asylum could be turned to profitable account by the trifling outlay indicated by Dr. Dickson.

It is quite apparent to anyone visiting the Asylum that the accommodation at present afforded is not adequate to the requirements. This is especially the case in regard to suitable cells or wards for refractory and violent patients. In this particular, the Medical Superintendent labours under great disadvantage. He is now obliged to confine this class of lunatics in cells, or rather large cages, improvised for such purpose, in the garret or attic, which is badly ventilated and intolerably hot in summer. It were therefore advisable either to provide additional room, or to ascertain the precise number that can be properly accommodated in the Asylum, and beyond that number to admit no more.

The Directors can speak in no other terms than those of commendation of the zeal and fidelity which characterize Dr. Dickson's official conduct, and of his kind-hearted and humane treatment of the numerous patients entrusted to his care.

ST. VINCENT DE PAUL PENITENTIARY.

In submitting the Reports, &c., of the officers of this institution, the Directors have nothing to say beyond the fact that its administration has not given satisfaction. The affairs of this Penitentiary are the subject of inquiry by a Sub-Committee of Public Accounts at this moment, and hence the Directors consider it proper not to refer to them in their Report.

PENITENTIARY OF ST. JOHN, N. B.

Since our last Annual Report the former Warden, Mr. John Quinton, has been superannuated, after having served upwards of 30 years in that capacity. He is succeeded by Mr. Charles Ketchum, who, thus far, has given entire satisfaction in his administration.

The total number of prisoners remaining on 31st December, 1874, was 104; viz.: 89 males and 15 females, precisely corresponding in number and classification as to sex, with the return made on 31st December, 1873.

During the year, 218 males and 69 females, making a total of 287, were admitted.

As it is the intention of the Government to erect a Penitentiary to serve for New Brunswick, Nova Scotia and Prince Edward Island, the Directors do not consider it necessary to refer again to the required buildings and improvements mentioned in former Reports.

So far as the Directors have been enabled to learn by their visits, and from the reports of the Wardens, the conduct of the prisoners has been good, and the officers have discharged their duties with zeal and efficiency.

HALIFAX PENITENTIARY.

This institution has been well managed during the year. The Warden is prudent, economical, and has sound judgment.

The number of prisoners remaining on 31st December, 1874, was 42, as against 37 on the corresponding date, 1873.

The conduct of the prisoners, a few excepted, has been satisfactory.

The Board of Directors do not consider it necessary to recommend the improvements asked for by the Warden, in view of the new Penitentiary contemplated by the Government.

Before the Board ceases to exist, pursuant to the new Penitentiary Bill passed during the present Session of Parliament, the Directors desire to say that, during their tenure of office, they discharged the duties which devolved upon them faithfully, to the best of their ability, and with a due regard to the public interest.

We have the honor to remain,

Your Excellency's most obedient servants,

(Signed,)

J. W. KING, Acting Chairman,

F. X. PRIEUR,

J. G. MOYLAN, Secretary-Director.

Ottawa, March 16th, 1875.

KINGSTON PENITENTIARY.

ANNUAL REPORT OF THE WARDEN FOR 1874.

KINGSTON PENITENTIARY,
26th January, 1875.

To the Board of Directors of Penitentiaries:—

GENTLEMEN,—I have again the honor to submit my Annual Report on the management of the Kingston Penitentiary, for the year ending 31st December, 1874.

On 31st December, 1873, there remained in this Penitentiary 384 convicts, of whom 369 were males and 15 females. Received during 1874, 145 males and 13 females—in all 158 from common gaols; from St. Vincent de Paul Penitentiary 1 female, and from Rockwood Lunatic Asylum 5 males. Making a total of 150 males and 14 females.

Discharged during 1874 by expiration of sentence, 111 males and 6 females; by pardon, 18 males; sent to Rockwood Lunatic Asylum, 1 male; died, 4 males; total, 134 males and 6 females—leaving in the prison on 31st December, 1874, 385 males and 23 females.

On 7th January, 1875, there were 56 convicts transferred from St. Vincent de Paul Penitentiary to Kingston Penitentiary, but no further notice than this announcement of the arrival of these convicts will be taken in this Report.

The sentences passed on the 408 convicts remaining in Kingston Penitentiary on 31st December, 1874, are as follows:—For two years, 84 males and 9 females; for 2 years and 2 days, 1 male; for 2 years and 1 month, 1 female; for 2 years and 2 months, 1 male; for 2 years and 3 months, 2 females; for 2 years and 6 months, 5 males; for 3 years, 93 males and five females; for 3 years and 2 months, 1 male; for 3 years and 6 months, 2 males; for 4 years, 31 males; for 4 years and 3 months, 1 male; for 4 years and 6 months, 1 male; for 5 years, 60 males and 2 females; for 5 years and 6 months, 1 male; for 6 years, 4 males; for 6 years and 2 months, 1 male; for 7 years, 27 males; for 8 years, 4 males; for 9 years, 1 male; for 10 years, 16 males and 1 female; for 11 years, 2 males; for 12 years, 2 males; for 13 years, 2 male; for 14 years, 9 males; for 15 years, 3 males; for 16 years, 1 male; for 16 years and 8 months, 1 male; for 17 years, 1 male; for life, 30 males and 3 females.

Of the life prisoners, one has been in the Penitentiary 24 years; another, 21 years; two, 18 years; one, 15 years; two, 14 years; one, 12 years; one, 11 years, and the others for shorter periods.

The subjoined statistical tables give full information as to the race, country, religion, civil condition, education, moral habits, trades, crimes and sentences of the convicts received during the year; also, whence they came, deaths, re-committals, punishments, &c.

THE OFFICIAL STAFF

of Kingston Penitentiary, consists of a Warden, Deputy Warden, Surgeon, Accountant, Protestant and Roman Catholic Chaplain, Clerk, Store-keeper, Chief Keeper, 6 School Teachers (officers who instruct 40 minutes at noon), Steward, Matron, Deputy Matron, 4 Trade Instructors, Hospital Overseer, Baker, Messenger, Stone Cutter Overseer, Farmer, 8 Keepers, 35 Guards and 3 Teamsters.

With the exception of a few of the guards, these officers are paid the maximum salaries mentioned in the last Penitentiary Act of 1868. By length of service, all the guards are entitled to the higher salary, and as the amount has been voted by Parliament, doubtless they will soon receive it.

Although I do not think the number of keepers and guards can be safely reduced yet we could manage 500 convicts (which is perhaps the best maximum number for any Penitentiary), just as easily as 400. The same number of posts must be filled with the smaller as with the larger number. There is one keeper and eight guards on duty every night, six of whom, including the keeper, are off duty on the following day.

THE CONVICTS

are required to work ten hours a day in summer, and from daylight to dusk, or as long as they can see to work by daylight in the shops in winter.

Seventy-five convicts are employed manufacturing door-locks and other shelf hardware, by the Canada Lock Company; and 50 more by Messrs. George Offord & Co., in the manufacture of boots and shoes. For the labor of these men, 50 cents per day is paid. The institution furnishes shops, fuel, and officers to maintain discipline. The remainder of the convicts are employed as masons, stone cutters, quarrymen, carpenters, blacksmiths, coopers, wheelwrights, tinsmiths, painters, tailors, shoemakers, bakers, cooks, orderlies, laborers, &c., &c. Every able-bodied man is required to do a fair day's work, and those who are old and feeble are put to suitable employments, at which they are generally willing to do their best.

A larger cash return could be realized from the labor of the "Prison" gangs, if said labor was concentrated in the prison shoe-shop for instance, but at present the contractors do not require more convict labor. Hence, I would respectfully urge the introduction of some Government employments for the prisoners, which would be more permanent, and I think more profitable and advantageous than introducing other contractors.

It must be remembered that this institution is different from most Penitentiaries. With the exception of the first wing, built in 1835, the dormitories, offices, hospital, dining hall and chapels, workshops, wharves, boundary walls, &c., have been constructed year by year as required, by the labor of the convicts. Requiring a large annual outlay for material, and the labor of a large proportion of the convicts to perform the actual work. Hence the annual expenditure appears large and the cash receipts small, as compared with institutions which have been fully completed and furnished before occupation. In the former case, an intelligent and skilled class of officers are required to superintend the work. In the latter, men competent to maintain discipline only, are needed. The contractors employ and pay the mechanical instructors. In the latter case too, such employment can be introduced, as will concentrate the labor of the convicts in large gangs in shops, whereas from the nature of the employment at Kingston Penitentiary, where more than half the convicts are divided into small gangs, jobbing, working often outside the walls on the farm and in the quarries, half a mile away from the prison, more guards are necessary. One efficient officer can easily manage 100 shoemakers in a shop, whilst it would not be safe to send more than eight convicts with the same officer to work outside. The congregate system in a few large shops is, doubtless, the most profitable in a pecuniary point of view, but the plan in operation here has its advantages, in the greatly increased moral and physical improvement of the convicts. The lowest priced management of any public institution, is not always, indeed seldom, the cheapest.

The labor of all the convicts not on contract will be required during 1875 to re-construct the large work-shop accidentally destroyed by fire in May last.

THE NEW INDUSTRIES

I would recommend, are, the introduction of a small grist mill for the manufacture of our own flour. One suitable for the place would cost about \$1,000, and I venture to say that by its use that amount would be saved annually. By the intro-

duction of the machinery necessary for a woollen cloth manufactory, the yarn, flannel, socks and fulled cloth necessary to clothe all the convicts in the Dominion, as well as the militia, could be manufactured at the Kingston Penitentiary. All the clothing, as well as the boots and shoes, could be made here, and I venture to say, of a more suitable and durable description than can be purchased elsewhere. If the raw material is bought right the manufacture will be good. If these manufactures were carried on for the Dominion, in a Dominion Institution, there could be little objection on the part of the public. When the burnt work-shop already referred to is re-constructed, there will be ample accommodation for introducing the manufactures I have named, as well as space for a small Asylum to accommodate the criminal lunatics connected with this Institution—about a dozen of whom are at present provided with quarters at Rockwood. Should a transfer of Rockwood require the removal of these lunatics at once, they can be temporarily accommodated in the Penitentiary Hospital.

THE CONDUCT OF THE PRISONERS

Has been very good during the year, and with a few exceptions the punishments have been of a light character. I find that kind, generous treatment, with a strictly just observance of the Rules, has much improved the discipline of the prison. Flogging, to the extent of 156 lashes has been inflicted during the year—and these lashes were divided amongst ten convicts. This is a small number compared with the punishments of a like nature in former years. I only resort to this mode of punishment in extreme cases, where the convict is violently insubordinate, and where the fear of a repetition of flogging acts as a deterrent. I am aware that public sentiment is much against flogging, but in an Institution like this, where many men of most violent passions are congregated together—working often with dangerous weapons, with which in the heat of passion they occasionally assault each other—this severe punishment cannot, safely, be wholly dispensed with. I have found it most efficacious in checking assaults where solitary confinement and low diet had failed.

THE REMISSION OF SENTENCE

Granted for good conduct and industry, has an excellent effect on the labor and behavior of the convicts. Those who obtain the highest number of marks earn a remission of five days in each month, after the first six months of their imprisonment. My experience of this boon to the prisoners encourages me to hope that ere long convicts will be permitted to work off a much larger portion of their punishment. No greater incentive to industry and good conduct can be set before a convict than to say to him, that by these he may obtain his liberty as soon as he is able to earn it by his own exertions. A willing industrious convict is much more easily managed than an idler: and that prison where the inmates are *voluntarily* most industrious, will always produce the best results, morally, physically and pecuniarily.

A convict on entering a Penitentiary should be placed at some trade, and after six months' instruction should be able to do a fair day's work, and if the fault has been fairly his that he has not so qualified himself, I would grant him no remission till he does. When he is able to perform a day's fair labor, in a workmanlike manner, I would give him that as a task, which he should be required to perform every day, and all he did over should go to the credit of his sentence. With that hope and inducement before them some men would perform the labor of two days in one—more would gain half a day—and by far the greater number would gain a quarter day. Under this system there would be little idling. Correct, industrious habits would be formed, and I believe the great majority of prisoners on their release would apply their skill thus obtained to a good purpose. Where a convict could thus work himself out of the Penitentiary by his own industry, I would grant few pardons, and abolish life sentences. Any criminal in whose case there are mitigating circumstances to save him or her from the death penalty should not be sentenced for a longer period than fifteen years.

I do not believe in a money compensation for extra work, for I am aware that in two many instances where convicts have earned money in the contract shops, they have not sought employment on their release, till their savings in the prison were all expended. There are exceptions, no doubt, to this rule, but in my experience they are rare. A comfortable suit of clothing and twenty dollars in cash, is all that any convict requires to give him a fair start when he is discharged. They get that here except when their sentence has been short, or their conduct and industry bad.

The mental and physical condition of the convicts during the year have been good. They are kindly treated. One half hour at noon is set apart daily for instructing the ignorant to read and write—all have access to an excellent library—are furnished with a lamp to read by at night—and with copy books, pens and ink, slates and school books to improve themselves in their cells. They are also permitted to correspond weekly with their relatives, and to write their own letters, which is considered a great boon. Of course, I read all letters sent out as well as those received. The Chaplains also are most assiduous in imparting religious instruction daily—in the Chapels, Hospital and Bible-class. These privileges, added to cleanliness, a generous diet and seasonable clothing, with a cultivation of the men's self respect, have, during my four years' experience as Warden of this Penitentiary, produced most satisfactory results, both in the appearance and conduct of the prisoners.

The female department of the Institution is admirably conducted by the Matron and Deputy Matron. Good order, as nearly as possible perfect cleanliness, and unceasing industry, are its leading characteristics, and the women have the same advantages of secular and religious instruction as the male convicts.

This year we have received from the Penitentiary Farm, an abundant supply of excellent vegetables of all kinds, sufficient for the full use of the prison, which no doubt contributes much to the good health of the convicts. As the soil is stiff clay, and not naturally, well adapted for root crops, much manure and labor are required to keep it in good order.

The following Statement shews the total expenditure for 1874, and also sundry deductions for supplies of various kinds, not fairly chargeable to maintenance, but for the most part to capital account. The earnings of the convicts in the various departments is also shewn:—

	\$	cts.	\$	cts.	\$	cts.	
Total Expenditure for all purposes for 1874.....					101,072	20	
Cr.							
By material for blacksmith shop.....	2,398	91					
Material for carpenter shop.....	3,193	31					
Portion of hospital account for instruments.....	400	00					
Award and law costs to A. Livingston, for staves delivered in 1869.....	536	11					
Movables of various kinds.....	913	19					
Sundries for prison buildings.....	2,447	26					
Sundries for Rockwood buildings.....	2,632	66					
St. Vincent de Paul Penitentiary.....	119	10					
Wood for lime kiln, gone into construction.....	750	00					
To replace garments, cloth, tools and sundries, destroyed by fire in May.....	4,150	87					
Farm.....	848	00					
Land.....	327	46			18,720	87	
400 tons coal on hand more than at this time last year.....	2,600	00					
Wood do do do.....	1,908	00					
					4,608	00	
Convicts' travelling allowance as per Act of Parliament.....					2,654	00	
						25,882	87
Total expenditure for legitimate maintenance.....					75,189	33	

STATEMENT, &c.—Continued.

	\$ cts.	\$ cts.	\$ cts.
<i>Brought forward</i>			75,189 33
Earnings of convicts, contract labor in lock shops @ 50 cts. per day.....		11,337 75	
Earnings of convicts, contract labor in Offord's shoe shop @ 50 cts. per day.....		7,525 50	
Earnings of convicts, contract labor in cabinet shop @ 50 cts. per day.....		2,244 25	
Earnings of convicts, prison labor in tailor shop @ 40 cts. per day.....		3,438 00	
Earnings of convicts, prison labor in shoe shop @ 40 cts. per day.....		1,224 00	
Earnings of convicts, prison labor in female prison @ 30 per day.....		1,939 54	
Earnings of convicts, prison labor on farm @ 40 cts. per day.....		1,497 60	
Earnings of convicts, prison labor in mason department @ 50 cts. per day.....		7,026 50	
Earnings of convicts, prison labor in carpenter department @ 50 cts. per day.....		3,919 25	
Earnings of convicts, contract labor in blacksmith department @ 50 cts. per day.....		1,841 03	
Earnings of convicts, prison labor in bakery @ 50 cts. per day.....		466 50	
Earnings of convicts, prison labor in Steward's department @ 50 cts. per day.....		1,825 00	
Earnings of convicts, prison labor as wing cleaners @ 50 cts. per day.....		1,343 50	
Earnings of convicts, prison labor in wash house @ 50 cts. per day.....		682 00	
Earnings of dry room (aged, convalescent and infirm) @ 25 cts. per day.....		1,176 50	
Earnings of wood yard, stone pile, stables, &c., @ 50 cts. per day.....		4,095 50	
Earnings of messengers, in tailor, contract shoe and lock shops @ 40 cts. per day.....		548 40	
Earnings of hospital orderlies @ 50 cts. per day.....		679 00	
Earnings of orderlies, store, school, chapels, yards, &c., @ 50 cts. per day.....		1,017 00	
			53,826 82
Expenditure over earnings			\$21,362 51

NOTE.—It may not be out of place to mention here, that the average number of convicts during the year has been 390—and that with the exception of food and clothing, 500 would not have cost any more. The same official staff, fuel, &c., is required for the smaller number as for the larger.

1

Owing to the depressed state of trade which so generally exists in Canada and the United States, we may expect that the inmates of this and kindred institutions will increase in number—for intoxicating liquors and poverty, are, I think, the most prolific sources of crime. And, unfortunately, for some time past, those who have committed the most heinous offences in the country, have been most successful in escaping punishment. The most effectual way to correct this evil would be the establishment of a small Dominion Police Force, of intelligent, reliable men, to be stationed at the larger cities, railroad bridges and steamboat ferries crossing to the United States. A note of suspicious characters entering the country could thus be taken and their actions watched. Discharged convicts of notoriously bad character could also be placed under surveillance. By these means a most effectual check would

be given the most dangerous class of criminals. At present a magistrate must assume as a *personal* responsibility the risk and expense of pursuing a criminal, and if he is not successful in catching or convicting him, he is not often re-imbursed.

I have the honor to be, Gentlemen,

Your most obedient servant,

(Signed,) JOHN CREIGHTON,

Warden, Kingston Penitentiary.

SURGEON'S REPORT.

KINGSTON PENITENTIARY,

January 4, 1875.

GENTLEMEN,—I have the honor to submit my Annual Report for the year 1874.

The sanitary condition of the prison is remarkably good, and every precaution is taken to maintain its present excellence.

The convicts are healthy and vigorous, evincing that everything reasonable is done for their physical health and comfort.

Many of these convicts enter the prison debilitated by dissipation and disease; very soon, however, a marked change is observable, contrasting in an eminent degree their present with their former physical condition, and bearing the best of testimony to the effects of good diet and enforced cleanliness and regularity of living.

I believe that apart from the humane efforts for their personal comfort, the confident feeling that these people have, that their slightest ailments will be attended to promptly, and that in severe disease every provision is made to mitigate their sufferings and promote recovery, have a tendency to maintain a cheerfulness, which contributes largely to the prevention of sickness.

Reference to the appended tables will show that the Hospital admissions have been less than the previous year.

Thanks to a kind Providence, the mortality has been unusually small, four deaths only being reported.

In addition to the Hospital admissions, 1,962 cases were prescribed for in the Hospital Surgery, for ailments of a minor character, many of which might develop into serious disease, but for the facilities afforded in consulting the Surgeon daily.

The number of officers, sick and treated at their homes, during the year was 27, involving absence from duty for 420 days.

The usual Hospital Statistics are hereto appended.

I have the honor to be, Gentlemen,

Your most obedient servant,

(Signed,) M. LOVELL, M. D.,

Surgeon, K. P.

Messrs. King, Prieur & Moylan,
Directors.

KINGSTON PENITENTIARY.

ANNUAL RETURN of Deaths from 1st January to 31st December, 1874.

No.	Names.	Age, Years.	Disease.	When Admitted.	Died.	Country.	No. of Days in Hospital.	Remarks.
1	William Hannah.....	55	Typhoid Fever...	14th July, 1874.....	25th July, 1874.....	Canada	12	
2	Andrew Revitzer	50	do	7th July, 1874.....	20th August, 1874.....	Germany	45	
3	William Bolt.....	20	Scrofula.....	10th July, 1874.....	22nd August, 1874 ..	Canada	44	
4	John Robinson.....	18	Typhoid Fever...	23rd July, 1874.....	21st Sept., 1874.....	Canada	59	

(Signed,) M. LOVELL, M. D.,
Surgeon.

1st January, 1875.

KINGSTON PENITENTIARY.

ANNUAL RETURN of cases treated in Hospital from 1st January to 31st December, 1874.

Diseases.	Remained.	Admitted.	Discharged.	Died.	Remaining.	Remarks.
Abscess		8	8			
Amaurosis		1	1			
Amputation		1	1			
Boils.....		8	8			
Bronchitis.....		9	9			
Bronchocele	1				1	
Burns		3	3			
Cataract.....		1	1			
Cephalœa		2	2			
Chorea.....	1		1			
Cholera Morbus.....		1	1			
Colica		3	2		1	
Debility.....	3	24	25		2	Average daily sick, 12.58.
Diarrhœa		27	27			
Dyspepsia.....	1	4	5			
Dysentery.....		3	3			
Eczema		1	1			
Epilepsy.....	1	2	3			
Erysipelas.....		7	7			
Febriculæ	1	82	82		1	
Fever, Typhoid.....		13	9	3	1	
Fistula in Ano.....		2	1	1	1	
Fractura, Tibia.....	1		1			
do Radix.....		1	1			
Hæmatemesis.....		1	1			
Hæmorrhoids.....		4	4			
Heart Disease		2	1		1	
Hernia.....		1	1			
Influenza.....		9	9			
Laryngitis.....		1	1			
Lumbago.....		1	1			
Malingering.....		16	16			
Neuralgia.....		2	2			
Onychia.....		1	1			
Ophthalmia		8	7		1	
Paralysis.....	1				1	
Pharyngitis		1	1			
Phthisis.....	1	1	2			
Pleurodynia		2	2			
Pneumonia		1	1			
Rheumatism	2	15	17			
Scrofula		2	1	1		
Sprain		6	5		1	
Surgical Operations.....	1	1	2			
Sycosis.....		1	1			
Tonsillitis.....		4	4			
Wen		1	1			
Whitlow.....		5	5			
Wounds.....		6	6			
Contusions.....		10	10			
Synovites		2	2			
Total.....	14	307	306	4	11	

Kingston Penitentiary,
1st January, 1875.

(Signed,)

M. LOVELL, M. D.,
Surgeon.

KINGSTON PENITENTIARY.

STATEMENT of Accidents to Convicts during the year ended 31st December, 1874.

Date.	Names.	Where Employed.	Nature of Accident.	Cause of Accident.	No. of Days in Hospital.	Remarks.
1874. Feb. 9th.....	Wm. Simmonds.....	Quarry.....	Contusion of finger.....	Fall of stone.....	23	
" 18th.....	George Whitney.....	Foundry.....	Scald.....	Fused metal.....	23	
May 15.....	Edward Taylor.....	do.....	Scald—loss of left eye.....	Explosion of fused metal, caused by water in mould.....	33	
Sept. 11th.....	Edward Burns.....	Mason gang.....	Fracture of right wrist.....	Fall of embankment.....	40	
Dec. 20.....	David Flomerfelt.....	Contract shoe shop.....	Sprain of ankle.....	Fall on ice.....	11	Still in hospital.

1st January, 1875.

(Signed,)

M. LOVELL, M.D.,
Surgeon.

CATHOLIC CHAPLAIN'S REPORT.

KINGSTON, January 15th, 1875.

GENTLEMEN,—I beg to lay before you the following Report of the Catholic Chaplain of Kingston Penitentiary, for the year ending December 31st, 1874:—

The number of convicts under my charge at present are:—

Males.....	100
Females.....	9
During the year there were:—	
Discharged.....	37
And pardoned.....	8
There entered:—	
Males.....	36
Females.....	5

Only one convict died during the year. He had received all the rites and sacraments of the Church.

The Library is the source of great benefit to the convicts, not only as regards the information they may obtain from it, but also as a relief from the sadness and melancholy to which their imprisonment may give rise. Some of the books from long use will require renewing. At present there are 670 books in the Library. During the year 99 books were added.

The general conduct of the convicts has been good, and with few exceptions they seem to show a desire of reformation. In the Chapel they have been respectful and pious during divine service, and attentive to the religious instructions.

For Christmas and other principal feasts the Chapel has been ornamented with taste by the convicts. This with the singing of the convicts in choir has done much to make it a pleasure for them to attend the services.

In visiting the Hospital it was with the greatest pleasure I saw the kindness and charity with which the sick were treated by their fellow-convicts.

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

(Signed,) D. J. CASEY.

Acting R. C. Chaplain, Kingston Penitentiary.

To the Directors of Penitentiaries for the Dominion.

CATHOLIC LIBRARY.

KINGSTON PENITENTIARY,

31st Dec., 1874.

Number of books in Library.....	670
Number added during the year.....	99
Appropriation for Library.....	\$51
Number of convicts who used books.....	81
Number of books issued during the year.....	3132
Number of Catholic convicts.....	115

PROTESTANT CHAPLAIN'S REPORT.

KINGSTON PENITENTIARY,
25th January, 1875.

GENTLEMEN,—I assumed the duty as Chaplain in this prison, during the absence of the Rev. H. Mulkins, on the 20th June, 1874.

On entering on my duties I was surprised to find that as a rule the convicts were not of the regular criminal class I had expected, but to a large extent dissolute boys, whom sudden temptation has betrayed into transgression of the law. Having from 1863 to 1866 been in the habit of holding a weekly service at the Toronto gaol, I am able to state that the average Penitentiary convict is a more promising subject for instruction than the gaol habitué, and that the difference is most marked in the females.

I find the convicts attentive and orderly at the Sunday and Wednesday services, and having for the past six months been in the habit of holding a Bible class twice a week, at which I take 10 or 12 men by themselves in the vestry, I have never had the slightest occasion to find fault with any of them. I hope by these classes to ensure that every man under my care shall have knowledge of, at least, one or two of the most essential truths of religion. I also hold a Bible class in the female department every Thursday, at which all the Protestants attend. Mrs. Cartwright, senior, also still continues the Saturday class she has taught for the last thirty years.

But by far the most promising field for work is, in my judgment, the hospital, where the Chaplain finds the men glad to see him, and anxious to listen to him, and where the isolation affords opportunity for a better acquaintance with the real needs and wants of each man, than is possible elsewhere in the prison; nor is the number of men reached in this way by any means insignificant. Since the 20th day of June last, I have had opportunity of reading to and speaking with seventy-three different men in the hospital cells; of these three died, two from typhoid fever, the other from ulceration of the bowels.

I take from my diary the summary of last week's hospital visiting, it is about the average:—

Number of visits	42
Time spent in hospital.....	8 hrs., 55 min.
Average length of visit.....	12 min., 44 sec.
Individuals in hospital through week.....	12

In one part of the duty I am however met by a difficulty; the Chaplains are requested to try and convince the convicts of the justice of their sentences, but as a matter of fact, for an offence such as horse stealing, one man receives two years, another ten. The convicts are aware of this disparity, and ask us to explain it, which, as a rule, we have no means of doing. The sense of unfairness thus created in the prisoner's mind is a great bar to their reformation. They could all understand that they must expect increased severity of sentence for each additional offence, if such a rule were enforced, but it is impossible to satisfy them when very similar offences are punished by widely varying sentences. Another source of trouble is the fact that the initiative in procuring pardons arises from private friends, the consequence being, that the man with friends and influence, who has sinned against light and knowledge, gets off with a shortened term, while his friendless fellows, generally the more ignorant, often Negro or Indian, serve their whole term. I cannot but think that a competent reviser of sentences, through whom alone, remission of punishment should be granted, would be very useful in producing an equable distribution of pardons.

In order to meet the wishes of the clergy of other churches, to have some opportunity of addressing the convicts of their several denominations, I consented, after consultation with the Warden, to waive my right of preaching on every alternate Sunday afternoon, and to ask the clergy of other Protestant churches in succes-

sion to occupy my pulpit. I have therefore sent invitations to the following gentlemen:—Rev. Mr. Grafty, (Baptist); Rev. A. Wilson, (Free Kirk); Rev. Elliot, (Wesleyan); Rev. Smith, (Church of Scotland); Rev. Porter, (Primitive Methodist.) The following accepted the invitation:—Messrs. Grafty, Wilson and Porter.

I am, Gentlemen,
Yours faithfully,
(Signed,) C. E. CARTWRIGHT,
Acting Chaplain.

To the Directors of Penitentiaries.

MATRON'S REPORT.

KINGSTON PENITENTIARY,

January, 1875.

GENTLEMEN,—I have the honor to submit my Annual Report for the year ending 31st December, 1874.

There were 15 female convicts in this prison on the 1st January, 1874. During the year, 14 were admitted and 6 discharged by remission of sentence, leaving at the close of the year, 23. The number of days' work performed during the year was 6,439. The earnings amount to \$2,730.43.

There has been made by the female convicts during the year:—

Socks, knit	Pairs...	1,379
Mitts, knit.....	" ...	51
Mitts, made.....	Days...	6
Shirts, flannel		610
Pocket handkerchiefs	Days...	105
Braces	" ...	61
Pants.....	Pairs...	295
Drawers.....	" ...	374
Bedticks		400
Shirts, cotton.....		97
Neckties	Days...	34
Aprons and table cloths	" ...	6
Sewing for female prison.....	" ...	354
Mending for male prison.....	" ...	157
Household work.....	" ..	2,510
Cash.....		\$146 21

I have the honor to be, Gentlemen,
Your obedient servant,
(Signed,) MARY LEAHY,
Matron.

To the Directors of Penitentiaries. &c. &c.

RETURN OF PUNISHMENTS in the Female Department, Kingston Penitentiary, for the year ending 31st December, 1874.

Months.	Reports not acted upon.	Admonished.	Days in solitary cells on bread and water.			Days remission lost.			No. of Reports.	No. Reported.	No. of women in pris'n in each month.
			1	2	3	2	5	10			
January					2				2	2	15
February											17
March							1		1	1	18
April											21
May				2					2	2	20
June			2						2	2	20
July			1						1	1	19
August											26
September	2				1		1	1	5	3	20
October	1								1	1	21
November											22
December											23
Totals.....	3		3	2	3		2	1	14	12	

(Signed,) M. LEAHY,
Matron.

Kingston Penitentiary,
January, 1875.

DEBTS owing to the Kingston Penitentiary as on the 31st December, 1874:—

Contractors.....	\$11,504 62
Rockwood Asylum	2,457 00
Sundries—good and doubtful debts	5,373 50
	<u>\$19,335 12</u>

(Signed,) D. McINTOSH,
Accountant.

Kingston Penitentiary,
31st December, 1874.

CLAIMS against the Kingston Penitentiary as on the
31st December, 1874..... \$4,746 20

LESS

Amounts subsequently paid	2,980 16
	<u>\$1,766 04</u>

(Signed,) D. McINTOSH,
Accountant.

Kingston Penitentiary,
31st December, 1874.

STATEMENT of earnings of convicts by contract labor, during the year ending
31st December, 1874.

FOUNDRY.	
22,675½ days' work performed, @ 50 cts. per day.....	\$11,337 75
SHOE SHOP.	
15,051 days' work performed, @ 50 cts. per day.....	7,525 50
CABINET SHOP.	
4,488½ days' work performed, @ 50 cts. per day.....	2,244 25
	\$21,107 50

(Signed,) D. McINTOSH,
Accountant.

Kingston Penitentiary,
31st December, 1874.

REVENUE.

THE Dominion of Canada in account with the Kingston Penitentiary.

1874.	Dr.	\$ cts.	1874.	Cr.	\$ cts.
Jan. 31	To Drafts remitted this month..	934 23	Dec. 31	By Iron works shop.....	9,451 88
Feb. 28	do do	243 95	"	Contract shoe shop.....	6,593 26
Mar. 31	do do	2,116 49	"	Stone and lime.....	1,514 44
April 30	do do	783 86	"	Fuel.....	1,008 80
May 30	do do	1,983 58	"	Oakum	702 70
June 30	do do	797 53	"	Tailor shop	274 51
July 31	do do	2,555 63	"	Matron's work shop....	152 06
Aug. 31	do do	686 70	"	Barrels	130 20
Sep. 30	do do	990 70	"	Carpenter shop	113 77
Oct. 31	do do	1,616 68	"	Clothing	145 47
Nov. 30	do do	1,451 84	"	Convict labor.....	94 25
Dec. 31	do do	6,439 50	"	Junk	231 40
			"	Prison shoe shop	6 00
			"	Freight and charges...	2 09
			"	Blacksmith shop.....	49 72
			"	Stable	10 56
			"	Contingencies	50 00
			"	Store	3 23
			"	Farm	50 00
			"	Uniforms	4 35
			"	Moveables	12 00
		\$20,600 69			\$20,600 69

(Signed,) D. McINTOSH,
Accountant.

Kingston Penitentiary,
31st December, 1874.

EXPENDITURE.

The Dominion of Canada in account with the Kingston Penitentiary.

CR.

DR.

Date.	Amount.	Date.	Amount.
1874. June 30...		1873. Dec. 31...	\$ cts. 1,021 97
Dec. 31...		1874. Jan. 21...	
To Draft remitted Receiver General.....		By Balance.....	
Armory	48 00	Warrant to pay accounts.....	2,087 18
Blacksmith shop.....	3,398 01	do do contingent expenses.....	295 22
Brushes	38 48	Penitentiary officers' pay list for January.....	3,266 24
Boiler inspection.....	15 00	Rockwood architects' do do.....	133 32
Carpenter shop.....	3,197 31	Penitentiary officers' pay list for February.....	3,266 24
Contingencies	234 35	Rockwood architects' do do.....	133 32
Convict travelling allowance.....	2,654 00	Warrant to pay accounts.....	5,987 95
Clothing	5,856 63	do do contingent expenses.....	498 29
Cartage	4 81	do do accounts.....	3,641 85
Drain cleaning.....	63 00	do do contingent expenses.....	250 13
Farm.....	848 30	do do law costs.....	411 21
Fuel.....	10,381 26	Penitentiary officers' pay list for March.....	3,266 24
Freight and charges.....	63 66	Rockwood architects' do do.....	133 32
Hospital.....	897 28	Warrant to pay accounts.....	2,360 38
Interments	11 20	do do contingent expenses.....	450 56
Kitchen	146 16	Penitentiary officers' pay list for April.....	3,245 41
Light	788 16	Rockwood architects' do do.....	133 32
Library	9 90	Penitentiary officers' do do.....	3,212 69
Law costs	536 11	Rockwood architects' do do.....	133 32
Matron's work shop.....	267 23	Warrant to pay contingent expenses.....	546 79
Moveables	913 19	do do accounts.....	6,693 70
Prison buildings.....	2,447 26	do do.....	8,131 61
Printing and advertising.....	228 57	Penitentiary officers' pay list for June.....	3,238 75
Postages and telegrams.....	130 59	Rockwood architects' do do.....	123 32
Protestant Chapel	234 66	Accountable warrants.....	1,000 00
Prison shoe shop.....	2,268 82	Warrant to pay accounts.....	8,057 17
Rockwood buildings.....	2,632 66	Penitentiary officers' pay list for July.....	3,245 41
Rations	14,361 32	Rockwood architects' do do.....	133 32
Runaway convicts.....	27 65	Penitentiary officers' pay list for August.....	3,245 41
Roman Catholic Chapel.....	140 94	Rockwood architects' do do.....	133 32

EXPENDITURE.—Concluded.

The Dominion of Canada in account with the Kingston Penitentiary.

Cr.

Dr.

Date.	Amount.	Date.	Amount.	Amount.
1874. Dec. 31...	To Salaries	1874. Sept. 10...	By Warrant to pay accounts	\$ cis 3,555 69
	School	" 10...	do do contingent expenses.....	453 40
	Stationery	" 19...	do do accounts.....	4,101 28
	Stable.....	" 23...	do do contingent expenses.....	263 13
	Spectacles.....	Oct. 1...	Penitentiary officers' pay list for September	3,245 41
	Stone and lime	" 1...	Rockwood architects' do do	133 32
	Store.....	" 15...	Warrant to pay accounts.....	4,543 24
	St. Vincent de Paul Penitentiary	" 15...	do do contingent expenses.....	4,366 39
	Tailor shop	Nov. 2...	Penitentiary officers' pay list for October	3,245 41
	Tobacco.....	" 2...	Rockwood architects' do do	133 32
	Uniforms (officers)	" 19...	Warrant to pay accounts.....	2,990 23
	Washing	" 19...	do do contingent expenses.....	449 84
	Suspense account.....	Dec. 1...	Penitentiary officers' pay list for November.....	3,245 41
	Whiskey and ale.....	" 1...	Rockwood architects' do do	133 32
	Balance	" 16...	Warrant to pay accounts.....	3,273 71
		" 26...	do do contingent expenses	207 34
		" 31...	Penitentiary officers' pay list for December.....	3,245 41
		Dec. 31...	By Balance.....	\$102,072 20
				\$1,000 00

(Signed,) D. McINTOSH,
Accountant.

Kingston Penitentiary,
31st December, 1874.

CRIMINAL Statistical Tables of the Kingston Penitentiary, for the year 1874.

				Former employment.					
				<i>Continued.</i>					
	Description.	Males.	Females.	Total.	Description.	Males.	Females.	Total.	
Race	White	137	14	151	Upholsterer	1	...	1	
	Coloured	5	...	5	Bricklayer	2	...	2	
	Indian	3	...	3	Clerk	6	...	6	
				159	Blacksmith	1	...	1	
Country	England	17	1	18	Cabinet-maker	4	...	4	
	Ireland	19	6	25	Carpenter	7	...	7	
	Scotland	8	...	8	Wheelwright	1	...	1	
	Ontario	67	4	71	Puddler (iron)	1	...	1	
	Quebec	8	2	10	Merchant	1	...	1	
	United States	20	1	21	Farmer	7	...	7	
	Germany	4	...	4	Printer	1	...	1	
	Poland	2	...	2	Furrier	1	...	1	
				159	Plasterer	1	...	1	
Religion	Catholic	36	5	41	Book-keeper	1	...	1	
	Church of England	41	6	47	Photographer	1	...	1	
	Methodist	23	1	24	Hatter	1	...	1	
	Presbyterian	26	2	28	Turner	2	...	2	
	Baptist	1	...	1	Toolmaker	1	...	1	
	Jewish	1	...	1	Butcher	1	...	1	
	Lutheran	2	...	2	Mariner	1	...	1	
	Mennonite	1	...	1	Cook	1	...	1	
	Universalist	1	...	1	Weaver	2	...	2	
	Pagan	1	...	1	Teacher	1	...	1	
	None	12	...	12	Females	...	14	14	
				159				159	
Civil Condition	Single	92	5	97	Age	Under 20	23	4	27
	Married	46	6	52		From 20 to 30	70	3	73
	Widowed	7	3	10		" 30 to 40	21	2	23
				159		" 40 to 50	18	4	22
Education	Neither read nor write	24	2	26		" 50 to 60	9	1	10
	Read only	13	10	23		Over 60	4	...	4
	Read and write	108	2	110					159
				159	Municipality	York	22	1	23
Moral habits	Abstinent	19	...	19		Simcoe	3	...	3
	Temperate	120	8	128		Frontenac	6	1	7
	Intemperate	6	6	12		Northumberland, &c.	1	2	3
				159		Leeds and Grenville	4	...	4
Former employment	Laborer	79	...	79		Wentworth	22	6	28
	Moulder	3	...	3		Bruce	1	...	1
	Tailor	3	...	3		Middlesex	8	...	8
	Painter	3	...	3		Lambton	3	...	3
	Stonecutter	2	...	2		Welland	7	...	7
	Shoemaker	9	...	9		Ontario	4	...	4
				159		Renfrew	3	...	3
				159		Oxford	8	...	8
				159		Lincoln	6	...	6
				159		Essex	7	...	7
				159		Haldimand	2	...	2
				159		Gréy	3	...	3
				159		Montreal	...	...	...
				159		Carleton	8	1	9
				159		Brant	3	...	3
				159		Victoria	4	...	4
				159		Prince Edward	1	...	1
				159		Waterloo	1	...	1

CRIMINAL Statistical Tables of the Kingston Penitentiary, for the year 1874.—*Concluded.*

Description.		Males.	Females.	Total.	Description.		Males.	Females.	Total.
Municipality <i>Continued.</i>	Wellington	2	...	2	Crimes.— <i>Continued.</i>	Larceny and false pre-	1	...	1
	Elgin	6	1	7		tenses	2	...	2
	Hastings	1	...	1		Murder	3	...	3
	Peel	2	...	2		Having stolen goods...	2	...	2
	Stormont, &c.....	1	...	1		Larceny and receiving	3	...	3
	Prescott and Russell..	1	...	1		Post office robbery.....	2	...	2
	Peterboro'.....	1	...	1		Horse and cattle steal-	1	...	1
	Huron	2	...	2		ing.....	1	...	1
	Kent	2	...	2		Bigamy	1	...	1
	St. Vincent de Paul	...	2	2		Assault to rape.....	1	...	1
Penitentiary.....	...	2	2	Injury to property.....	1	...	1		
					Stoning a railway car-	1	...	1	
			159		riage.....	2	...	2	
Crimes	Larceny.....	45	13	58	Shooting	1	...	1	
	Assault	3	...	3	Sheep stealing.....	1	...	1	
	False pretenses.....	5	...	5	Assault to rob.....	1	...	1	
	Burglary	13	...	13					159
	Rape.....	5	...	5	Sentences ...	Two years.....	43	8	51
	Horse stealing and lar-	3	...	3		“ and 1 month.	1	...	1
	ceny	8	...	8		“ and 2 months	1	...	1
	Burglary and larceny..	2	...	2		“ and 3 “ .....	...	1	1
	Felony	6	...	6		“ and 6 “	2	...	2
	Horse stealing.....	3	...	3		Three years.....	44	4	48
	Robbery.....	8	...	8		Four “	12	...	12
	Forgery.....	3	...	3		Five “	16	...	16
	Uttering counterfeit	3	...	3		Five “ 6 months... 1	...	1	1
	coin.....	3	...	3		Six “	2	...	2
	Cattle stealing.....	1	...	1	Seven “	12	...	12	
	Assaulting a Constable	7	1	8	Eight “	2	...	2	
	Manslaughter.....	1	...	1	Ten “	4	...	4	
	Threatening	1	...	1	Eleven “	1	...	1	
	Demanding money with	1	...	1	Fourteen years.....	2	...	2	
	menaces.....	6	...	6	Life	3	...	3	
Arson	2	...	2					159	
Wounding to murder...	1	...	1						
Burglary and wound-									
ing.....									

RETURN of remission of sentences earned by convicts discharged from the Kingston Penitentiary during the year 1874.

No.		Days Earned.	No.		Days Earned.
2	Convicts earned.....	None.	3	Convicts averaged.....	133
2	do averaged.....	14½	1	do earned.....	150
2	do do.....	25	1	do do.....	166
1	do earned.....	31	3	do averaged.....	180
3	do averaged.....	44½	3	do do.....	204½
2	do do.....	54	1	do earned.....	227
7	do do.....	64½	5	do averaged.....	231½
39	do do.....	75½	1	do earned.....	265
9	do do.....	83	1	do do.....	282
1	do earned.....	92	1	do do.....	320
2	do averaged.....	112	2	do averaged.....	335
23	do do.....	125½	2	do do.....	365
			117		

Kingston Penitentiary,
2nd January, 1875.

NOMINAL list of convicts recommitted to the Kingston Penitentiary during the year 1874, and number of Recommitments.

No.	Name.	Recommitments.				Remarks.
		1st.	2nd.	3rd.	4th.	
1	John Wright.....	1				
2	John Farrall.....				1	
3	Joseph Jellie.....	1				
4	Amelia Edwards.....	1				
5	Thomas C. Rickards.....				1	
6	Jesson Greaves.....	1				
7	Thomas Cane.....	1				
8	Henry McGill.....	1				
9	Stephen Conklin.....	1				
10	John Smith.....	1				
11	James Jamieson.....	1				
12	Charles Smith.....		1			
13	Robert Delacomb.....	1				
14	Warren Spohn.....	1				
15	Charles Coleman.....	1				
16	William Long.....		1			
		12	2		2	

Kingston Penitentiary,
2nd January, 1875.

NOMINAL list of convicts who have died in the Kingston Penitentiary during the year 1874, with crime and place of conviction.

No.	Name.	Crime	Place.
1	William Hannah.....	Burglary.....	Victoria.
2	Andrew Revitzer.....	Manslaughter.....	Pert ^h .
3	William Bott.....	Horse Stealing.....	Wellington.
4	John Robinson.....	Burglary and Larceny.....	Welland.

Kingston Penitentiary,
2nd January, 1875.

NOMINAL list of convicts who have been sent to Rockwood Asylum from the Kingston Penitentiary during 1874, having become insane.

No.	Name.	Present State.
1	Peter Mabee.....	Not improved.

Kingston Penitentiary,
2nd January, 1875.

NOMINAL list of convicts pardoned out from the Kingston Penitentiary during the year 1874, with crime and place where convicted.

No.	Name.	Crime.	Place.
1	Joseph Thompson.....	Arson.....	Ontario
2	Thomas Cribben.....	Robbery.....	Northumberland, &c.
3	John Connors.....	do.....	do do
4	Martin Griffin.....	Rape.....	Lambton.
5	William Berry.....	Burglary.....	Norfolk.
6	E. L. Burton.....	Attempt at arson.....	Oxford.
7	Edward Monaghan.....	Larceny.....	Lanark.
8	John Pettit.....	Rape.....	Kent.
9	Pierre Colin.....	Burglary and larceny.....	Montreal.
10	James M. Carrol.....	Assault.....	Wentworth.
11	Jonathan George.....	Rape.....	Essex.
12	William Howard.....	Manslaughter.....	Frontenac.
13	Louis Filion.....	Horse stealing and prison breach.....	Joliette.
14	W. H. Donoghue.....	Burglary and larceny.....	Wentworth.
15	Alexander Gemmell.....	Manslaughter.....	Frontenac.
16	Abraham Franklin.....	False pretence.....	York.
17	Isaac Lottridge.....	Rape.....	Haldimand.
18	Thomas McDonald.....	Robbery.....	Stormont, &c.

Kingston Penitentiary,
2nd January, 1875.

PUNISHMENTS inflicted on male convicts in Kingston Penitentiary during 1874.

Month.	Confined in dark cells.	Confined in cell without light or fire.	Confined in dungeon.	Deprived of light.	Lost remission.	Flogged with cats.	Lashes inflicted.	Switched with birch.	Cuts inflicted.	Dismissed privately.	Remarks.
January	2	5		12	25	2	24			1	Total number of convicts reported during the year, 169. Highest number of reports against an individual convict, 16. Total number of reports for year, 449; 101 of which were for talking. Maurice Blake, partially demerited, for various savage assaults confined in dungeon from 1st April, and is still confined there for safe keeping.
February	10	5		13	28			2	42	1	
March	14	19		24	23	2	36			1	
April	16	8		22	10					3	
May	3	16		22	23					2	
June	6	8		28	26	1	24			1	
July	2	18	5	25	28	3	60			2	
August	7	14		15	18					1	
September	19	7	1	15	38					4	
October	2	10		5	8					7	
November	2	4		8	11					7	
December		9		5	11					5	
Total	83	123	6	194	249	8	144	2	42	27	

RETURN of unproductive labour performed at the Kingston Penitentiary, shewing number of convicts employed in the several departments on 31st December, 1874, and number of days' work performed in the same year.

Departments.	No. of Men.	Days.
Mason, quarry, stone-cutters and laborers.....	83	12,469
Carpenter	32	8,171
Blacksmith	11	3,366½
Prison shoe.....	11	3,060
Tailor.....	32	8,595
Bakery.....	3	933
Steward.....	12	3,650
Wings.....	10	2,687
Wash-house.....	6	1,365
Drying-room.....	24	4,706
Stone pile, wood-yard, stables and bucket-ground.....	37	8,191
Farm.....	16	3,744
Hospital patients.....	11	4,593
do orderlies.....	5	1,358
Females.....	23	6,439
Orderlies in schools, chapels, mess-room, yard, &c.....	5	1,721
Contract Cabinet shop.....		4,488½
do Lock shops.....	38	22,675½
do Shoe shops.....	45	15,364
Lime kiln.....	1	313
Solitary confinement.....	3	
	408	117,889½

MOVEMENT of convicts in the Kingston Penitentiary from 12 P. M., 31st December, 1873, until 12 P. M., 31st December, 1874.

Description.	Male.	Female	Total.	Male.	Female	Total.
Remaining at 12 p. m., 31st December, 1873.....				369	15	384
Admissions:—						
From County Jails.....	145	12	157			
Rockwood Asylum.....	5		5			
St. Vincent de Paul Penitentiary.....		2	2			
				150	14	164
				519	29	548
Discharges:—						
By Expiration of sentence.....	111	6	117			
Pardon.....	18		18			
Sent to Rockwood.....	1		1			
Death.....	4		4			
				134	6	140
Remaining at 12 p. m., 31st December, 1874.....				385	23	408

DR. THE Kingston Penitentiary Farm in account with the Kingston Penitentiary for 1874. CR.

	\$ cts.	\$ cts.	\$ cts.
Seeds, implements and manure	848 30		280 00
425 days' labour, horses, at \$2.50 per day	1,062 50		275 00
Pigs feed from dining hall	100 00		1,300 00
3,744 days' convict labour on farm, at 40 cts.	1,497 60		180 00
1 guard, per year	450 00		50 00
1 overseer, per year	560 00		820 00
1 man attending piggery per year	375 00		326 25
To balance	755 17		18 00
			10 00
			6 00
			40 00
			1,600 00
			180 00
			436 32
			42 00
			10 00
			30 00
			5,648 57
			755 17

Kingston Penitentiary,
2nd January, 1875.

GENERAL Summary of the value of labour performed in and material furnished by the several departments of the Kingston Penitentiary for the year 1874.

Departments.	Custom.		Rockwood.		Penitentiary.		Totals.
	Material.	Labour.	Material.	Labour.	Material.	Labour.	
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Mason.....	265 00	858 65		44 50	1,075 02	7,026 50	9,269 67
Carpenter.....	63 31	250 95½	138 52	53 50	4,876 16½	3,919 24½	9,301 69½
Blacksmith.....	351 55½	47 00	9 88	11 72½	2,627 44	1,841 03½	4,888 61½
Prison shoe.....	35 95	20 05			1,991 58		2,047 58
Tailor.....		149 60			4,274 49		4,424 09
Female.....		146 21			644 68	1,186 54	1,977 43
Farm.....					848 30	1,497 60	2,345 90
	715 79½	1,472 46½	148 40	109 72½	16,337 67½	15,470 92	34,264 98½
					Days.	Rate.	
						cts.	
Bakery.....					933	50	466 50
Steward.....					3,650	50	1,825 00
Wings.....					2,687	50	1,343 50
Wash-house.....					1,365	50	682 50
Drying room (aged, convalescents, infirm, &c.).....					4,706	25	1,176 50
Wood-yard, stone pile, stables and bucket-ground.....					8,191	50	4,095 50
Messengers in tailor, contract shoe, lock and cabinet shops.....					1,371	40	548 40
Female nursing sick, house work, washing and cooking.....					2,510	30	753 00
Hospital orderlies.....					1,358	50	679 00
Lime-kiln, schools, chapel, yard and north lodge.....					2,034	50	1,017 00
Prison shoe shop.....					3,060	40	1,224 00
Tailor.....					8,595	40	3,438 00
Contract shoe shop.....							7,525 50
do cabinet shop (to 19th May).....							2,244 25
do lock shops.....							11,337 75
							\$72,611 38½

List of returns accompanying the annual report of the Warden of the Kingston Penitentiary for the year 1874:—

1. Return of labour.
2. Surgeon's report (with tables.)
3. Catholic Chaplain's report and library return.
4. Protestant Chaplain's report.
5. Matron's report and return of punishments.
6. Statement of debts due to Penitentiary.
7. do claims against Penitentiary.
8. do contracts.
9. do revenue.
10. do expenditure.
11. do criminal statistics.
12. do remission of sentences.
13. do recommitments.
14. do deaths.
15. do insane.
16. do pardons.
17. do punishments (male.)
18. do unproductive labour.
19. Movement of convicts for 1874.
20. do do (comparative for six years.)
21. Return from farm.

Kingston Penitentiary,
27th January, 1875.

ROCKWOOD ASYLUM.

ROCKWOOD ASYLUM,
KINGSTON, 28th January, 1875.

GENTLEMEN,—I beg leave to present my Annual Report of the movements of patients in this Asylum, and other matters connected with the administration of its affairs.

Our Heavenly Father has guided us in safety through another year and protected the inmates of this Institution from a visitation of any form of epidemic, for which we acknowledge our deep and heartfelt gratitude.

The number under treatment during the year was somewhat larger than in the previous one, and the number of chronic cases now in the house is proportionately in excess of that found in any other Asylum in the Dominion. The latter of course admits of easy explanation, and arises chiefly from the mode of admission of patients hitherto adopted.

If we had a sufficient quantity of available land to cultivate to occupy our patients, I would not object to the number of chronic cases sent here, as they then could be profitably and usefully employed. I request to report, however, that our space is far too circumscribed, and as we have completely transformed almost all the surface rock and earth within our limited enclosure, we will require to tax to the utmost our ingenuity to find enough employment for our men to afford them even a little out-door exercise and amusement.

As the properties lying both east and west of Rockwood can now be purchased at a reasonable rate, I beg leave again most respectfully to recommend the Government to purchase one or both of them.

During the past season the men's time was very profitably employed, and their labour added a large patch nearly one and a half acre in extent, to the garden. This space was just a bed of outcropping rocks which was quarried and removed, and borrowed earth was carted and substituted for the removed portion of rock, so that, what was in reality a barren waste the previous summer, yielded a good crop of potatoes the past season.

The grounds at Rockwood have been so much improved that they now look beautiful in the summer season, and are very much admired by all visitors. It is therefore pleasing to know that they have been brought into this beautiful condition, and are maintained in it by the unaided labour of the patients, and that no outside parties have ever been employed to assist them.

Manual labour and out-door exercise hold a very high place among hygienic measures in treating the insane, it can therefore be nothing short of a calamity to the poor patients if our boundaries should long be continued as circumscribed as they are now.

Some idea of the extensive works of improvement effected by the patients during the past season may be formed from the fact that, about five hundred (500) tons of stone that was removed from the improved portion of the garden is now piled on the wharf and reserved to fill the contemplated breakwater, and in addition to this a beautiful esplanade was formed along the lake shore in front of our boundary wall, which will make a very pleasant summer promenade for our patients.

A more delightful site for an Asylum could nowhere else be found in the Dominion, nor a place where such an unlimited supply of pure water is at hand, and the air so perfectly free from defilements of every kind. I can therefore confidently and respectfully urge on the attention of the Government the desirability of ordering the construction of the wings of the building, as there is not yet by any means sufficient asylum accommodation provided for the wants of the Province.

The exposed position of our wharf has been a great inconvenience to us hitherto, as, when a high south or west wind blows, the waves dash violently over it, so much

so, that some shipowners object to accept a charter to deliver supplies at the wharf owing to the risk of damaging their vessels thus incurred. The contemplated break-water, which we hope to see built before spring, will remedy this defect however.

I feel thankful that I am relieved of the necessity of writing anything further in my report of the impropriety of admitting criminal and non-criminal lunatics to the same Asylum, as we will, I believe, soon be relieved of the criminal class, which will be a very great boon. And the injustice of compelling respectable people to gain admittance to the Asylum through the cells of a common gaol will also soon be remedied by abolishing that obnoxious method.

It will be absolutely essential to extend our laundry accommodation, and have an ironing and drying-room built for the use of the female department. It is therefore very desirable to have the space between the laundry and carpenter's shop covered with a suitable building to afford the necessary accommodation. The estimated cost of the building is four thousand nine hundred and eighty-seven (\$4,987) dollars. This sum, however, would cover the estimated cost of re-adjusting the present drying room.

A large quantity of bones could be collected here if we had any means of turning them to profitable account. As bone dust is a very highly prized and valuable fertilizer it would command a ready sale. I think there should be a good mill erected that would grind the bones accumulating at the Asylum and Penitentiary.

I am aware that there are many low priced mills in the market, but I believe it is generally conceded that "David's Patent Disintegrating Mill" is among the best, if indeed it is not the best. It is said that a three feet disintegrator will grind from two to four tons of moderately dry bones in ten hours, and from ten to twenty tons of steamed or tanked bones in a similar length of time.

The mill completed would cost about one thousand dollars. This sum would cover all appliances, but I think we could dispense with the elevating and patent screening parts, and this would save about three hundred dollars, so that seven hundred dollars might cover the necessary outlay, or perhaps a somewhat smaller sum.

The management of the heating and ventilation of large public buildings during a Canadian winter is a matter of great difficulty. I think, however, Rockwood would compare favourably in this respect with most other institutions in the Dominion. I would like, however, to spend a few days during the winter season at some of the Asylums in the United States to witness the success or otherwise of the different systems of heating and ventilation adopted there.

The tables appended to this report will give practical details in a condensed form of the works performed in the different departments.

- No. 1 Shows the movements of patients during the year.
- No. 2 Shows the movements of patients since the Asylum was opened.
- No. 3 Shows former residence of all patients since the Asylum was opened.
- No. 4 Shows the obituary table for the year.
- No. 5 Shows the cause of death in all cases since the Asylum was opened.
- No. 6 Shows the expenditure for the year.
- No. 7 Shows the number of days labour performed, and the department in which it was performed.
- No. 8 Shows the quantity of work performed in the tailor's and shoemaker's shops.
- No. 9 Shows the number of articles made and repaired in the female department.
- No. 10 Shows the measurement of works performed by masons and carpenters, as well as the quantity of work quarried and length of drains and roads made.
- No. 11 Shows the quantity and value of the produce raised on the premises, which was worth nineteen hundred and forty-three dollars (\$1,943).

I have the honor to be, Gentlemen,

Your most obedient servant,

JOHN B. DICKSON, M.D., F.R.C.S.E.,

Medical Superintendent, Rockwood Asylum.

Messrs. King, Priour and Moylan,

Directors of Penitentiaries, Ottawa.

TABLE NO. 1.

SHOWING the movements of the patients in Rockwood Asylum during the year ending 31st December, 1874.

	Males.	Females.	Total.
In Asylum, 1st January, 1874.....	222	173	395
Ontario patients admitted during 1874.....	18	27	45
Kingston Penitentiary.....	1	.....	1
Total under treatment during the year	241	200	441
<i>Discharged.</i>	Males.	Females.	Total.
Recovered	22	21	43
Died	7	10	17
Eloped.....	1	...	1
	30	31	61
Remaining 31st December, 1874.....	211	169	380

TABLE NO. 2.

SHOWING the Admissions, Discharges, Transfers, Elopements and Deaths from the opening of the Asylum, 25th June, 1855, to 31st December, 1874.

	Males.	Females.	Total.
Warrant patients and others from counties and county gaols, as per Table No. 3.....	413	295	708
Convict lunatics from the Penitentiary	133	11	144
Patients from Toronto Asylum.....	17	12	29
Patients from Malden Asylum.....	.....	5	5
Convict from Penetanguishene Reformatory	1	.....	1
Military	5	.....	5
Total number of admissions.....	569	323	892
<i>Discharged.</i>	Males.	Females.	Total.
Recovered	206	87	293
Died	144	66	210
Eloped.....	7	...	7
Transferred	1	1	2
	358	154	512
Remaining in Asylum, 31st December, 1874.....	211	169	380

TABLE NO. 3.

SHOWING previous residence of Patients admitted since the Asylum was opened.

	Males.	Females.	Total.		Males.	Females.	Total.
Algoima District.....	1	1	2	<i>Brought forward.....</i>	265	183	448
<i>Counties.</i>							
Brant.....	6	4	10	Oxford.....	14	3	17
Bruce.....	3	1	4	Peel.....	7	1	8
Carleton.....	36	23	59	Perth.....	7	7	14
Elgin.....	2	3	5	Peterborough.....	6	5	11
Essex.....	2	2	4	Prescott and Russell.....	5	6	11
Frontenac.....	56	42	98	Prince Edward.....	9	4	13
Grey.....	6	5	11	Renfrew.....	9	5	14
Haldimand.....	6	5	11	Simcoe.....	7	5	12
Halton.....	1		1	Stormont, Dundas and Glen- garry.....	28	17	45
Hastings.....	26	16	42	Victoria.....	3	9	12
Huron.....	6	4	10	Waterloo.....	10	4	14
Kent.....	2		2	Welland.....	6	4	10
Lambton.....	12	2	14	Wellington.....	2	4	6
Leamark.....	23	18	41	Wentworth.....	11	7	18
Leeds and Grenville.....	22	9	31	York.....	24	31	55
Lennox and Addington.....	13	7	20	Toronto Asylum.....	17	12	29
Lincoln.....	9	3	12	Malden Asylum.....		5	5
Manitoba.....		1	1	Penitentiary.....	1		1
Middlesex.....	6	3	9	Penitentiary.....	133	11	144
Norfolk.....	6	4	10	Military.....	5		5
Northumberland and Durham.....	9	15	24				
Ontario.....	12	15	27				
<i>Carried forward.....</i>	265	183	448	<i>Total admissions.....</i>	569	323	892

TABLE NO. 4.

OBITUARY of the Year 1874.

Deaths.	Registered Number.	Age.—Yrs.	Date of Death.	Duration of Insanity.	Proximate cause of Death.
1	362	40	5th January.....	Several years.....	Epileptic exhaustion.
2	109	50	27th ".....	Twenty years.....	Phthisis.
3	278	34	23rd February....	Ten years.....	"
4	46	67	5th March.....	Twenty-five years.....	Senile exhaustion.
5	689	65	9th ".....	Three years.....	Maniacal exhaustion.
6	804	28	15th April.....	One year.....	Phthisis.
7	353	56	24th ".....	Long standing.....	Enteritis.
8	405	67	25th ".....	Several years.....	Apoplexy.
9	708	73	26th ".....	".....	Cauliflower excrescence of uterus.
10	737	32	13th May.....	Two years.....	Killed by fall in attempting to elope.
11	862	38	12th July.....	Six months.....	Exhaustion from acute mania.
12	800	20	24th August.....	Since infancy.....	Epilepsy.
13	531	42	10th September....	Five years.....	"
14	634	31	1st October.....	Several years.....	Hepatic abscess.
15	876	40	3rd ".....	".....	Aneurism.
16	442	50	15th ".....	".....	Typhoid fever.
17	199	41	19th December....	Fifteen years.....	Phthisis.

TABLE No. 5.

SHOWING the causes of death since the Asylum was opened.

Diseases.	Males.	Females.	Total.
<i>Cerebral or Spinal Diseases.</i>			
Apoplexy and paralysis.....	27	2	29
Epilepsy	20	3	23
Paresis	9	0	9
Exhaustion from acute mania	5	5	10
<i>Thoracic Diseases.</i>			
Inflammation of the lungs.....	2	0	2
Pulmonary consumption	35	32	67
Disease of the heart.....	5	0	5
Aneurism (aortic).....	0	1	1
<i>Abdominal Diseases.</i>			
Enteritis.....	0	1	1
Peritonitis	2	0	2
Hepatic abscess	1	0	1
Ascites	7	3	10
Dysentery	6	10	16
Strangulated hernia	1	0	1
Inflammation of the kidneys and bladder	1	0	1
Cauliflower excrescence of uterus	0	1	1
Fever.....	4	3	7
Erysipelas	3	0	3
Suicide	1	0	1
Accidental drowning.....	1	0	1
Killed by a fall in attempting to elope	0	1	1
Abscess (lumbar).....	1	0	1
General debility of old age.....	13	4	17
Total number of deaths since opening of Asylum.....	144	66	210

TABLE No. 6.

SHOWING expenditure for the year 1874.

Beef, mutton, fish and poultry	\$ cts.	\$ cts.
Flour, malt and hops.....	5,375 28	
Tea, coffee, sugar and syrup.....	4,655 50	
Potatoes, beans, peas and onions	2,456 01	
Milk and butter.....	1,112 54	
Barley, rice and oatmeal	2,024 90	
Mustard, spice, salt and vinegar	395 09	
Fruit, tobacco and snuff	80 53	
	397 60	
Salaries and wages.....		17,397 45
Heating and lighting.....		14,262 82
Material for clothing and leather.....		6,589 52
Laundry and cleansing.....		4,174 00
Medicine and medical comforts		422 39
Capital account.....		448 08
Fodder.....		5,861 41
Repairs.....		895 63
Contingent account		1,169 65
Sundries		1,151 52
		363 0
Total expenditure for the year		\$52,735 50

TABLE No. 7.
EMPLOYMENT of patients during the year 1874, number of days and parts of days' work.

Sphere of Occupation.	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Totals.
Carpenters assistants	54	48	52	52	52	52	54	52	52	54	50	54	626
Engine house	124	112	124	120	90	90	93	93	90	120	120	124	1,300
Farm and grounds	70	74	90	140	230	400	470	494	480	460	308	92	3,308
Gardens	60	64	100	114	260	258	274	280	290	260	160	63	2,185
Jobbing, cleaning, &c	120	124	131	134	136	142	150	150	161	184	160	78	1,670
Kitchen	120	110	114	114	114	114	114	120	126	120	124	124	1,416
Laundry	130	120	135	130	130	130	135	130	130	130	130	130	1,560
Masons and tenders .....	.....	.....	.....	.....	.....	56	58	50	56	.....	.....	.....	220
Painters and glaziers	64	68	68	68	64	30	42	41	.....	64	60	64	141
Stables attending	52	48	54	52	52	52	54	64	68	52	52	54	782
Shoemaker's shop	140	150	144	140	144	.....	.....	48	160	.....	.....	.....	626
Stone breaking	52	52	52	52	60	100	104	104	84	81	104	80	926
Tailor's shop	26	24	27	26	26	26	27	26	26	26	26	27	313
Blacksmith's shop .....	.....	20	14	.....	28	.....	.....	20	.....	.....	.....	.....	82
White-washers	27	24	26	26	26	27	27	26	24	22	22	18	295
Wood yard	1,039	1,038	1,131	1,168	1,440	1,541	1,674	1,750	1,799	1,573	1,312	910	16,375
From respective departments	134	184	246	241	252	270	214	260	264	274	198	192	2,729

ATTENDANTS ASSISTING LABOUR.													
FEMALE LABOUR DEPARTMENT.													
Laundry	74	76	79	80	84	84	84	78	78	80	82	86	965
Making clothing	213	241	254	276	254	263	347	271	264	242	271	252	3,148
Repairing clothing	162	174	182	165	163	174	182	153	142	131	146	161	1,935
Totals	449	491	515	521	501	521	613	502	484	453	499	499	6,048

TABLE No. 8.

Shops' Work.

Articles.	Made.	Repaired.
<i>Tailor's Shop.</i>		
Caps		
Coats	30	
Jackets	63	128
Vests	114	91
Pantaloons	260	640
Mittens	17	54
<i>Shoemaker's Shop.</i>		
Boots, Wellington	13	32
do Cobourg	89	41
Slippers, canvas	33	
do leather	60	62
Boots, calf (female)	8	
do laces	114	
Repairs to harness, &c.		

TABLE No. 9.

Works performed in female departments.

Articles.	Made.	Repaired.
Aprons	200	
Bonnets	6	
Blankets		14
Bedticks	90	273
Blankets, marked		8
Caps, women's	24	
Chemises	171	
Counterpanes		64
Dresses	200	
do night	34	
Drawers, men's	121	
do		356
Jackets, women's	16	
Pillow cases	306	166
do ticks	109	4
Sheets	418	256
Shirts, flannel	323	1,660
do cotton	2	234
Skirts	138	
Socks, pairs	259	1,660
Stockings, wool	4	
do cotton	192	
do footed		8
Socks, marked		86

TABLE NO. 10.

Works on Premises performed in 1874.

Description.	Admeasurement.	
	ft. in.	ft. in.
Built stone wall on avenue	291 0	4 0 high
do do at wharf	100 0	5 0 "
do fence open picket	606 0	3 10 "
do do do topping wall	159 0	3 0 "
do close board	132 0	3 0 "
do do boundary	452 0	10 0 "
do do do	151 0	12 0 "
do Driving shed	52 0	18 broad
do Piggery	36 0	26 0 "
Graded and macadamised roads		86 ro ¹ / _s .
Painted fences		1,480 feet.
Plank walk		15 rods.
Made of Gravel		2,300 bushels.
Rockland made arable		1 ¹ / ₂ acres.
Conveyed to same covering earth		
Quarried out of rock		500 toise.
Land-shores, draining		180 rods.

TABLE NO. 11.

Farm and Garden Produce, 1874.

Description.	Quantity.	Value.	
		\$ cts.	\$ cts.
Apples	40 bushels at	0 75	30 00
Artichokes	4 do	1 00	4 00
Beans, butter	16 do	1 00	16 00
do Mohawk	8 do	0 75	6 00
Beet	63 do	0 65	34 65
Currants	610 quarts,	0 10	61 00
Carrots	176 bushels,	0 50	88 00
Cabbage	1,450 heads,	0 07	101 50
Celery	160 roots,	0 10	16 00
Corn, sweet	115 doz. heads	0 15	17 25
Clover, green feed	84 loads,	1 00	84 00
Gooseberries	60 quarts,	0 15	9 00
Lettuce	126 baskets,	0 25	31 25
Onions	16 bushels,	1 50	24 00
Peas in pod	13 do	0 75	9 75
Parsnips	56 do	0 60	33 60
Potatoes	940 do	0 50	470 00
Radishes	86 baskets,	0 10	8 60
Spinach	28 do	0 25	7 00
Squash, summer	5 bushels	1 00	5 00
do winter	6 do	1 00	6 00
Tomatoes	45 do	0 45	20 25
Turnips	60 do	0 25	15 00
Vetches, green feed	30 loads,	1 00	30 00
Pork, fed at Institution used	2,272 lbs.,		161 67
Pigs sold			187 60
Hogs, live stock	16 value		144 00
Hay	14 tons,	23 00	322 00
Total			\$1,943 12

[Translation.]

ST. VINCENT DE PAUL PENITENTIARY.

LIST OF RETURNS.

1. Table of criminal statistics.
2. Punishments inflicted.
3. List of prisoners re-committed.
4. " " pardoned and released.
5. Movement of prisoners.
6. Statement of abatement of punishment.
7. Statement of the number of prisoners from each district.
8. Statement of the number of prisoners employed in the different departments.
9. Report of the Warden.
10. " " Surgeon.
11. " " Protestant Chaplain.
12. " " Roman Catholic Chaplain.
13. " " Shoe shop.
14. " " Farm.
15. " " Tailor.
16. " " Carpenter.
17. " " Blacksmith and Tinsmith.
18. " " Baker and Brickmaker.
19. " " Mason and Stonecutter.
20. " " School master.
21. Real estate.
22. Immoveables.
23. Statement of the revenue.
24. " " expenditure.
25. " " debts due the Penitentiary.
26. " " claims against the Penitentiary.

SUMMARY of Statistical Tables for 1874.

	Men.	Women.	Total.		Men.	Women.	Total.
<i>Race.</i>				<i>Education.</i>			
Whites	107	2	109	Not knowing how to read or write	23		109
<i>Country.</i>				Reading	40		
England	7		Reading and writing	44	2		
Ireland	3		<i>Civil Status.</i>				
Canada	78	1	Unmarried	107	2		
United States	4	1	Married	81			
France	5		Widowers	25			
Scotland	6			1	2		
Island of P. E.	1		<i>Moral Habits.</i>				
Germany	1		Sober	107	2	109	
Nova Scotia	1		Temperate	30			
Newfoundland	1		Intemperate	39	1		
				38	1		
<i>Age.</i>	107	2	109	<i>Duration of Punishment.</i>	107	2	109
From 15 to 20	33			2 years	51	1	
20 to 25	38	1		2½ "	1		
25 to 30	14	1		3 "	31	1	
30 to 40	13			4 "	3		
40 to 50	6			5 "	15		
50 to 60	2			7 "	4		
60 and above	1			For life	2		
<i>Religion.</i>	107	2	109				
Roman Catholics	83				107	2	109
Church of England	23						
Jew	1	2					
	107	2	109				

Summary of Statistical Tables, &c.—Continued.

Crime.	Men.	Women.	Total	Occupation.	Total.
Larceny	52	2		Day labourers.....	55
Murder	1			Blacksmiths	2
Sheep stealing.....	1			Shoemakers.....	4
Horse stealing.....	9			Saddler.....	1
Receiving stolen goods.....	3			Carpenters	5
False pretences.....	1			Painter.....	1
Assault with intent to rob.....	2			Stonecutters.....	2
Aggravated assault.....	2			Tavern keeper.....	1
Arson	2			Telegraph operator.....	1
Forgery.....	1			Gardener.....	1
Kidnapping.....	4			Barbers.....	2
Manslaughter.....	1			Farmers.....	6
Stealing money from letters.....	2			Postmaster.....	1
Assault with intent to commit rape.....	1			Clerks.....	7
Bestiality.....	1			Cooks.....	2
Burglary.....	14			Baker.....	1
Bigamy.....	1			Sailors.....	6
Assault.....	4			Tinsmith.....	1
Highway robbery.....	2			Carters.....	7
Wounding with intent to cause bodily injury.....	3			Fireman.....	1
				Engineer.....	1
				Teacher.....	1
	107	2	109		109

OUTLINE of Punishments inflicted on the Prisoners in the Penitentiary of St. Vincent de Paul, during the year 1874,

Months.	Number of Prisoners on Bread and Water.	Number of Prisoners ut in the Punishment Cells.	Number of prisoners punished by Whipping.	Number of Prisoners reprimanded.	Remarks.
January		7		41	<p>There have been far fewer punishments inflicted this year than in 1873, in proportion to the number of prisoners.</p> <p>The punishments were much lighter, and inflicted always on the same prisoners.</p> <p>Six prisoners were sentenced to receive, each 36 lashes; 108 lashes only were given. 1 condemned to 24, only received 12. 1 condemned to 25 only received 12. 2 to 48 each, have only received 60. Lastly, in the case of 2 others sentenced to receive 50 lashes each, 72 lashes only were inflicted. The balance were remitted on promise of better behaviour.</p>
February	32	2		10	
March	14	2	1	10	
April	5	10		3	
May	21	10		24	
June.....	35	39	3	48	
July.....	14	25	3	11	
August	29	1		5	
September.....	23	3	1	10	
October.....				1	
November.....	2		2		
December.....	15	20		3	
	190	119	12	166	

NOMINAL list of prisoners committed on a second offence and number of re-imprisonments in the Penitentiary of St. Vincent de Paul, during the year 1874.

Name.	1st Re-imprisonment.	2nd Re-imprisonment.
Damas Perreault.....	1	.....
Francis Dauphinin	1	.....
George Duncan.....	1	.....
Louis Vian	1	.....

NOMINAL list of prisoners set at liberty and pardoned during the year 1874⁷ with mention of their crime and place of conviction.

Name.	Crime.	Place of Conviction.
Joseph Carrier.....	Assault with intent to rob.....	Quebec.
Adolph Charest	Larceny	Kamouraska.
Philip Levesque	"	"
Augustus Gamache	"	"
Andrew Parent.....	Bigamy	St. Francis.
Joseph Boutette	Larceny	Montreal.
F. X. Gervais	"	Quebec.
D. Perreault.....	"	Montreal.
Louis Renaud.....	"	Iberville.
Jean Gauthier.....	Horse stealing	Montreal.
Joseph Richard	"	"
W. Moore	Larceny	"
F. Gagnon.....	Accomplice in a robbery.....	"
George Kerr.....	Larceny	"
Alexander Perreault	"	"
Louis Gagnon	"	Chicoutimi.
Alphonse Gosselin	Horse stealing	Richelieu.
Alphonse Parent	Larceny	Montreal.
Joseph Legacé	Horse stealing	Montmagny.
H. Laundry	Larceny	Montreal.
Eusebe Poulin	Aggravated assault	Beauce.
Jean Baptiste Gosselin.....	Larceny	Montreal.
R. Champ	"	"
Louis Mazurette	"	"
Alfred Lauzon	"	"
W. McCutcheon	Arson	St. Francis.
Alphonse Lauzon	Larceny	Montreal.
M. Letourneau	Uttering base coin	Montmagny.
F. Bellerose	Destroying money letters	Montreal.
Alphonse Aulet	Horse stealing.....	"
Edmund Rivet	Larceny	"
Charles Marshall.....	Larceny and receiving	St. Francis.
Louis Vian.....	Shooting with intent to murder	Montreal.
E. D. David	Embezzlement	"
T. H. Laurin	Larceny and receiving.....	"
F. Vaillancourt	Larceny	"
Joseph Prévost	"	"
Alphonse Lavigne	False pretences	Richelieu.
Thomas Curran.....	Horse stealing	Bedford.
Norman Fosberry	"	"
Thomas O'Brien	Perjury.....	Montreal.
John Atkinson	Larceny	Quebec.
Alfred Tessier	"	"
J. Coleman	" and concealment.....	Montreal.
J. McGuiley	Receiving stolen goods	"

TABLE of the movement of Prisoners of the Penitentiary of St. Vincent de Paul, from Midnight the 1st of January, up to Midnight, the 31st December, 1874.

Descriptive Remarks.	1873.			1874.		
	Men.	Women.	Total.	Men.	Women.	Total.
Remaining at midnight, the 31st December, 1873.....				122		122
From the County Prisons.....	14	2	106			
From the Reformatory School, Montreal.....	3		3	197	2	109
				229	2	231
Discharged at the expiration of their punishment.....	39					
Pardoned.....	6					
Sent to the Kingston Penitentiary.....		2				
Sent to the Sherbrooke Reformatory School.....	2					
Escaped.....	3			50	2	52
Remaining at midnight, the 31st December, 1874.....				179		179

STATEMENT of Abatement of Sentences earned by the Prisoners who went out of the Penitentiary of St. Vincent de Paul during the year 1874.

Ten prisoners who obtained a mean of.....	57 $\frac{3}{4}$ days
Eleven do do.....	77 $\frac{1}{4}$ "
Eight do do.....	135 "
Four do do.....	173 $\frac{1}{2}$ "
Two do do.....	212 $\frac{1}{2}$ "
Five do do.....	250 $\frac{1}{2}$ "
Minimum of days obtained.....	57 $\frac{3}{4}$
Maximum do.....	250 $\frac{1}{2}$
Number of prisoners discharged (not including those pardoned).....	45
do those who obtained remission.....	40

TABLE showing the number of Prisoners received from each District.

District.	Men.	Women.	Total.
Montreal.....	75	2	
Rimouski.....	1		
Bedford.....	7		
Quebec.....	13		
Terrebonne.....	2		
Arthabaska.....	4		
St Hyacinthe.....	1		
St. Francis.....	1		
Gaspé.....	1		
Three Rivers.....	1		
Richelieu.....	1		
	107	2	109

STATEMENT of the number of Prisoners employed in the different Departments of the Penitentiary of St. Vincent de Paul, on the 31st December, 1874; and of the number of Days Work during the year.

Department.	Men.	Days.	Remarks.
Stone cutters	20	1,549	20 men (on the average) were employed during 84 days, in digging the canal and laying pipes.
Masons	4	1,300	
Employed in the quarries	12	532	5 men were employed during 72 days in making bricks.
Day laborers	10	1,830	
Carpenters	18	5,490	
Tailors	18	3,320	
Blacksmiths	8	2,157	
Shoemakers	15	4,575	
Bakers	3	1,005	
Wood-yard	10	2,520	
Wash-house	3	915	
Stable	2	730	
Farm	4	578	
Kitchen	6	2,190	
Sick	45	818	
Infirmary	1	365	
	179	29,872	

[Translation.]

REPORT OF THE WARDEN OF THE PENITENTIARY OF ST. VINCENT DE PAUL, FOR THE YEAR ENDING THE 31st DECEMBER, 1874.

ST. VINCENT DE PAUL PENITENTIARY,
31st December, 1874.

GENTLEMEN,—The time has arrived for me, as Warden of this Institution, to submit my Report in relation to its management, for the year just ended.

I am happy in being able, in this report, to testify to a very remarkable improvement in the moral behavior of the prisoners, although the number within our walls has risen considerably during the year.

This number has strangely increased, especially since the month of April last. The number of prisoners has been such, that it was necessary for me, as you may have remarked, to make a certain number of them sleep in the corridors for several months.

As the number of prisoners always increases towards the end of the year, and being afraid of accidents during the night, I decided to put three of them together in the largest cells for the purpose of sleeping, always taking care to select those in whom I had the greatest confidence.

Notwithstanding all the disadvantages which might very naturally arise from such a state of affairs, I experience much pleasure in saying that order and discipline have in no wise suffered from it. I should add forthwith that I gave, of course, orders to the officers to be more active than ever, and to be besides constantly on the alert.

It is pleasant to add that, in spite of a prison population much exceeding that of last year, the punishments this year are at a figure very much lower than that shown in my last report.

A certain number of prisoners who are mentioned in the returns were brought before me to be reprimanded.

I hold as a principle that mildness and an appeal to the feelings, in so far as the case may be made to harmonise with the respect due to order and discipline, are very often if not always, the best means of causing it to be understood by the poor unfortunate prisoners, that it is their interest as well as that of the Institution, to submit peaceably to the established rules and regulations.

The preceding establishes in a clear manner that the corporal punishments inflicted were only employed after all other means were exhausted.

The sanitary condition of the institution, as the Doctor's Report establishes, has been quite satisfactory; there has not been a single death to enregister in the course of the year.

The hygienic conditions of the establishment are almost, without exception, in the same condition as in the last year.

The school has been attended in the ordinary manner, by a great number of the prisoners, many of whom have made quite remarkable progress.

During the summer and autumn the building of the waterworks was commenced anew, the contract for which was given to Mr. W. Clendinning, of Montreal, under the direction of Mr. Arnoldi, of the Department of Public Works.

The prisoners were employed in digging the necessary canals, laying the pipes for quite a considerable distance, &c. These works were carried out in a perfect manner.

The Penitentiary possesses in consequence, this day, waterworks which operate very well, and which can, at a certain season of the year, furnish the institution with an immense quantity of water.

Other works of a different character also required the labor of a good number of prisoners, from, so to speak, the month of April to the month of November.

These various works necessitated, for several months every morning, the going outside the walls of a great number of prisoners, whose figure very often reached from forty to sixty.

I should remark that during the carrying out of some of these works, at certain hours of the day dangerous to the prisoners, (blasting, &c., &c.) no serious accident occurred.

Towards the end of this month, I received an order from the Department of Justice, to have preparations made for the transfer of fifty-six prisoners in this Penitentiary to that of Kingston.

At the moment of making this report, all the preparations have been made, and I wait for nothing but the order for departure, which is to take place early next month.

As I have already had occasion to remark, the present establishment which bears the name of Penitentiary, is certainly far from satisfying the requirements of a well organized Penitentiary. With the best intention in the world, and with all the activity and energy that one can exert here, it is impossible to attain a result in the management as satisfactory as that which I have perceived elsewhere.

Every day, efforts which I make in the direction of economical management and a well understood discipline, are nullified by new obstacles arising from the immediate need of buildings fit to answer the ends designed at the time of the conversion of this building into a Penitentiary.

Besides the defects in the buildings which I mention, everything is wanting here on the outside; insufficiency in the height of the walls, absence of walls before the building opposite the public road, which is but a few feet distant, so to speak.

I therefore witnessed with pleasure the visit of the (Government Architects (of the Department of Public Works) to this institution, made with the purpose of taking the necessary steps for the preparation of plans that they propose making in a short while for the construction of buildings, the necessity of which is keenly felt, and which ought to have been built at the beginning.

I have, as ever, as much as possible, directed my attention in the direction of

economy in all the departments of the Institution, without injury, however, to its general usefulness.

As in my last report, I say nothing about the revenues, seeing that they are nil or almost so.

It will be easy to convince any person who is acquainted with the position of this Penitentiary, that whatever may be done, the financial question will be always a chapter against the management of this establishment. Its isolated position, its distance from the great centres, the difficulty of communication will be always the necessary causes for the considerable expenditure incurred in the transport of the requisite materials for the supply of the workshops, as well as of the institution in general.

These disadvantages, whatever may be the remedies which may be brought against them, will always render it, most assuredly, an institution which compared with the sister institutions, will be ever held to be a heavy charge upon the country.

On account of health, I obtained from the Honorable the Minister of Justice, towards the end of the summer, leave of absence for one month,—during which Mr. Director Prieur took in hand the management of the establishment.

I cannot close this report without offering to all the officers of the Penitentiary my thanks for their assistance in the accomplishment of the arduous and difficult duties attached to the position of Chief of this Institution.

(Signed,) F. Z. TASSÉ.

Warden of St. Vincent de Paul Penitentiary, P.Q.

SURGEONS' REPORT.

(Translation.)

PENITENTIARY FOR THE PROVINCE OF QUEBEC,
16th January, 1875.

GENTLEMEN,—We have the honor to transmit for your information our second annual report on the sanitary condition of the Penitentiary for the Province of Quebec, for the year ending 31st December, 1874.

During the year just closed the sanitary state of the institution has been most satisfactory.

With the exception of a single case of typhoid fever, none of the diseases treated in the establishment were of a contagious character.

Notwithstanding that an epidemic of small-pox prevailed with much intensity in the parish of St. Vincent de Paul, and made unfortunately many victims, the institution was happily exempted from the disease.

Despite the differences of opinion existing amongst certain eminent medical men as to the efficacy of vaccine as a preservative against small-pox, we deemed it our duty to vaccinate all the convicts who had not previously experienced the loathsome disease.

We are glad to see that the overcrowding which for several months back existed in this institution, and which might have been a cause of disease, has ceased, owing to the removal of 56 convicts to the Penitentiary at Kingston.

We made repeated visits to all the workshops, and found them well aired, always clean, and well kept.

We have the pleasure to add that, since our last report, we have had no death to record; and, moreover, that no accident of a serious nature has occurred in the institution, notwithstanding that the convicts were employed during the course of last fall at works involving, in case of negligence, the danger of very serious accidents. As for instance, when it was found necessary to open a channel in order to bring the water of the river to the Penitentiary, and for that purpose to blast the rock to a

considerable depth. The annexed table, carefully prepared by the Infirmarian, exhibits the number of diseases treated as well in the infirmary as in the cells, besides a large number of slight diseases prescribed for daily.

In conclusion, we feel bound to record our entire satisfaction with the manner in which Mr. McDermoth (the Steward of the Hospital) discharges his duties. We must further offer our thanks to the worthy Warden for his readiness to assist us in the discharge of our duties.

We have the honor to be, Gentlemen,

Your very humble servants,

(Signed,) J. PRATT,

“ J. T. POMINVILLE,

Joint Physicians to St. Vincent de Paul Penitentiary.

To the Directors of Penitentiaries.

Messrs. King, Prieur and Moylan,

ANNUAL RETURN of Sick treated in the Hospital and Cells of St. Vincent de Paul Penitentiary, during the Year ended 31st December, 1875.

Diseases.	Remained.	Admitted.	Discharged.	Remaining.
Abcess		5	5	
Asthma		1	1	
Anthrax		1	1	
Bronchitis		18	17	1
Bronchitis, Chronic		4	4	
Cardialgia		6	6	
Consumption	1	2	3	
Contusion		14	14	
Constipation		8	8	
Colic		19	19	
Cystitis		1		1
Diarrhoea		51	51	
Dysentery		8	8	
Dyspepsia		3	3	
Dysuria		2	2	
Epistaxis		2	2	
Epilepsy		2	2	
Erysipelas		2	2	
Febriculæ		8	6	2
Fever, Typhoid		1	1	
Furuaculi		11	11	
Gonorrhoea		7	7	
Hæmoptysis		6	6	
Hæmorrhoids		6	6	
Hydroceal		1	1	
Hernia Inguinal		2	2	
Lumbago		33	33	
Nephritis		1	1	
Neuralgia		5	5	
Nyctalopia		1	1	
Ophthalmia		14	14	
Orchitis		3	3	
Otitis		2	2	
Papillary Eruption		5	5	
Parotitis		3	3	
Paralysis		1	1	
Phymosis		1	1	
Plenrodynia		18	18	
Prurigo		1	1	
Pyrosis		7	7	
Rheumatism	1	5	5	1
Ring worm		3	3	
Sciatica		2	2	
Spermatorrhoea		6	6	
Sprains		7	7	
Synovitis		1	1	
Syphilis, secondary		8	8	
Tonsilitis		12	12	
Ulcers		4	3	1
Varix		2	2	
Worms		5	5	
Wounds		9	9	
Debility	1		1	
	3	350	347	6

(Signed,)

"

J. PRATT,
J. T. POMINVILLE,
Joint Physicians.

PROTESTANT CHAPLAIN'S REPORT.

QUEBEC PENITENTIARY,
ST. VINCENT DE PAUL, 31st December, 1874.

GENTLEMEN,—In my Report for the portion of last year that this institution had been in operation, I stated that nineteen Protestant convicts from Kingston Penitentiary formed the commencement of my spiritual duties. The beginning of this year found seven of these under my charge, of whom four have left during the year, but one who was discharged during the last year having been re-convicted this year, there remains four of the original nineteen in the institution.

The numbers for the present year stand as follows:—

Number at commencement of year.....	14
“ Admitted during the year.....	24
	38
“ discharged.....	5
“ pardoned.....	1
“ transferred to R. C. Chaplain.....	2
“ “ “ Sherbrooke.....	2
	10
“ remaining at end of year.....	28

The nationalities of these twenty-eight are as follows:—

England.....	7
Wales	1
Scotland.....	3
Ireland	1
Province of Quebec	8
Province of Ontario.....	2
Prince Edward Island.....	1
Nova Scotia.....	1
United States.....	3
Germany	1

TERMS OF SENTENCES.

Seven years.....	2
Five “	4
Three “	9
Two “	13

RELIGIOUS PROFESSIONS.

Church of England.....	15
Presbyterian.....	6
Methodist	5
Second Advent Christian.....	1
Congregationalist.....	1

The services on Sundays are engaged in with the most seeming attention, earnestness, and reverence; and the same may be said of the week-day exposition. It will much enhance the solemnity of these when the Chapel is furnished with a chancel, reading-desk, pulpit, &c., as also with a vestry. Through the kindness of the Metropolitan I have received suitable service books; and, I am in hopes that an organ will be subscribed for, which would excite still more pleasurable feelings in the worship of God.

The books in the library are read with avidity; the works of fiction, however, being in most repute. The rough usage to which under the peculiar circumstances they are necessarily subjected, causes them to be worn out very quickly; but I

believe a full and interesting collection of books does more for quietness and good behavior than if ten times the sum spent thereon were expended in almost any other way.

The instruction of convicts learning English under Messrs. MacKay and Maher continues to be very satisfactory. Many hours often frivolously occupied would be profitably spent by a number of the convicts, were they supplied with the means of private study in their cells.

After an experience of sixteen years in prison matters, I think I may be permitted to express my long-felt conviction, that the transferring of convicts from the spiritual care of one of the chaplains to that of the other is often fraught with evil, and injurious to those good feelings that ought to exist throughout the Penitentiary.

I have the honor to be, Gentlemen,

Your very obedient and humble servant,

(Signed,) JOHN ALLAN.

To the Directors of Penitentiaries
for Dominion of Canada.

CATHOLIC CHAPLAIN'S REPORT.

(Translation.)

ST. VINCENT DE PAUL PENITENTIARY,
31st December, 1874.

GENTLEMEN,—Since my last Annual Report things have gone on in the Penitentiary of St. Vincent de Paul in a satisfactory manner. The daily routine of prison life has been interrupted by no event of such importance as to call for remark. My report must, therefore, exhibit some of that monotony which is one of the distinct characteristics of every establishment, such as that of which I have to write. Nevertheless, we have occasionally had festival days, the memory of which will be an epoch in the life of the convicts, and which have left a lasting and salutary impression on their minds.

The visit of Bishop E. C. Fabre, on the 15th February last, was a day of note above the rest. His Lordship was kind enough to spend the Sunday, and officiated in person at the morning and evening services. The convicts were, at their own request, allowed to ornament the chapel, in order to offer the best possible reception to their distinguished guest. Fifteen of the convicts received the sacrament of confirmation, a larger number received Holy Communion, and all heard from the lips of the Bishop the wisest and most paternal counsels.

Another happy result of the Bishop's visit, was the enrolment of a good number of the officers of the Penitentiary in the Temperance Society. I consider this result highly important for the good of the institution and of the officials themselves, the use of spirits having in some instances produced consequences of an unpleasant nature and detrimental to the good order of the establishment. My desire would be to see all strictly temperate, without as well as within the walls of the Penitentiary.

Excesses which may sometimes be committed outside the establishment, almost always in the end become known to the convicts. And then, as we have already said and desire to reiterate, the moral improvement of the convicts depends in a great measure on the officials themselves, whose duty it is to inculcate virtue by their own examples, still more than by word of mouth.

To be a good Penitentiary officer needs, as it were, a special call. We require men who understand that they have duties to fulfill, not so much towards the management by whom they are paid, as to the conscience by which they are directed; men capable of combining the spirit of charity with the spirit of justice.

In the same measure that we admit the salutary effects of the fatherly counsels and mild exhortations of the chaplain, do we assert the necessity of activity, prudence, charity and good example, on the part of the several officers, for the refor-

mation and moral improvement of the convicts. Constantly in relation with the convicts, the keepers, if possessed of tact and virtue, will succeed better than any one in acting as intermediaries to facilitate repentance and the return to virtue. We would insist most strongly on this point, because we are convinced that on the selection of the officials of a Penitentiary depends entirely the success which society has a right to expect from such institutions.

On the occasion of the bishop's visit I inaugurated the sacristy attached to the chapel. This apartment, of which I was absolutely in need for my own use, affords moreover to the families of the Catholic officials, who do not speak French, the advantage of assisting on Sundays at the services of the Penitentiary, and of receiving in their own language instruction of which they were heretofore deprived. I cannot pass over in silence the visit of another distinguished personage. On the 8th May last, His Grace Archbishop Taché, on being invited so to do, visited the Penitentiary and presided at the devotional exercises of the month of May. His Grace addressed the convicts in both languages, officiated at Benediction of the Most Holy Sacrament, and, on leaving, congratulated the authorities of the Penitentiary on the good behaviour of the convicts and on the edifying manner in which they conducted themselves in the chapel.

On the 27th of the same month His Lordship Bishop Fabre again visited the Penitentiary, and, as on the first occasion, expressed his satisfaction, not only to the authorities of the Penitentiary, but also to the convicts themselves. The more I know those for whom I am called upon to exercise the duties of my sacred calling, the more I am convinced that their conversion is a difficult matter. In the atmosphere of a penitentiary there is a something which kills the energy of mens' hearts, dulls the moral sense, and destroys self-respect, which is so powerful a lever for good. The man who is comparatively honest becomes little by little habituated to the contact and society of scoundrels of the worst kind, and soon becomes their emulator and accomplice. The bad seldom become virtuous by contact with the good; the good almost always become wicked by contact with the depraved. It is the same in matters of morality as in physical matters: the victim of pestilence imparts the contagion to all who are about him, and this often despite the strictest precautions.

So much for those who think that to shut up criminals in some kind of enclosure and subject them to rules more or less severe is all that is needed in order to make them good members of society. One thing has been wanting to all these criminals whom society is forced to expel from its bosom, namely, the knowledge of God and of the duties he imposes. Before all things we must fill up the void left in the soul by the absence of that knowledge, without which man will ever be but a phantom of virtue. Now, in order to cause this practical knowledge of his duties to God and also to society to penetrate to the heart, to root out the vices which have hitherto been the mainspring of his actions, something else is needed besides prison regulations and penal laws,—the teaching of the Gospel; that science which St. Paul declares to be above all other sciences, the knowledge of Jesus Christ.

This knowledge is taught by word and by example. The priest, in virtue of his office, is charged with imparting this twofold teaching; at the altar, in the pulpit, in the confessional,—everywhere and at all times must he strive to win back the wicked to the path of virtue, to strengthen the weak and to sustain the good. But the priest can in many cases but do no more than sow the good seed in the soul; his immediate action is not continual. The teaching of the altar, the pulpit, the confessional, must be completed in the workshop, in the cells, everywhere, and that by the persons to whom society has entrusted the keeping as well as the improvement of the criminals. All the employees of a penitentiary must be in a greater or less degree Apostles, if not by word of mouth at least by example. They must be models of every virtue for those whom it is their task to reform.

Intemperance is for three-fourths of the criminals the first source of their misfortunes. This vice was followed by its usual consequences: the frequenting of taverns, gambling houses, and brothels, brawls, quarrels, thefts; until at length some great crime brought to the hands of justice men who, if they had been sober, would probably

never have committed the faults for which they were committed to the penitentiary. Hence our hearty approval of the effort now being made in the Dominion and elsewhere to destroy the hideous vice of intemperance. Let drunkenness be done away with, and we shall soon see a diminution in the number of those who crowd our prisons and our penitentiaries. It will be a difficult task to accomplish anything of importance so long as the country, and our great cities especially, swarm with places where the peace, the honor, the morals, as well as the daily bread of so many wretched beings are destroyed and lost. More stringent legislation and police regulations, against those who speculate in this way on human shortsightedness and passions, are absolutely necessary helps for the removal of one of the most hideous evils of our society. Preachers of the Gospel are nobly doing their part; let society come to their assistance, and the most consoling results will not long be delayed.

The origin of the system followed in our penitentiaries commonly called the "Auburn system,"—from a prison built in a place of that name in the State of New York, in which was introduced labor in common during the day, but in silence and complete separation during the night,—dates back to a period long anterior to the construction of the Auburn prison. Pope Clement XI. had introduced this species of prison in Rome, in 1764, and in 1775 the Maison de Force of Ghent, in Belgium, adopted the same system. It may be said that the system has now prevailed in almost every country where prison reform has received serious attention. The solitary, or Philadelphia system as it is called, shows signs of disappearing, even in the United States where it originated.

In order that labor in common, attendance at classes, meeting in hospital, &c., &c., may not endanger the maintenance of order; that they may not be an occasion of demoralization for the convicts, an active and intelligent supervision is required. This supervision is the essential point of a system excellent in itself, but the good results of which depend chiefly on the capacity, zeal and intelligence of those who are selected to carry it out. And it is desirable that the question of money should not be too strictly taken into account when it is necessary to secure really competent men. An incapable officer is always overpaid, while a skilful and intelligent man will render services which can never be too highly remunerated. No extraneous consideration, but merit alone, should determine the selection to be made by the Government in this department of the administration of the country. In this way it will be more easy to secure the co-operation of men possessing special qualifications, and whose services will be of real benefit to the country. In some penitentiaries in the United States, we find from reports now before us, the salaries of subordinate officers are three or four times higher than in our own penitentiary. It is not at all surprising that under such circumstances they should have officers who reflect credit on their calling and maintain the high reputation of the establishments it is so greatly to their interest to serve well.

Another cause calculated seriously to impede the moral progress of the institution, is the crowding of the convicts. There are in the Penitentiary at least one-third more convicts than the establishment can properly accommodate. Hence the necessity of confining several convicts in the same cell. The bare mention of this fact, which has become a matter of necessity, suffices to show the absolute need of a speedy remedy for a state of things which cannot last long without inducing the saddest results. The most elementary laws of morals point out the danger of perversion which must of necessity result from this crowding together of men, for many of whom the words virtue and vice have lost their meaning. Those who are not practically acquainted with Penitentiaries cannot always understand how highly important it is that everything be disposed with tact and precision, in order to attain real success, even in the moral order. Convicts are, to a greater or less degree, children. A mere trifle irritates them and renders them intractable, and in like manner a very little thing will satisfy them. A gentle reprimand will produce more effect on some characters than the harshest punishment. More than once, to our knowledge, punishment has been avoided, and discontent appeased by a simple reprimand privately administered to those who had infringed the rules of the

institution; and I am gratified to see that the more severe forms of punishment have become rare, owing to the adoption of the means I have just mentioned, and which the authorities have used with the greatest success.

Now as to the moral improvement of the convicts, I can say without fear of being mistaken, that in this respect the Penitentiary of St. Vincent de Paul will compare to advantage with any other Penitentiary. Without being as precise as certain officials, who weigh and measure the improvement of prisoners by the number of pages they have read within the year, the number of religious ceremonies at which they have assisted, or the frequency of the interviews they have had with the chaplains, I am certain that as to a good many of our convicts, there has been a considerable moral and religious improvement. The means of becoming better are furnished them in abundance. The whole of my time is devoted to the work entrusted to me, and though I do not always succeed to the extent of my wishes, and some remain deaf to the exhortations addressed to them, I console myself with the thought that a good many of them will owe their return to virtue, to the religious ministrations and to the instructions they receive in the Penitentiary.

As in the previous year, I usually visited the Penitentiary twice a day, in the morning at the hour for prayer, and at noon, the hour for school. The progress in teaching has been satisfactory. A good number have learned to read and to write, who knew absolutely nothing on entering the Penitentiary. All those who can read take books from the library, and eagerly devote themselves to reading during the intervals of time in which they are not occupied in working. Many of them would consider the privation of a reading book a very severe punishment. To satisfy the needs of the convicts, we require a few hundred more books; for many of the convicts have already read all the books we have at present, and are obliged to read the same books a second time. This destroys in great part the interest they take in an exercise so well calculated to shorten and render less unbearable the long hours of isolation during which they are confined in their cells.

The number of convicts confined in the Penitentiary was 122 on the 31st December last. Of this number 120 were Catholics. This year at the same date the Penitentiary contained in all 179 convicts, of whom 151 were Catholics, for whom I discharged the duties of my ministry. I must in justice say that, invariably and on the part of all, I met with cheerfulness and good will in the frequent intercourse I had, whether privately or publicly, with those whose spiritual welfare is entrusted to my care. The conduct of the convicts in the chapel has always been very satisfactory. Strangers, both priests and laymen, who have from time to time assisted at our religious offices, have been much edified as well by the pomp of our religious ceremonies as by the good behavior of the prisoners in the chapel.

As during the previous year, my relations with the officials of the Penitentiary have invariably been marked by the greatest cordiality. All, without distinction of creed or nationality, have on every occasion shown me the greatest sympathy and contributed by their good will to render more effectual for the convicts and more agreeable to myself, the duties—occasionally duties of no little difficulty—of my office. To all I offer the expression of my most sincere gratitude, and bind myself to do my utmost to draw still closer the bonds that should unite together all the officers of an institution such as this in which we are all striving to do good, each in his own sphere.

The mark of high favor which the Honorable Minister of Justice has kindly conferred on the Penitentiary of St. Vincent de Paul by coming in person to visit the institution in the course of last autumn, is a striking proof of the interest he takes in the proper working of the Penitentiary. It is to be hoped that this step on the part of the Minister of Justice will have the effect of stimulating every one to labor more earnestly than ever for the good of the unhappy beings in whom the Government takes so great an interest.

I must in conclusion, Gentlemen, offer to yourselves my most sincere thanks for your courtesy towards me. As in the past I have every reason to be satisfied with the kindness and forbearance you have ever shown me in my intercourse with your Board.

I shall make it my endeavor to deserve hereafter the same confidence and the same esteem you have so kindly manifested towards me in the past.

I have the honor to be, Gentlemen,

Your most obedient servant,

(Signed,) JOS. W. LECLERC, Pt.,
Catholic Chaplain.

To the Directors of Penitentiaries.

(Translation.)

MATERIALS used and work done in Shoemaker's Department during the year 1874.

Description.	Quantity.	Value of Materials.	Value of Work.	Total.
For the Convicts:—		\$ cts.	\$ cts.	\$ cts.
Congress gaiters.....	36 prs.	72 41	39 91	112 32
Slippers.....	62 "	38 30	19 18	57 48
Boots.....	29 "	55 61	27 26	82 87
Half-boots.....	239 "	384 56	155 51	540 07
Straps.....	64 "	18 62	6 66	25 28
Mittens.....	191 "	56 63	21 82	78 45
Suspenders.....	50 "	6 10	1 88	7 98
Repairs.....	527 "	109 43	136 70	246 13
For the Farm:—				
Harness repaired.....	15 sets	8 42	6 38	14 80
For the Penitentiary:—				
Boots, keeper's.....	29 prs.	102 34	36 51	138 85
Half-boots, keeper's.....	6 "	17 46	8 80	26 26
Congress gaiters, keeper's.....	23 "	66 65	32 46	99 11
Holsters.....	6	1 14	1 60	2 74
For the Employees:—				
Congress gaiters, women's.....	22 prs.	26 85	8 51	35 36
Half-boots, ".....	18 "	23 04	7 54	30 58
Slippers, ".....	95 "	51 12	26 17	77 29
Half-boots, children's.....	68 "	60 45	26 61	87 06
Boots, ".....	5 "	7 22	2 48	9 70
To order:—				
Congress gaiters, men's.....	27 "	57 40	20 67	78 07
Boots, men's.....	9 "	19 24	8 09	27 33
Shoes, ".....	17 "	19 46	9 89	29 35
Repairs, men's.....	116 "	22 50	28 71	46 21
		\$1,224 95	\$628 34	\$1,853 29

STATEMENT of Receipts and Outlay of the Farm of the Penitentiary of St. Vincent de Paul, for the year ending 31st December, 1874.

DR.

CR.

	\$ cts.	\$ cts.		\$ cts.	\$ cts.
Implements		35 00	Crop of cabbages,		
Work of horses on farm, 400 dys. at	1 50	600 00	5,500 at	0 10	559 00
Pigs fed from table waste		150 00	Crop of potatoes, 700		
Labour of convicts on farm, 672			bushels at	0 60	420 00
days at	0 40	269 80	Pork, weighed 3,021		
Work of horses, loads to town, &c.			lbs. at	10 00	202 10
386 days at	1 50	579 00	Oats, 500 bushels at	0 60	300 00
Work of horses, loads of wood and			Milk, 1,661 gallons at	0 20	332 20
water, 375 days at	1 50	562 50	Pasturage		65 00
Work of horses, loads from the			4 calves		15 00
quarry, 772 days at	1 50	1,158 00			
Work of horses, loads of clay					
(bricks), 80 days at	1 50	120 00			
Work of horses, loads of lumber,					
126 days at	1 50	189 00			
		2,662 30			\$1,987 30
Potatoes planted, 90 bushels at	0 50	45 00			
Oats " 100 "	0 50	50 00			
Cabbages " 6,000 at	3 00	18 00			
		\$113 00			

ANNUAL Table of Work done in Tailor's Shop of the Penitentiary of St. Vincent de Paul, in 1874.

Description.	Quantities.	Value of Stock.	Cost of Work.	Total.
Officers' Winter Clothing:—		\$ cts.	\$ cts.	\$ cts.
Great over-coats	4	51 56	1 00	55 56
Over-coats	40	473 64	49 00	513 64
Pea jackets	34	371 62	34 00	405 62
Beaver cloth vests	38	205 20	19 00	224 20
Tweed pants	38	196 84	19 00	215 84
		\$1,238 86	\$116 00	\$1,414 86
Officers' Summer Clothing:—				
Dress frock coats	31	529 17	46 50	575 67
Grey tweed do	35	236 60	35 00	271 60
Tweed do	38	277 40	38 00	315 40
Broad cloth vests	49	100 00	20 00	120 00
do do do	34	116 50	17 00	127 50
Grey tweed do	35	58 10	17 50	75 60
do do pants	35	115 15	17 50	132 65
Tweed do	38	144 40	19 00	163 40
Making and repairing clothing		20 26	17 98	38 24
		\$1,591 58	\$228 48	\$1,820 06
Convicts Discharged Clothing:—				
Tweed and beaver coats	42	210 00	42 00	252 00
do vests	41	73 80	20 50	94 30
do pants	41	123 00	20 50	143 50
Flannel shirts	26	45 50	6 50	52 00
do drawers	28	35 00	7 00	42 00
		\$487 30	\$96 50	\$583 80

ANNUAL Table of Work done in Tailor's Shop of the Penitentiary of St. Vincent de Paul, in 1874.—*Concluded.*

Description.	Quantities.	Value of Stock.	Value of Work.	Total.
Clothing for the Penitentiary :—		\$ cts.	\$ cts.	\$ cts.
Woolen coats	214	896 66	85 60	982 26
do vests	104	98 80	26 00	124 80
do pants	282	615 78	70 50	716 28
do caps	169	35 20	8 00	43 20
Cloth over-shoes	59	58 50	10 00	68 50
do mitts	183	64 05	9 15	73 20
Flannel shirts	350	479 50	52 50	532 00
do drawers	413	429 71	66 45	496 16
do lining for mitts	48	6 24	0 96	7 20
do mufflers	37	22 20		22 20
Good-conduct stripes	78	2 34	1 56	3 90
		\$2,738 98	\$330 72	\$3,069 70
Linen Clothing for the Penitentiary :—				
Linen coats	232	310 88	92 80	403 68
do vests	2	1 50	0 50	2 00
do pants	268	335 00	67 00	402 00
do bedticks	189	189 00	18 90	207 90
do pillow-ticks	179	30 43	3 58	34 01
do towels	353	56 48	3 53	60 01
		\$923 29	\$186 31	\$1,109 60
Cotton aprons	18	3 06	0 18	3 24
do handkerchiefs	153	9 18	1 53	10 71
do shirts	223	180 63	33 45	214 08
		\$192 87	\$35 16	\$228 03
Repairing clothing for penitentiary		\$15 00	\$139 35	\$154 35

MATERIALS used and work done in the Carpenter's Department during the year 1874.

Description.	Value of Materials.	Value of Work.	Total.
	\$ cts.	\$ cts.	\$ cts.
For the Penitentiary	1,143 17	571 50	1,714 67
New doors	119 54	53 00	172 54
For the quarry	184 29	76 68	260 97
For the pump-house and canal	114 57	46 75	161 32
For the Warden's house	351 83	52 30	404 13
House of the Head Guardian and of W. Mackay, Guard	103 54	25 83	129 37
House of the Deputy Warden	19 50	4 53	24 03
For the officers' quarters	450 02	38 80	488 82
Work to order	18 76	36 45	55 21
	\$2,505 22	\$905 84	\$3,411 06

MATERIALS used and work done in the Blacksmith and Tinsmith Departments during the Year 1874.

Description.	Value of Material.	Value of Work.	Total.
<i>Blacksmith's Shop.</i>			
For the Institution	\$ 429 45	\$ 660 37	\$ 1,089 82
“ Dungeon	137 56	355 12	492 68
“ Quarry	200 80	328 60	529 40
“ Stone-cutters	80 00	300 00	380 00
“ Officers	15 33	70 25	55 58
“ Canal	45 00	141 00	186 00
“ Engine house	5 40	10 00	15 40
“ Officers quarters	5 39	10 00	15 39
	\$918 93	\$1,845 34	\$2,764 27
<i>Tinsmith's Shop.</i>			
For the Institution	101 09	79 45	180 54
“ Officers	13 76	7 66	21 42
	\$14 85	\$87 11	\$201 96

MATERIALS used and work done in the Baker's and Brickmaking Departments during the year 1874.

Description.	Value of Material.	Value of Work.	Total.
	\$ cts.	\$ cts.	\$ cts.
For the Penitentiary 13,474 loaves	\$2,094 00	\$175 20	\$2,269 20
For the Penitentiary 180,000 bricks	\$423 30	\$225 60	\$648 90

MATERIALS used and work done in the Tailors' and Stonecutters' Department of the St. Vincent de Paul Penitentiary, during the Year ending the 31st December, 1874.

Description.	Value of Material.	Value of Work.	Total.
	\$ cts.	\$ cts.	\$ cts.
Repairs to Catholic Chapel	27 81	20 80	48 61
Building an oven and a chimney	124 46	88 20	212 66
“ two forge chimneys	8 00	12 00	20 00
Making three doors	9 20	4 80	14 00
“ a furnace (tailor's shop)	2 40	1 60	4 00
“ cells of the black hole	71 60	78 40	150 00
Dividing cells, building up doors and windows	16 40	39 60	56 00
Opening a door and putting up three doors	11 60	6 40	18 00

MATERIALS used and work done in the Tailors' and Stonecutters' Department of the St. Vincent de Paul Penitentiary, during the year ending the 31st December, 1874.—*Concluded.*

Description.	Value of Material.	Value of Work.	Total.
	\$ cts.	\$ cts.	\$ cts.
Making a drain round the building.....	152 00	93 00	250 00
Repairs in the cellars	17 00	150 00	320 00
Making a wall, doors and windows.....	172 80	54 20	227 00
Masonry work of buildings for officials. cut stone. &c.....	623 10	374 40	997 50
Repairs to three turn stiles.....	4 80	7 20	12 00
“ different parts of walls	22 20	12 80	35 00
“ Waterwork's house	37 20	12 80	50 00
Making four brick fountains.....	23 40	1 60	25 00
	\$1,476 94	\$952 80	\$2,439 77
Stone cut, 7,080 feet at 20 cents.....		\$1,416 00	
“ 157 “ 25 “		29 25	
Stone rough 2,121 “ 12 “		257 2	
		\$1,692 77	

GENERAL Summary of the Value of Work done and Materials Furnished by the different Departments of the Penitentiary of St. Vincent de Paul during the Year 1874.

Names of the Departments.	Work to order.		Work for the Penitentiary.		Total.
	Materials.	Work.	Materials.	Work.	
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Mason's department			1,476 97	952 80	2,439 77
Carpenter's “	18 76	36 45	2,486 46	869 39	3,411 06
Blacksmith's “	29 09	47 91	1,004 69	1,884 54	2,966 23
Shoemaker's “	287 28	173 67	957 67	494 67	1,853 29
Tailor's “			7,249 88	1,322 62	8,572 50
Baking “			2,094 00	175 20	2,269 20
Brickmaking “			423 30	225 60	648 90
Farm “			148 00	2,627 30	2,775 30
					\$24,936 25
		Mean of manual labour.	Number of days Work.	Rate.	
				\$ cts.	
Bakery		3	1,005	0 40	402 06
Wash house		3	915	0 40	366 00
Stables and yard		4	1,460	0 30	438 00
Wood cutters.....		10	3,050	0 25	762 50
Internal work in the eating hall, kitchen, cellars, dormitories, attending the lamps		14	5,040	0 20	1,008 00
Drying house		1	305	0 20	61 00
Hospital		1	365	0 30	109 50
Assistant store keeper		1	275	0 40	110 00
Inspector of halls.....		2	730	0 40	292 00
					\$28,485 25

(Translation.)

SCHOOLMASTER'S REPORT.

ST. VINCENT DE PAUL,
31st December, 1874.

GENTLEMEN:—I have the honor to lay before you the Report of the Schoolmaster for the year which has just passed.

Instead of teaching all the prisoners together, as was the habit formerly, it has been ordered that only one half should come to the school at one time, so that each prisoner only attends school every second day. By this means the attendance being less numerous, it is easy to obtain better order in the school and to teach with greater success.

Eighty-four prisoners in all attend school regularly, seventy-four Roman Catholics and ten Protestants. Of this number thirty-two learn arithmetic, from the simple rules up to the compound rules, inclusive.

Forty-four can read fluently and write, and forty can spell more or less perfectly.

Each prisoner is at liberty to learn French or English as he chooses. It is understood that it is those who do not know how to read or write at all, or who at least do not know how to do so sufficiently well who are authorized to attend the school. It is so in the case of arithmetic, those who know it reasonably well, do not as a general rule attend the school.

This ignorance on the part of those who attend the classes renders more arduous the task of instruction, especially as respects the men, the greater part of whom are of rather an advanced age, and have not in general much aptitude for intellectual work.

Generally the conduct in school has been good enough.

It is very seldom that there has been a necessity for reporting for bad conduct. Moreover, the Chaplains and Warden, who watch over and often visit the school, are able to state how it stands with reference to the progress made in this important branch of instruction which is offered in the Penitentiary.

I have the honor to be, Gentlemen,

Your very humble servant,

(Signed,) L. M. LEFÈVRE,

Teacher.

To the Directors of Penitentiaries.

**SUMMARY of Real Estate of the St. Vincent de Paul Penitentiary as on
31st December, 1874.**

	\$	cts.
Warden's house and premises.....	10,000	00
Quarries.....	18,000	00
Brick house and premises.....	2,000	00
Engine-house, sewers, drains and appurtenances.....	9,000	00
Wharf.....	400	00
62½ acres of land at \$25.00 per acre.....	1,562	50
<i>Buildings on the land last mentioned.</i>		
Stone house.....	1,600	00
Shed formerly used as Carpenter's shop.....	150	00
Stone-cutters' shed.....	100	00
Blacksmith's and Carpenter's shop.....	1,600	00
Penitentiary buildings.....	173,000	00
Barns, stables and sheds.....	2,000	00
Shoemakers' and Tailors' shops.....	1,200	00
Bakery.....	450	00
Privies.....	100	00
Ice-house.....	75	00
Prison wall and towers.....	7,500	00
Farm wall and fences.....	1,000	00
Bridge.....	250	00
Architect's office.....	75	00
Night-watchman's box.....	40	00
1 Terrace of 8 houses for guards (unfinished).....	7,500	00
	\$237,602	50

(Signed,) H. BRODIE MACKAY, } Valuators.
 " ELZÉAR DAGNEAULT, }

**SUMMARY of Department Stock in the St. Vincent de Paul Penitentiary as
on 31st December, 1874.**

	Folio.	\$	cts.
Accountant's office.....	1	116	28
Armory.....	3	2,135	43½
Bakery.....	4	200	05
Blacksmith's shop.....	6	8,349	49
Brickyard.....	14	730	30
Catholic Chapel and Library.....	15	1,363	36
Carpenter's shop.....	19	2,528	85
Chief Keeper's office.....	25	18	72
Deputy Warden's office.....	26	127	00
Engine-house.....	27	46	99
Farm.....	28	5,136	62
Hospital.....	32	778	85
Protestant Chapel and Library.....	36	209	60
Real estate.....	37	237,602	50
Shoe shop.....	38	225	63
Steward's department.....	42	11,218	74
Storekeeper's department.....	67	5,458	30
Stone-cutters' do.....	74	4,189	58
School.....	77	109	63
Tailor's shop.....	78	900	65½
Warden's and Directors office.....	81	318	60
		\$281,765	18

(Signed,) H. BRODIE MACKAY, } Valuators.
 " ELZÉAR DAGNEAULT, }

EXPENDITURE.

THE Dominion of Canada in account with the St. Vincent de Paul Penitentiary for the Year ending 31st December, 1874.

Dr.

CR.

1874.		\$	cts.	1873.		\$	cts.
July 6.....	To amount of bank draft in favor of the Honorable the Receiver General, being balance of contingent account on hand, on the 30th June, 1874.....			December 31.....	By Balance on hand.....	219	41
December 31.....	To Army.....	27		January 5.....	Officers' pay list for December, 1873.....	2,416	54
	To Brickyard.....	63	10	" 19.....	Warrant to pay Nov. 1873, accounts.....	3,253	49
	To Chapel, Roman Catholic.....	625	52	" 19.....	Warrant to pay Dec. 1873, accounts.....	2,945	07
	To Clothing.....	347	81		Warrant to refund disbursements in December, 1873.....		
	To Carpenter's shop.....	154	42	February 5.....	Officers' pay list for January, 1874.....	280	59
	To Chapel, Protestant.....	4,271	62	" 5.....	Supplementary pay list.....	2,416	54
	To Convicts travelling allowance.....	384	51	March 2.....	Officers' pay list for February, 1874.....	71	85
	To Conveyance of convicts.....	17	05	" 13.....	Warrant to pay Jan. 1874, accounts.....	2,416	54
	To Escaped convicts.....	587	00	" 13.....	Warrant to refund disbursements in January 1874.....	1,703	64
	To Furniture.....	121	48	" 26.....	Warrant to pay Feb. 1874, accounts.....	209	32
	To Farm.....	434	88	" 26.....	Warrant to refund disbursements in February 1874.....	5,032	11
	To Freight and cartage.....	1,133	84		Officers' pay list for March, 1874.....	132	08
	To Fuel.....	2,225	97	April 4.....	Warrant to pay March, 1874, accounts.....	2,443	71
	To Laundry.....	2,792	38	" 29.....	Warrant to refund disbursements in March, 1874.....	1,958	00
	To Light.....	49	51	" 29.....	Officers' pay list for April 1874.....	199	60
	To Library.....	275	04	May 6.....	Warrant to pay April 1874 accounts.....	2,443	71
	To Medicines and medical comforts.....	187	00	" 22.....	Warrant to refund disbursements in April, 1874.....	1,525	07
	To Prison buildings.....	446	15	June 12.....	Officers' pay list for May, 1874.....	109	51
	To Postage and telegrams.....	6,553	55	" 30.....	Warrant to pay May 1874 accounts.....	2,416	54
	To Printing and advertising.....	97	50	July 3.....	Officers' pay list for June, 1874.....	3,433	82
	To Maintenance.....	31	92	" 24.....	Warrant to pay June 1874 accounts.....	2,379	04
	To Rent.....	6,182	27	" 30.....	Warrant for retiring gratuity to John Groves.....	5,248	53
	To Rations.....	175	17	August 31.....	Accountable warrant.....	750	00
	To Salary.....	2,617	58	" 3.....	Officers' pay list for July, 1874.....	500	00
	To Shoe shop.....	29,144	67	" 24.....	Warrant to pay July 1874 accounts.....	2,379	04
	To Tailor's shop.....	15	70	" 25.....	Warrant to refund disbursements in July, 1874.....	2,888	90
	To Travelling expenses.....	1	40				
	To Tobacco.....	41	53				
	To Tools.....	147	42				
	To Valuation.....	287	40				
	To Organization.....	60	00				
		-10,284	86				

Quarry.....	249 02	September 1.....	Officers' pay list for August 1874	2,337 38
Retiring gratuity	750 00	26.....	Warrant to pay August 1874 accounts ..	4,818 79
Balance	253 23	October 1.....	Officers' pay list for September, 1874.....	2,358 22
		8.....	Warrant to refund disbursements in August, 1874	266 52
		November 6.....	Officers' pay list for October, 1874.....	2,445 70
		25.....	Warrant to pay Sept. 1874, accounts ..	2,531 50
		25.....	Warrant to refund disbursements in September, 1874.....	125 96
		27.....	Supplementary pay list for Sept. 1874.....	17 25
		30.....	Warrant to pay Oct. 1874, accounts	1,759 87
		30.....	Warrant to refund disbursements in October, 1874.....	89 63
		December 14.....	Officers' pay list for November, 1874	2,493 37
	\$69,153 62	31.....	Balance on hand.....	\$69,153 62
				\$253 23

February 7.....	To amount of bank draft in favor of the Honorable the Receiver General.....	83 64	Shoe shop.....	346 84
March 9.....	do	100 30	Tailor's shop.....	21 20
April 27.....	do	31 85	Blacksmith's shop.....	43 15
May 27.....	do	21 57	Carpenter's shop.....	54 27
June 11.....	do	24 53	Farm.....	44 00
July 3.....	do	88 01	Convicts labor.....	11 80
August 6.....	do	32 55	Stone-cutters.....	7 50
September 23.....	do	22 18	Bakery.....	1 65
November 27.....	do	77 70	Organization.....	100 50
December 7.....	do	39 86	Fine.....	14 58
1875. January 14.....	do	133 30	Rent.....	10 00
		\$655 49		\$655 49

R E V E N U E.

THE Dominion of Canada in account with the St. Vincent de Paul Penitentiary for the Year ending 31st December, 1874

55 DR.

CR.

E. & O. E. (Signed,) H. BRODIE MACKAY, Accountant.

St. Vincent de Paul, P. Q., 14th January, 1875.

STATEMENT of Debts owing to the St. Vincent de Paul Penitentiary as on
31st December, 1873, and as on 31st December, 1874.

	1873.	1874.
	\$ cts.	\$ cts.
Julien Sentenne.....		0 71
*James Blain.....		0 90
Dr. F. Z. Tasse.....		56 94
*Célestin Sigouin.....		0 25
*H. B. Mackay.....		2 97
*Elzéar Dagneault.....		3 54
*Michael Kerrigan.....		2 58
*J. B. Désouneau.....		3 94
*John Brière.....		1 42
*Onésime Sigouin.....		0 40
*John Lynch.....		4 06
Brother Perrier.....	9	
Ferdinand Chartrand.....		0 64
*John McDermott.....		0 25
*Télesphore Ouimet.....		0 70
*Robert Corby.....		2 62
*Edward Maher.....		2 57
Pierre Gadbois.....	3 50	
F. X. Prieur.....		48 11
*Etienne Langlois.....		0 30
Ludger Desjardins.....		9 50
*Leandre Mazuret.....		1 95
*William Mackay \$11.50.....		59 45
*Alphonse Dequoy.....		1 97
Olivier Herbert.....	3 53	
Rev. Jos. W. Leclerc.....	21 86	169 82
*J. B. Gauthier.....		0 92
*Jean Vaudry.....		1 20
Joseph Désouneau.....	4 00	
Jean B. Auclair.....	8 00	8 00
Jean B. Manseau, Sen.....	4 00	
F. X. Auclair.....		10 00
B. Z. Tardif.....	3 00	3 00
Louis Fortier.....	2 00	2 00
Benjamin Sigouin.....	1 75	
Moïse Roger.....	1 75	
*Rev. J. Allan.....		0 10
E. H. Lemay.....		6 00
*Auguste Leduc.....		5 90
Joseph Perrault.....		25 15
Auguste Couillard.....		3 00
Louis Paré.....		6 74
*Joseph Demers.....		0 18
Joseph Lavergne.....		1 98
Sylvester Prévost.....		0 44
C. E. Germain.....		9 50
John Kelly.....		4 51
Providence Nunnery.....		3 27
Cyrille Bisson.....		4 00
William Workman.....		4 25
William Clendenning.....		115 04
J. D. Pelletier.....	31 20	85 51
Total.....		\$676 31

*Since paid

E. & O. E.

(Signed,) H. BRODIE MACKAY,
Accountant.

ST. JOHN PENITENTIARY.

WARDEN'S REPORT

ST. JOHN PENITENTIARY,
January, 1875.

GENTLEMEN,—I have the honor to submit to you the following Report of this Prison for the year 1874.

I was inducted Warden on the 31st day of October last by acting Chairman Director J. W. King, Esq. On my induction the late Warden, Mr. Quinton, gave up the two offices on the first flat of the warden's residence. Mr. Quinton finally moved on the 19th of November, when I took possession of the whole house.

I cannot give as full a report as I would do had I been here the whole year, for ten months of it I can only speak from the books and records as I find them.

Since I was inducted the medical officer has been very prompt and attentive, visiting the prison once every day, having some very difficult cases to deal with; this is accounted for by there being such a large proportion of vagrants and drunkards brought here with all the ailments that such persons are liable to.

The Chaplains have been faithful and attentive in the discharge of their duties.

The Keepers are faithful and attend to their respective charges and departments and to the work generally as well as men can. I have not a single complaint against either of them.

The Guards are always ready for duty and do it well.

A well was dug last fall in the female prison yard, which supplies plenty of wholesome water. This water is led into the female prison by a pipe and force pump. This is a great improvement.

After taking charge of this Penitentiary I was shown a piece of land outside of the prison yard in its natural state, covered with woods and brush. This is part of the Penitentiary land. I at once saw the necessity of clearing this up and preparing it for cultivation. This I could not do without the aid of another guard or overseer, so I employed an extra guard, who I sent out there with a number of prisoners. He has cut down all the trees and brush and stumped a large piece of it. If I am allowed this extra help I intend to fence and cultivate the whole or most part of this hitherto waste land the coming spring.

I can see no reason why we cannot produce as many vegetables here as are required for the use of the prisoners from year to year.

The daily average number of male prisoners for 1874 was 77½, and females 17.

In conclusion, Gentlemen, I must give my most sincere thanks to Chairman Director J. W. King, Esq., who gave this Institution his undivided attention while he remained in St. John at the time of my induction, and also for the very valuable and useful instructions given to me.

I have the honor to be, Gentlemen,

Your obedient servant,
(Signed,) CHARLES KITHUM,
Warden.

To the Directors of Penitentiaries.

SURGEON'S REPORT.

ST. JOHN PENITENTIARY,
December 31st 1874.

GENTLEMEN,—I beg to report that the health of this prison for the year just closed has been fair. There has been no epidemic or contagious disease among the prisoners. Two deaths occurred, both females, both sent from the police office as common vagrants, and both, when admitted, nearly *moribund*; one, Catherine Fox,

aged 68, died 36 hours after admission of passive congestion of the lungs; the other, Margaret McVay, aged 69, died 28 days after admission of chronic diarrhoea. I may state that nearly, if not all, the short time prisoners are diseased—delirium tremens, syphilis, and that impaired condition of the system which is the result of hard drinking, and poor food are constantly here and presented for treatment, while as fast as one batch is cured another is admitted. Taking the prisoners as a whole, I find that the prevailing tendency is to pulmonary disease, and quite a number who are now at work require to take those remedies which are found most efficacious in arresting its development. When all these things are considered, it seems to be an absolute necessity to provide a hospital of some kind if the health of this prison is worth a thought. The following table will show the number of cases treated during the year.

I have the honor to be, Gentlemen,

Your most obedient servant,

(Signed,) JOHN BAXTER, M.D.,

Surgeon to the St. John Penitentiary.

To Messrs. King, Prieur & Moylan,

Directors of Penitentiaries for the Dominion of Canada.

ANNUAL RETURN of Cases treated in Hospital, St. John Penitentiary, for the Year ending December 31st, 1874.

Disease.	Remained.	Admitted.	Discharged.	Died.	Remaining.
Abscess		6	6		
Boils.....		4	4		
Bronchitis.....	4	30	30		
Contusion.....		8	8		
Congestion of lungs.....		4	3	1	
Debility.....		26	22		4
Delirium Tremens.....		8	8		
Diarrhoea.....		16	15	1	
Fistula in Ano.....		1			1
Frostbite.....		1	1		
Heart Disease.....		1	1		
Hæmorrhoids.....		2	2		
Influenza.....		22	22		
Lumbago.....		24	24		
Mania.....		1	1		
Neuralgia.....		6	5		1
Ophthalmia.....		7	7		
Phthisis.....		1			1
Rheumatism.....		14	14		
Scrofula.....		8	6		2
Sprain.....		2	2		
Syphilis.....	4	18	16		2
Syphilitic Nitis.....	2	6	5		1
Ulcers.....	1	4	3		1
Wounds.....		7	6		1
	11	227	211	2	14

(Signed,) JOHN BAXTER, M.D.,
Surgeon to the St. John Penitentiary.

CATHOLIC CHAPLAIN'S REPORT.

ST. JOHN, N.B.,
February 4th, 1875.

GENTLEMEN,—It is a source of great satisfaction to be able to state in this annual report for the year 1874 that the conduct of the convicts under my pastoral care during the different religious exercises has been most satisfactory. Divine service is held every Sunday, and it is a gratifying feature of the good disposition of the convicts to see them always anxious to attend with piety and reverence at all those religious exercises, and showing a sincere desire to profit by them. The practical instruction given at each Sunday seems to make a deep impression on the minds of those fallen Christians who are found for the most part to perish for want of religious teaching and moral training.

The officers of the Institution congratulate themselves on the good will and respectful obedience manifested by the convicts in the discharge of their daily work and different exercises.

I am happy to state that the best of feelings exist between every nationality and creed, each one endeavouring to improve himself according to the dictates of his conscience without interfering with, or being interfered by, others. I set a great value on this good understanding, which renders more easy and more agreeable the duties of the Chaplain, and which renders also his work more beneficial.

The uniform kindness of the Warden, and of the officers under him, towards me, enables me to perform my duties with pleasure and satisfaction.

The library contains yet but very few books, which have been each read over many times by the convicts. And as there is a general taste for reading and a great wish for getting new books, I applied to the Warden who very kindly promised me to give me the balance of money voted for the Catholic Library, and which for the moment will enable me to get a sufficient number of volumes.

I have the honor to be, Gentlemen,

Your very humble servant,
(Signed,) JOSEPH MICHAUD, Priest,
Catholic Chaplain of the St. John Penitentiary.

To the Directors of Penitentiaries
for the Dominion of Canada, Ottawa.

PROTESTANT CHAPLAIN'S REPORT.

ST. JOHN, N. B.,
January 1st, 1875.

GENTLEMEN,—I have to report that through another year I have been enabled to discharge all the duties of my office. In most respects the experience of one year is so like that of another as to supply scanty materials for a Report. And yet I wish to refer to a few things.

The behaviour of the men at church, both on Sundays and on Wednesdays, has been good; but I must say it has been so under disadvantageous circumstances.

The place where divine service is celebrated is in fact the eating room, and it is impossible to forget this even when engaged in worship. The law of the association of ideas will assert itself. Reverence for sacred things is almost inevitably diminished when prayer-books and bibles are laid on the same tables from which breakfast or dinner has just been removed. I do hope, therefore, that before long a suitable room will be provided, to be used exclusively for worship, and fitted up in harmony with the use to which it is appropriated.

I desire to express my gratification at the interest which our recently appointed Warden takes in our services. His presence and superintendence are a great benefit, and I feel assured that we shall co-operate with perfect harmony.

The \$40 you kindly voted for library books I have taken some pains to spend wisely. The books which I purchased were all of them either published by the Society for Promoting Christian Knowledge or sanctioned by that Society. In making the selection I tried first to get such books as would prove interesting, so that the men might be induced to read them, and then that each book should have some moral or religious teaching, so that its readers might be the better for perusing it. I spent much time in examining a large number of books, and I do hope the volumes selected will prove both interesting and useful to the readers.

There has been no death this year among the men, and no serious illness, except in the case of one man, William Cheeney, who is now in hospital, very sick, prematurely old, and not likely to be restored to health. I have of course attended him, and shall continue to do so, with (I hope) good results.

I remain, Gentlemen,

Very respectfully yours,

(Signed,) GEO. SCHOFIELD,

Protestant Chaplain of the St. John Penitentiary.

To the Directors of Penitentiaries.

SCHOOLMASTER'S REPORT.

ST. JOHN PENITENTIARY,

January 1st, 1875.

GENTLEMEN,—I have the honor to lay before you my Report of the Educational Department of this Institution.

Total number on Register,.....	21
" " at present,.....	21
Religion—Protestant, 10, Roman Catholic, 11,.....	21
Average daily attendance,.....	21
Nationality—N. B., 14; Irish, 3; P. E. I., 1; Quebec, 1; French, 2, 21	
Branches taught—Reading, writing, and arithmetic.	
Hours of Session—12.20 p.m. to 1 p.m.	

I respectfully beg leave to state that since my appointment I have been—except for a short interval—teaching the school four days in the week, and I have much satisfaction in saying that the pupils evince a great desire to learn, and I, on my part, do all in my power to assist them in their studies; so that when they return to the outside world they may become good and useful members of society.

I have also under my charge the Protestant and Roman Catholic Libraries. In order to regulate this department I have kept a register in which are noted the title of the book, the date of its delivery, to whom delivered, and also the date of its return. By these means I am enabled to tell whether a book has been kept or destroyed, and if so by whom. I shall not at present comment on the remuneration for these duties.

I remain, Gentlemen,

Yours respectfully,

(Signed,) D. BURKE,

Chief Keeper and Acting Schoolmaster.

To the Directors of Penitentiaries.

MATRON'S REPORT.

ST. JOHN PENITENTIARY,

1st January, 1875.

GENTLEMEN,—I have the honor to make this my annual report of the Female Department for the year 1874. Number of prisoners on the 31st December, 1873, 15; on the 31st December, 1874, 15. During the year the daily average has been 17, all short time prisoners except one convict admitted in June. There has been two

deaths in October. They were admitted on the 30th of September. One died October 2nd, and one on the 28th. Both were old and infirm. All have been employed in the following manner:—Made during the year for male prisoners 219 pairs of yellow and brown woollen trowsers; 61 do. vests; 52 jackets; 55 shirts; 127 white flannel shirts; 110 do. drawers; 8 gray shirts; knit 93 pair socks; 22 bed ticks; 104 pillow ticks; 108 pillow cases; 25 bath towels; repaired shirts, drawers, and socks every week when washed; 6 dozen of conduct stripes made for male prisoners; for female prisoners 79 jackets; 89 skirts; 52 chemises; 20 bed ticks; 25 pillow cases; knit 8 pairs of stockings; house-work, cooking and washing for themselves and male prisoners. Their conduct has been good.

Respectfully your obedient servant,
 (Signed,) CATHERINE KEEFFE.
Matron.

To the Directors of Penitentiaries.

INVENTORY OF CLOTHING AND BEDDING IN FEMALE PRISON.

24 woollen skirts, 14 woollen jackets, 32 blue cotton skirts, 42 blue cotton jackets, 57 chemises, 17 pair shoes, 44 bed ticks, 25 pillows, 76 sheets, 49 blue blankets, 35 white blankets, 37 pillow cases, 7 pillow ticks, 18 small, towels, quilts.

(Signed,) CATHERINE KEEFFE.
Matron.

STATISTICS OF ST. JOHN PENITENTIARY.

TABLE No. 1.

	Males.	Females.	Total
PRISONERS, convict and common, in prison on the 1st January, 1874.....	89	15	104
Admitted during the year	218	69	287
Total.....	307	84	391
Discharged within the year.....	218	67	285
Died within the year.....	.....	2	.....
Remaining 31st December, 1874.....	89	15	104
Total.....	307	84	389

TABLE No. 2.

SENTENCES of prisoners in prison, 31st December, 1873:—

<i>Convicts.</i>		<i>Common.</i>	
For life.....	1	For 18 months.....	4
20 years.....	1	12 ".....	14
12 ".....	2	9 ".....	2
6 ".....	1	6 ".....	19
5 ".....	3	2 " and 40 days.....	2
4 ".....	3	3 ".....	3
3 ".....	10	2 ".....	24
2 ".....	15		
	36		68
Total.....	.....	.....	104

TABLE NO. 3.

EDUCATION and religious profession of prisoners, convict and common, in prison,
on the 31st December, 1874.

<i>Religions.</i>	Males.	Females.
Protestant.....	43	8
Roman Catholic.....	46	7
Total.....	89	15

<i>Education.</i>	Males.	Females.
Can read and write.....	49	3
Can read only.....	11	3
Cannot read.....	29	9
Total.....	89	15

TABLE NO. 4.

CONVICTS sentenced, two years and upwards in prison, on the
31st December, 1873.

	Males.	Females.
Remaining 31st December, 1873.....	31	...
Admitted during the year.....	18	1
Total.....	49	1
Discharged during the year.....	14	...
Remaining 31st December, 1874.....	35	1

TABLE NO. 5.

CONVICTS, their nationality, religious profession and education, in prison
31st December, 1874.

Canadian.....	27
Irish.....	7
Scotch.....	1
United States.....	1
Total.....	36

<i>Religious Profession.</i>	
Protestant.....	22
Roman Catholic.....	14
Total.....	36

<i>Education.</i>	Males.	Females.
Can read only.....	4	...
Can read and write.....	24	1
Cannot read and write.....	7	...
Total.....	35	1

OFFENCES of the above; and with reference to length of sentence as stated of
"Convicts" in Table No. 2.

Murder	1
Manslaughter.....	3
Rape.....	2
Robbery	3
Larceny.....	16
Burglary.....	2
Doing grievous bodily harm.....	3
Arson	1
Getting goods under false pretences.....	1
Maliciously burning.....	1
Assault.....	2
Bigamy	1
Total.....	36

TABLE No. 6.

COMMON prisoners in prison 31st December, 1874, their nationality, offences, &c.,
with reference to Table No. 2, which gives their term of imprisonment.

Canadian.....	41
Irish.....	16
United States.....	5
Scotch	2
German.....	2
English.....	2
Total.....	68

Of these, 54 are males and 14 females.

Offences.

Stealing	12
Larceny	11
Assault.....	5
Vagrancy.....	37
Disorderly house.....	1
Misdemeanor.....	1
Arson	1
Total.....	68

TABLE No. 7.

The daily average number of prisoners, convict and common, throughout the
year 1874, is:—

Of Males.....	77½
Of Females.....	17

TABLE No. 8.

CONVICTS in Prison on the 31st December, 1874, their names, age and date of sentence. For length of sentence, see Table No. 2. Nationality and offences, Table No 5.

Name.	Age.	Date of Sentence.
James Kay	68	22nd July, 1865.
Robert D. Davis	46	1st November, 1870.
John Driscoll.....	24	1st do
John Gribben.....	25	22nd August, 1871.
John Cairns.....	23	29th July, 1872.
Francis McBrine	44	9th December, 1872.
Charles Mulbolland.....	22	11th November, 1872.
James Foley	46	7th May, 1873.
Juvenal Pettiepau.....	20	21st June, 1873.
John Murphy.....	19	22nd July, 1873.
Robert Barclay.....	21	15th September, 1873.
Gabriel Garneau.....	30	25th do
Robert Boyle	51	2nd October, 1873.
Zera Hoyt.....	26	2nd do
Job Murphy	44	31st do
John Clifford.....	39	6th December, 1873.
Joseph Floyd.....	31	9th do
John Fleming	47	30th April, 1874.
Charles Neptune.....	18	21st May, 1874.
John Dixon	18	21st do
Joseph Watson	35	22nd do
William Cheney.....	60	12th June, 1874.
Ellen Cheney.....	30	12th do
Reuben White.....	19	3rd August, 1874.
Timothy McDermott.....	36	10th do
John Lafferty	27	10th do
John Hicks.....	20	21st do
James McCann.....	23	5th October, 1874
Witfield Nelson.....	39	5th do
James McGarvy.....	33	13th do
James Whitcross.....	31	26th do
William Agnew.....	45	3rd November, 1873.
Samuel McCracken	20	3rd do
Alfred Addison.....	23	3rd do
William Bateman.....	50	7th do
George Blair.....	40	7th do

TABLE No. 9.

PRISONERS, convict and common. Number of days employed during the year.

On account of manufactures.....	13,066 days
„ maintenance.....	9,292 „

TABLE No. 10.

STATE of Manufactures, St. John Penitentiary from 1st January to 31st December, 1874.

	\$	cts.	
Stock on hand 31st December, 1874	17,278	96	
Sales of manufactures including lumber taken from manufactures, and used for buildings and repairs, valued at \$200	22,150	48	\$39,429 44
Expended for materials, &c., on account of manufactures during the year 1874.....	17,722	63	
Stock on hand 31st December, 1873	19,037	27	
Balance in favor of manufactures.....	2,689	54	\$39,429 44

SALES OF MANUFACTURES.

Month.	Cash.	Charged.	Total.	—
	\$	\$	\$	
	cts.	cts.	cts.	
January	221	455	676	
February	388	584	973	
March	326	1,755	2,081	
April.....	445	4,148	4,593	
May	619	2,692	3,311	
June	441	2,586	3,027	
July	344	1,220	1,565	
August.....	304	716	1,021	
September.....	168	883	1,052	
October	282	1,207	1,490	
November	234	937	1,172	
December	206	778	985	
Add.....			200	
	\$3,982	\$17,967		\$22,150 48

(Signed,) GEO. S. FOSTER,
Accountant.

(Signed,) CHAS. KITCHUM,
Warden.

PARTICULARS of Expenditure for Manufactures in 1874, considered in connection with Table No. 10.

	\$	cts.	
Lath yarn.....	53	17	
Tacks and twine.....	303	28	
Paint and oil.....	1,633	83	
Lumber	4,887	19	
Broom corn.....	6,218	86	
Machinery oil and belting.....	338	58	
Machinery and repairs.....	175	82	
Brimstone.....	42	66	
Hardware for manufactures.....	336	59	
Wire and rivets.....	506	15	
Hoop iron.....	2,988	25	
Fuel, proportion of.....	238	25	
			\$17,722 63

TABLE No. 11.

VALUATORS' Estimate of Buildings, Steam Engine, Machinery, &c., &c.

	\$	cts.	
Granite building, male prison.....	61,101	00	
Females' prison, brick building.....	9,600	00	
Workshop and boiler-house, brick.....	7,448	00	
Warden's and Guards' quarters, brick.....	11,746	00	
Steam engine, machinery, &c., &c.....	10,356	00	
			\$100,251 00

N. B.—Forty acres, more or less, of land safe value for \$106 per acre.

HALIFAX PENITENTIARY,

WARDEN'S REPORT.

HALIFAX PENITENTIARY,

January, 1875.

SIR,—In presenting my annual report for the year 1874, it gives much pleasure to inform you that the affairs of the prison have progressed greatly to my satisfaction during the past twelve months. The officers generally have been faithful and attentive in the discharge of their duties.

The conduct of the prisoners, one or two cases excepted, has been very praiseworthy indeed. They have been, as a whole, industrious and well-behaved, and careful in giving neither trouble nor annoyance to the keepers. The beneficial effects of the gratuities and good-conduct stripes have been very marked; and tend materially to produce an emulation for the obtaining the substantial reward, as well as the badges of distinction. These favors, together with the religious instruction which they receive, their school privileges, and the much prized boon of the General Library, have conduced in a remarkable degree to their well-being in every respect.

The exceptional cases alluded to above have narrowed down to two individuals who, however, only afflict themselves, as their example has no evil effect on their fellow-convicts, who invariably shun their society as much as possible.

An abortive attempt at escape was made by a farm hand in September last, who was caught before he left the premises, being discovered hid away in the barn, whence he was removed to close confinement, where he received the punishment due to his indiscretion.

As in last year the earnings of the prison have been almost entirely confined to the broom and shoemaking departments. The latter has done very well, considering the number of hands employed, and the amount of unpaid labor performed for the inmates.

The great loss incurred through the damaged and broken condition of the first large lot of brush has told seriously on the operations of this important branch of our industry. The estimated loss, marked in the statement of "Expenditure and Revenue," I consider within the actual deficiency, a large quantity of the corn being rejected by the master broom-maker as totally unfit for manufacturing. However, the last lot received is of much better quality, and arrived in something like creditable shape; and I hope that the current year will show a more encouraging result than presented in that of the past.

The lack of proper storage for the manufactured article which has accumulated during the last three or four months is seriously felt, the only place available being the vacant cells, where the broom soon depreciates in value from the depredations of the mice and mildew. We have had to fill the upper part of the bath house with brush, where it suffers considerably from the sea damp, to which it is unavoidably exposed.

Considerable work has been done on the farm in breaking up and clearing the land. We have also completed our wharf, and constructed a substantial and convenient boat-house for the handsome boat which was built during the summer months by one of the prisoners.

I would only refer to the necessity which still exists for raising the outer prison wall facing the sea, which you already know and appreciate.

Hoping the foregoing will be satisfactory,

I have the honor to be, Sir,

Your obedient servant,
(Signed,) ROBERT DONKIN,

Warden.

James W. King, Esq.,
Chairman of Directors of Penitentiaries, &c., Ottawa.

EXPENDITURE FOR 1874.

Dominion of Canada in account with Halifax Penitentiary.

DR.

CR.

1874.	—	\$ cts.	1874.	—	\$ cts.
	To balance.....	567 32			
January...	To outlay for this month...	520 83	Jan. 12..	By warrant	562 45
February..	“ “ “	493 07	Feb. 13..	“ “	506 21
March.....	“ “ “	774 09	March 12..	“ “	425 57
April.....	“ “ “	420 14	April 14..	“ “	745 51
May.....	“ “ “	463 49	“ 14..	“ “	115 57
June.....	“ “ “	434 83	May 13..	“ “	390 61
“	To refund.....	108 96	June 25..	“ “	452 73
July.....	To outlay for this month...	656 91	July 23..	“ “	384 08
August.....	“ “ “	715 59	“ 25..	“ “	200 00
September	“ “ “	1,018 18	Aug. 18..	“ “	656 91
October	“ “ “	7,222 62	Sep. 7..	“ “	17 61
November	“ “ “	1,020 24	“ 7..	“ “	697 98
December.	“ “ “	783 48	Oct. 10..	“ “	21 38
“	To refund.....	387 15	“ 10..	“ “	996 80
“	To salaries for 1874.....	8,779 12	“ 19..	“ “	311 35
			Nov. 9..	“ “	1,150 00
			“ 16..	“ “	39 78
			“ 14..	“ “	5,784 88
			Dec. 16..	“ “	1,301 90
			“ 16..	“ “	42 10
				By acct. of pay list for 1874	8,712 46
				By officers back pay.....	66 66
				By balance.....	783 48
		\$24,366 02			
	To balance	\$783 48			\$24,366 02

(Signed,) JNO. F. COTTON, Accountant.

REVENUE FOR 1874.

Receiver-General in account with Halifax Penitentiary.

DR.

CR.

1874.	—	\$ cts.	1874.	—	\$ cts.
	To deposit for this month..	354 35	Dec. 31..	By balance.....	1,658 05
January...	“ “ “	647 10		By Broom department.....	7,477 63
February..	“ “ “	590 61		“ Shoe “	1,213 18
March.....	“ “ “	310 95		“ Carpenter “	12 05
April.....	“ “ “	537 40		“ Blacksmith “	85 93
May.....	“ “ “	1,009 44		“ Mason “	93 60
June.....	“ “ “	1,001 64		“ Farm “	45 60
July.....	“ “ “	1,416 09		“ Convict labor.....	14 50
August....	“ “ “	818 90		“ Military prisoners.....	138 75
September	“ “ “	657 53			
October ...	“ “ “	538 05			
November	“ “ “	645 45			
December.	“ “ “	2,211 78			
	To balance.....	\$10,739 29		By balance.....	\$2,211 78

ACCOUNTS DUE HALIFAX PENITENTIARY, 31ST DECEMBER, 1874.

To Broom-making Department.....	\$1,963 71
To Shoemaking “	230 17
To Sundry petty debts.....	17 90

\$2,211 78

(Signed,) JNO. F. COTTON, Accountant.

**ABSTRACT of Earning and Expenditure of the Broom and Shoe
Departments for 1874.**

BROOM DEPARTMENT.

DE.		\$ cts.	CR.	
To Estimated value of Brooms, Brush and other material on hand, December 31, 1873.....		7,153 80	By deposit in Bank of Montreal to credit of Receiver General 1874	5,513 92
Apparatus and tools.....		278 61	Amount of unpaid accounts.....	1,963 71
Cost of material, freight and truckage for 1874.....		8,165 47	Value of Brooms on hand.....	1,236 50
Balance.....		855 51	do Brush, 74,008 lbs., 8½cts..	6,290 68
			do Handles, 4,200 at 2cts.....	84 00
			do Sundry material	83 33
			Apparatus and tools.....	281 25
			Estimated loss in Brush.....	1,000 00
		\$16,453 39		\$16,453 39
			By balance.....	\$855 51

SHOE DEPARTMENT.

DE.		\$ cts.	CR.	
To Estimated value on hand, December 31, 1874.....		42 80	By deposit in Bank of Montreal to credit of Receiver General, 1874.....	983 01
Cost of material for 1874.....		832 53	Unpaid accounts.....	230 17
Balance		629 05	Prison work.....	281 50
			Material on hand.....	9 70
		\$1,504 38		\$1,504 38

(Signed,) JNO. F. COTTON,
Accountant.

STATEMENT of the Money Value of Unpaid Labor, and product of Farm, appropriated to use of Penitentiary in 1874.

Carpenters' Department.....		\$ cts.	163 45
Blacksmith "			90 27
Shoemakers' "			281 50
Tailors' "	620 days @ 50 cts		310 00
Masons' "	512 " "		266 00
Farm, stable, wood cutting, &c.,	1,252 " "		626 00
Orderlies' in cook-house, dining room,			
and work-house.	1,228 " "		614 00
Hall, guard room and cleaning prison.	614 " "		307 00
Female Department.	620 " 30		186 00
			\$2,834 22
Value of Hay, Potatoes, Cabbage, &c.....	150 60		
" Pork.....	638 lbs. @ 12 cts. 76 56		227 16
			\$3,061 38

ESTIMATE of Halifax Penitentiary for fiscal year 1875-76.

	\$ cts.		\$ cts.
For Oxheads.....	350 00	<i>Brought forward</i>	6,159 80
Mutton	144 00	For Shoe Department.....	1,000 00
Beef	180 00	Blacksmith Department.....	150 00
Oatmeal	75 00	Carpenter do	450 00
Barley	24 00	Broom do	8,000 00
Codfish	31 50	Mason do	200 00
Tea	40 00	Hospital do	250 00
Sugar.....	20 00	Stable and Farm Department.....	450 00
Onions.....	12 80	Office.....	200 00
Rice.....	3 80	Protestant Library.....	20 00
Pepper.....	4 80	Catholic do	20 00
Soap.....	108 00	Gratuities.....	600 00
Tobacco.....	64 00	Contingent expenses.....	800 00
Black-lead.....	7 50		
Bread	800 00		\$18,299 80
Peas	41 25		
White Beans.....	36 00		
Flour	32 00		
Herrings.....	18 00		
Molasses.....	320 00		
Vinegar.....	8 40		
Coal Oil	120 00		
Potatoes	300 00		
Salt.....	18 75		
Brushes and Scrubbers.....	50 00		
Bedding and Clothing.....	1,000 00		
Fuel	1,000 00		
Stoves and Stovepipe	500 00		
Tinware and Cutlery.....	100 00		
General Library.....	100 00		
School	50 00		
Uniforms.....	600 00		
<i>Carried forward</i>	\$6,159 80		
		<i>Salaries.</i>	
		1 Warden.....	1,000 00
		2 Chaplains, 400 each.....	800 00
		1 Surgeon.....	450 00
		1 Accountant, Clerk and Schoolmaster.....	700 00
		1 Chief Keeper and Store Keeper.....	600 00
		1 Trade Instructor.....	700 00
		4 do 500 each.....	2,000 00
		5 Guards, 400 each.....	2,000 00
		1 Messenger.....	400 00
		1 Matron.....	250 00
		Total	8,900 00
			\$27,199 80

MOVEMENTS of Prisoners in the Halifax Penitentiary, from 1st January till 31st December, 1874.

	Common Prisoners.			Convicts.			Total.
	Under 16	Over 16	Total.	Under 16	Over 16	Total.	
Remaining at midnight, 31st December, 1873, males.....		6		1	28		
Remaining at midnight, 31st December, 1873, Females.....		1	7		1	30	37
Admitted since:—							
From County Jails, males.....		1		1	13		
„ females.....		8	9			14	22
Discharged by:—							
Expiration of sentence, males.....		4			5		
„ females.....		1					
Executive clemency, males.....					1		
„ females.....							
Order Commanding Officer, males..		7	12			6	18
Remaining at midnight, 31st December, 1874, Males.....	4			1	36		
Remaining at midnight, 31st December, 1874, females.....			4		1	38	42

STATEMENT of Prisoners received in Halifax Penitentiary during 1874.

	Male.	Female.	Total.		Male.	Female.	Total.	
<i>Race.</i>					<i>Crimes.</i>			
White.....	20		23	Habitual drunkenness.....	5		23	
Colored.....	3			Insubordination and mutiny...	3			
<i>Nationality.</i>				Arson.....	2			
England.....	5		Rape.....	2				
Ireland.....	3		Larceny.....	4				
Scotland.....	1		Larceny and arson.....	1				
America.....	1		Manslaughter.....	5				
Canada.....	11		Shooting and wounding.....	1				
Jamaica.....	1							
Africa.....	1							
<i>Religion.</i>				<i>Length of Sentence.</i>				
Church of England.....	7		23	28 days)	1			
Roman Catholic.....	5			42 ")	1			
Presbyterian.....	1			84 ")	1			
Baptist.....	6			112 " } Military prisoners..	1			
Adventist.....	4			168 " }	3			
<i>Education.</i>				9 mons. }	1			
Could read and write.....	17			1 year.....	1			
Could not.....	6			2 ".....	4			
<i>Ages.</i>				2½ ".....	1			
Under 16 years.....	1			23	3 ".....	4		
From 16 to 20.....	4				4 ".....	1		
" 20 " 30.....	14				5 ".....	2		
" 30 " 40.....	3		7 ".....		1			
" 40 " 50.....			10 ".....		1			
" 50 " 60.....	1							
<i>Social Condition.</i>				<i>Trades.</i>				
Single.....	15		23	Sailor.....	1			
Married.....	7			Tailor.....	1			
Widowed.....	1			Bricklayer.....	1			
				Mason.....	1			
				Stoker.....	1			
				Laborers.....	17			
				Shoemaker.....	1			
			23					

NUMBER and Description of Punishments during 1874.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Admonished.....	2	4	1		1			3	3				14
Suspension of Privileges.....								1	2				3
Confined to Cell.....	1	2	2	4	1	1	2	5	5	1	4	1	29
													46

NUMBER of Convicts employed in several Departments, 31st Dec., 1874.

Shoemaking Department.....	13	Mason Department.....	0
Broom do	12	Dining-room, kitchen, wood cutting, farm, &c.....	10
Blacksmith do	0	In cell.....	3
Tailor do	1	Matron's Department.....	1
Carpenter do	2	Total.....	42

RETURN showing number of Days' Work done in several Departments during 1874.

Department.	Number of Days.	Department.	Number of Days.
Shomaking Department.....	2,133	Masons' Department	512
Broom do	2,133	Tailors' do	620
Carpenter do	620	Dining-room, kitchen, farm, &c.....	3,094
Blacksmith do	12	Matron's Department.....	620
		Total days	9,744

DAYS of Remission earned by Convicts discharged during 1874.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Number of days remission earned by convicts during the year 1874.	90	186	48									395	719

NOMINAL List of Convicts re-committed during 1874.

Name.	Number of Commitments.	Crime.
Samuel Hurlbert.....	Two.....	Larceny.

ABSTRACT of Inventory of Halifax Penitentiary, December, 1874.

	\$ cts.
In Warden's apartments.....	215 69
Guard-room.....	218 47
Male prison.....	1,365 55
Female prison.....	40 30
Hospital.....	85 00
Catholic Chapel.....	161 20
Protestant Chapel.....	55 80
Wash-house.....	20 50
Cook-house.....	54 38
Dining-room.....	80 48
School.....	50 00
Office, including surgical apparatus and medicine.....	679 50
Masons' Department.....	47 45
Blacksmith ".....	70 46
Shoe ".....	118 62
Carpenter ".....	180 33
Broom ".....	6,367 97
Farm ".....	1,139 60
Store.....	2,504 70
Boat.....	40 00
Architect's Appraisalment.....	83,017 00
Total.....	\$96,583 00

ARCHITECT'S REPORT.

HALIFAX, 31st December, 1874.

ESTIMATED Value or Appraisalment of the Halifax Penitentiary, with its surroundings in the Dominion of Canada.

	\$ cts.
Principal Building with its surroundings, walls, &c.....	68,577 00
10½ acres of land, \$1,100 per acre.....	11,825 00
Carpenter's shop and wash-room.....	390 00
Blacksmith shop.....	195 00
Bath-house and store-house.....	440 00
Stable and piggery.....	550 00
Cesspit outside of wall.....	250 00
Wharf and boat-house.....	790 00
	\$83,017 00

I am Sir,
 Your obedient servant,
 (Signed,) JOHN W. MARVIN,
Architect and Builder

ROBERT DONKIN, Esquire.

SURGEON'S REPORT.

HALIFAX PENITENTIARY,

December 31st, 1874.

GENTLEMEN,—I beg to report that during the past year the sanitary condition of the prison has been good; there have been in the institution no deaths, and no diseases of an epidemic or contagious nature.

There is less disposition than formerly to feign diseases or magnify slight ailments, and as a rule, resort is had to the surgeon only in cases of actual illness.

The whole number prescribed for was 133, a smaller number than for some years past. The following table contains an enumeration of the diseases treated:—

Abscess	6	Hæmoptysis	2
Anæmia	4	Hæmorrhoids.....	4
Asthma.....	3	Hernia	1
Bronchitis.....	4	Herpes	1
Catarrh.....	18	Iritis.....	1
Cardiac disease.....	1	Lumbago.....	4
Conjunctivitis	3	Pleurodynia.....	4
Constipation	6	Prurigo.....	2
Contusion	5	Rheumatic pains.....	10
Diarrhœa.....	10	Sprain.....	4
Dyspepsia.....	9	Spermatorrhœa.....	4
Dysuria.....	4	Syphilis.....	3
Epilepsy	1	Tonsillitis.....	4
Extraction of Teeth.....	2	Ulcer.....	4
Erysipelas	1	Whitlow.....	3
Febricula.....	4	Wounds.....	1

I have to thank the Warden and other officials for uniform courtesy and assistance in the prosecution of my duties.

I have the honor to be,
Your obedient servant,
(Signed,) R. S. BLACK, M.D., L.R.C.S.E.
Surgeon.

To Messrs. King, Prieur and Moylan,
Inspectors of Penitentiaries,
Dominion of Canada.

SCHOOLMASTER'S REPORT.

HALIFAX PENITENTIARY,

31st December, 1874.

SIR,—I beg to submit to you my eleventh Annual Report; and in doing so I have much pleasure in informing you that the pupils under my charge have, generally, made very good progress in their studies during the year.

As a whole their conduct and application have been praiseworthy, as well as profitable to themselves.

There are 24 on my school list. Of these there are—

White	18
Colored.....	6
Total.....	24
Can read, write and cypher.....	9
Can read and write a little.....	9
Cannot read or write.....	6
Total.....	24

During the past twelve months there have been 481 issues from the general library—a source of amusement and instruction dearly prized by the inmates of the prison.

I am indebted to the Warden and Chaplains for support and encouragement in the performance of my school-room duties.

Hoping the above will meet your approval,

I have the honor to be, Sir,
Your obedient servant,
(Signed.) JOHN FRED. COTTON,
Schoolmaster.

James W. King, Esq.,
Chairman of Directors.

MATRON'S REPORT.

HALIFAX PENITENTIARY,
31st December, 1874.

SIR,—I beg to inform you that I assumed the duties of Matron of the Penitentiary on 2nd January last, when two female convicts were placed under my care. One was discharged on 24th inst., and one remains. These women were employed constantly in useful work connected with the institution.

I am, Sir,
Your obedient servant,
(Signed.) ANGELINA CHAMBERS,
Matron.

James W. King, Esq.,
Chairman of Directors of Penitentiaries.

CATHOLIC CHAPLAIN'S REPORT.

ST. MARY'S HALIFAX,
Jan. 14th, 1875.

SIR,—I beg leave to report that five Catholics have been received, and four discharged, during the past year.

Nothing worthy of special mention has occurred.

The conduct of the prisoners has been generally very good, and they have shown a sincere desire to profit by the religious advantages afforded them.

I have the honor to be,
Your obedient servant,
(Signed,) U. DALY.

Chairman of the Board of Directors.

PROTESTANT CHAPLAIN'S REPORT.

HALIFAX PENITENTIARY,
31st December, 1874.

GENTLEMEN,—In submitting my Annual Report for 1874, it gives me great satisfaction to inform you that the convicts committed to my pastoral instruction have, with one exception, conducted themselves with propriety and order. That exceptional case has been dealt with judicially and judiciously by our excellent Warden.

Our religious services are observed in a serious and devout manner, and several of the men appear to derive benefit from the Gospel which is earnestly and kindly preached to them.

Our seasons of Divine worship are, as usual, Sabbath mornings and Wednesdays at one p.m.

The number of Protestant prisoners is twenty-two (22) white males and one (1) female. Colored, eight (8). Total, thirty-one (31).

I beg to inform the Board that we need a dozen hymn-books, as, owing to some oversight, we received none when applied for last year. A few other books also to increase our small library would be thankfully received.

Mr. Cotton, our schoolmaster, attends to his duties faithfully.

I have the honor to be, Gentlemen,

Your obedient servant,

(Signed,) HENRY POPE,

Chaplain.

The Directors of Penitentiaries.

(No. 88.)

Copies of Orders in Council relative to Acts of the Legislature of British Columbia :—

1st. “An Act to amend and consolidate the Laws affecting Crown
“Lands in British Columbia.”

2nd. “An Act to make provision for the better Administration of
“Justice, and as to their disallowance.”

(No. 89.)

RETURN

To an ADDRESS of the SENATE, dated 8th March, 1875 ; For all Correspondence or Letters (if any) between the Dominion Government and the “British Columbia Steamship Company,” relative to a subsidy for carrying the mails between San Francisco and Victoria.

By Command.

R. W. SCOTT,
Secretary of State.

DEPARTMENT OF THE SECRETARY OF STATE,

3rd April, 1875.

(No. 90.)

RETURN

To an ADDRESS of the SENATE, dated 1st March, 1875 ; For any Papers shewing the number and condition of Emigrants now in the city of Montreal, without employment.

By Command.

R. W. SCOTT,
Secretary of State.

DEPARTMENT OF THE SECRETARY OF STATE,

31st March, 1875.

(No. 91.)

RETURN

To an ADDRESS of the HOUSE OF COMMONS, dated 15th March, 1875 ; For Copies of all Papers, Documents, Letters and Correspondence, having reference to the selection of a site for the construction of a Graving Dock in the Port of Quebec.

By Command.

R. W. SCOTT,

Secretary of State.

DEPARTMENT OF THE SECRETARY OF STATE,

6th April, 1875.

(No. 92.)

RETURN

To an ADDRESS of the HOUSE OF COMMONS, dated 17th March, 1875 ; For a Statement of Leases of Water Power, made by the Department of Public Works, between the Dominion Dam, at the Whitefish and Kingston Mills, on the Rideau Canal, both inclusive ; date of lease or leases ; time such lease or leases expire ; quantity of power rented, and approximate power used, during past year, under each lease ; with copy of Reports and Papers, if any, submitted by the Superintendent Engineer of the Rideau Canal, during the past twelve months, to the Department of Public Works, on this subject

By Command.

R. W. SCOTT,

Secretary of State.

DEPARTMENT OF THE SECRETARY OF STATE,

6th April, 1875.

(No. 93.)

Copies of Correspondence and Accounts *in re* duties refunded to Great Western Railway Company.

By Command.

R. W. SCOTT.

Secretary of State.

DEPARTMENT OF THE SECRETARY OF STATE,

6th April, 1875.

(No. 94.)

RETURN

To an ADDRESS of the HOUSE OF COMMONS, dated 13th May, 1875; For Statement of all sums of money expended in 1870, '71, '72, '73, '74, for the Militia Service, including the Mounted Police, either for payment of men, expenses attending camps, or for clothing, ammunition, drill sheds, or other incidental and ordinary expenses of the Department in Ottawa.

By Command.

R. W. SCOTT,

Secretary of State.

DEPARTMENT OF THE SECRETARY OF STATE,

7th April, 1875.

(No. 95.)

RETURN

To an ADDRESS of the HOUSE OF COMMONS, dated 15th March, 1875; For a Copy of Instructions issued to Postmasters in cities, towns and villages, by the Postmaster-General, under authority of Section 42 of 31 Vict. Chap. 10, with reference to dutiable goods brought into the Dominion through the Post Office.

By Command.

R. W. SCOTT,

Secretary of State.

DEPARTMENT OF THE SECRETARY OF STATE,

8th April, 1875.

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