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**APPENDIX, No. 9,**

TO THE

**THIRTEENTH VOLUME.**

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# APPENDIX TO THE THIRTEENTH VOLUME

OF THE

# JOURNALS

OF THE

# LEGISLATIVE ASSEMBLY

OF THE

# PROVINCE OF CANADA.

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From the 5th SEPTEMBER, 1854, to 30th MAY, 1855, both days inclusive,

IN THE EIGHTEENTH YEAR OF THE REIGN OF OUR SOVEREIGN LADY

QUEEN VICTORIA.

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Being the 1st Session of the 5th Provincial Parliament of Canada.

SESSION, 1854-5.

PUBLIC PRINTING  
and STATIONERY

SEP 28 1965

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PRINTED BY BOLLO CAMPBELL, GARDEN STREET, QUEBEC.

## SUPERVISOR OF CULLERS' ACCOUNTS

For the year 1853, made up in conformity with the requirements of the Act 8 Vict. cap. 49,—to be laid before the Legislature.

P. J. O. CHAUVEAU,  
Secretary.

Secretary's Office,  
Quebec, 21st Sept., 1854.

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## SCHEDULE OF DOCUMENTS

Relative to the Supervisor of Cullers' Accounts transmitted herewith.

- A.—General Statement of Receipts and Disbursements.
- B.—Statement of Receipts for Lumber Measured, Culled, &c.
- C.—Statement of Fees paid Cullers, with Vouchers No. 1 to 60, inclusive.
- D.—Statement of Salaries paid Clerks, with Vouchers No. 61 to 81, inclusive.
- E.—Statement of Contingent Disbursements, with Vouchers No. 82 to 106, inclusive.
- F.—Annual Abstract of the number of Pieces and number of Cubic Feet of each description of Timber Measured and Culled under the superintendence of the Supervisor of Cullers, during the season of 1853, with the section of the Province from whence the same was procured.
- G.—Annual Abstract of the number of Pieces of all Lumber (square timber excepted) Measured and Culled under the superintendence of the Supervisor of Cullers, during the season of 1853, with the section of the Province wherefrom.
- H.—Statement of Crown Dues, as furnished the Supervisor by the Collector of Timber Duties, and endorsed by the Supervisor on the several specifications of Measurement.
- I.—Inventory of sundry Articles of Office Furniture remaining in the possession of the Supervisor of Cullers.

JOHN SHARPLES,  
Supervisor.

Supervisor of Cullers' Office,  
Quebec, 31st December, 1853.

**A.—The Supervisor of Cullers' General Statement of Receipts and Disbursements for Measuring, Culling and Counting Lumber, from 1st January to 31st December, 1853.**

|   | £   | s.    | d.   |     | £     | s.  | d.  |
|---|-----|-------|------|-----|-------|-----|-----|
| To Gross Receipts for Measuring, Culling and Counting Lumber, as per Statement                              | R   | 11068 | 13   | £   | 7955  | 1   | 1   |
| To received for furnishing duplicate Specifications, and Specifications connected with Surveys, &c.         | ... | 9     | 11   | 5   | 2145  | 6   | 4   |
| To Balance  | ... | 164   | 8    | 11  | 451   | 10  | 3   |
|   | ... | ...   | ...  | ... | 190   | 16  | 4   |
|   | ... | ...   | ...  | ... | 500   | 0   | 0   |
|   | ... | ...   | ...  | ... | 11242 | 14  | 0   |
| To Balance, as exhibited by General Statement dated 31st December, 1852, being surplus of previous years... | ... | £     | 1797 | 15  | ...   | ... | ... |
| To Balance  | ... | ...   | ...  | ... | 1633  | 6   | 8   |
|   | ... | ...   | ...  | ... | 1797  | 15  | 7   |

**JOHN SHARPLES,**  
Supervisor of Cullers.

Supervisor of Cullers' Office,  
Quebec, 31st December, 1853.

Sworn to before me, this 29th December, 1853, at the City of Quebec,

**J. MAGUIRE,**  
J.P.

B.—STATEMENT of Lumber Measured, Culled and Counted at the Port of Québec, through the Office of the Supervisor of Cullers, during the season 1853.

|                      | Pieces.                                     |  |     | Tons.                                   |   | £ s. d.             |
|----------------------|---|--|-----|---|---|---------------------|
| White Pine...        | 259,553                                     | Measured off...  | ... | 435,295 <sup>3</sup> / <sub>4</sub>     |   |                     |
| Basswood ...         | 146   | do ...   | ... | 172 <sup>1</sup> / <sub>6</sub>         |   |                     |
| Butternut ...        | 27  | do ...   | ... | 30 <sup>7</sup> / <sub>8</sub>          |   |                     |
|                      |   |  |     | <u>435,498</u>                          | at 2 <sup>3</sup> / <sub>4</sub> d. ... | 4309 12 4           |
| Red Pine ...         | 47,810                                      | do ...   | ... | 51,505 <sup>3</sup> / <sub>4</sub>      |   |                     |
| Oak ...              | 18,038                                      | do ...   | ... | 33,763 <sup>2</sup> / <sub>3</sub>      |   |                     |
| Elm ...              | 19,413                                      | do ...   | ... | 17,780 <sup>3</sup> / <sub>4</sub>      |   |                     |
| Ash ...              | 3,267                                       | do ...   | ... | 3,975 <sup>2</sup> / <sub>3</sub>       |   |                     |
| Tamarac ...          | 35,082                                      | do ...   | ... | 17,733 <sup>6</sup> / <sub>8</sub>      |   |                     |
| Birch..              | 2,792                                       | do ...   | ... | 1,157 <sup>2</sup> / <sub>3</sub>       |   |                     |
| Maple. ...           | 11  | do ...   | ... | 11 <sup>6</sup> / <sub>8</sub>          |   |                     |
| Hemlock ...          | 16  | do ...   | ... | 9 <sup>2</sup> / <sub>4</sub>           |   |                     |
| Spruce ...           | 137   | do ...   | ... | 78 <sup>3</sup> / <sub>4</sub>          |   |                     |
| Hickory ...          | 32  | do ...   | ... | 14 <sup>1</sup> / <sub>4</sub>          |   |                     |
| Walnut ...           | 25  | do ...   | ... | 41 <sup>2</sup> / <sub>3</sub>          |   |                     |
| Cypress ...          | 4   | do ...   | ... | 4 <sup>1</sup> / <sub>2</sub>           |   |                     |
|                      |   |  |     | <u>126,076<sup>1</sup>/<sub>4</sub></u> | at 3 <sup>1</sup> / <sub>4</sub> d. ..  | 1707 5 9            |
| White Pine...        | 1,339                                       | Culled and Measured, or Measured<br>in shipping order ...                    | ... | 1,879 <sup>3</sup> / <sub>4</sub>       | at 4 <sup>1</sup> / <sub>4</sub> d. ..  | 85 4 11             |
| Red Pine ...         | 7   | do do do ...   | ... | 10 <sup>2</sup> / <sub>3</sub>          | at 5 <sup>1</sup> / <sub>4</sub> d. ... | 0 4 8               |
| Oak ...              | 45  | do do do ...   | ... | 72 <sup>1</sup> / <sub>2</sub>          |   |                     |
| Tamarac ...          | 1,041                                       | do do do ...   | ... | 220 <sup>2</sup> / <sub>3</sub>         |   |                     |
| Birch..              | 1,428                                       | do do do ...   | ... | 607 <sup>2</sup> / <sub>3</sub>         |   |                     |
|                      |   |  |     | <u>900</u>                              | at 6d. ..                               | 22 10 0             |
| Masts and Bowsprits  | 840   | Culled and Measured, 24 inches and upwards, each                             |     |   | at 3s. 3d.                              | 136 10 0            |
| do do                | 719   | do do 19 to 24 inches,   |     |   | at 2s. 9d.                              | 98 17 3             |
| do do                | 110   | do do 12 to 19 inches,   |     |   | at 1s. 10d.                             | 10 1 8              |
|                      | <u>1,669</u>                                |  |     |   |   |                     |
| Spars, Red Pine ...  | 36  | do 19 to 24 inches,  |     |   | at 2s. 9d.                              | 4 19 0              |
| do do ...            | 870   | do 12 to 19 inches,  |     |   | at 1s. 10d.                             | 79 15 0             |
|                      | <u>906</u>                                  |  |     |   |   |                     |
| Oars...              | 3,040                                       | do per 100 pieces ...  |     |   | at 3s. 9d.                              | 5 14 0              |
| Handspikes...        | 8 990                                       | do per 100 pieces ...  |     |   | at 2s. 9d.                              | 12 7 3              |
| Staves, Standard ... | 1,066,951                                   | do 1,914m. 9c. 0qr. 23p., per mille.   |     |   | at 12s. 0d.                             | 1148 19 0           |
| do West India..      | 1,810,245                                   | do 3,175m. 2c. 0qr. 5p., per mille.  |     |   | at 5s. 3d.                              | 833 9 10            |
| do 2 Barrel ...      | 3,291                                       | do 2m. 7c. 1qr. 23p., per mille.   |     |   | at 3s. 9d.                              | 0 10 4              |
| Deals, Pieces. ...   | 1,186,981                                   | Culled, 1,287,293 <sup>2</sup> / <sub>3</sub> standard pieces, per 100 std.. |     |   | at 2s. 4d.                              | 1501 16 11          |
| do ..                | 1,221,603                                   | Counted off,   |     |   | at 1s. 0d.                              | 610 16 1            |
| Plank ...            | 317,439                                     | do and Culled,   |     |   | at 1s. 8d.                              | 264 10 8            |
|                      |   |  |     |   |   |                     |
| Lathwood ...         | Cords.<br>4,029 <sup>2</sup> / <sub>3</sub> | do do  |     | per cord ...                            | at 1s. 5d.                              | 285 9 0             |
|                      |   |  |     |   |   | <u>£ 11068 13 0</u> |

Amount still remaining due since 1851 ... .. £10 1 5

JOHN SHARPLES,  
Supervisor of Cullers.

Supervisor of Cullers' Office,  
Québec, 31st December, 1853.

C.—STATEMENT of Fees paid to Cullers in their respective Departments for work performed during the season of 1853.

| Department.                                    | Cullers' Names, &c.              | Vouchers. | Amount.   | Total.    |
|--|----------------------------------|-----------|-----------|-----------|
|  |                                  |           | £ s. d.   | £ s. d.   |
| Square Timber...                               | Dennis Duggan                    | 1         | 195 9 6   |           |
|  | Joseph Lockquell                 | 2         | 188 8 2   |           |
|  | John O'Sullivan                  | 3         | 182 0 4   |           |
|  | Denis Cantillon                  | 4         | 179 11 5  |           |
|  | F. X. Beland..                   | 5         | 175 17 4  |           |
|  | James Lambert                    | 6         | 171 13 8  |           |
|  | Michel Robitaille                | 7         | 173 18 4  |           |
|  | James Lynch..                    | 8         | 172 5 5   |           |
|  | James Scott ...                  | 9         | 170 10 5  |           |
|  | Olivier Gabourg                  | 10        | 168 5 10  |           |
|  | Olivier Gauvreau                 | 11        | 165 12 7  |           |
|  | Edward Verrault                  | 12        | 165 12 6  |           |
|  | Jean Lanchelle                   | 13        | 165 0 2   |           |
|  | J. B. Vachon..                   | 14        | 164 10 0  |           |
|  | William Bee...                   | 15        | 163 10 2  |           |
|  | Etienne Robitaille               | 16        | 160 2 11  |           |
|  | Pierre McNeil.                   | 17        | 151 16 5  |           |
|  | John Clark ...                   | 18        | 151 14 5  |           |
|  | Louis Dorlon..                   | 19        | 146 6 6   |           |
|  | Alexis Dorval.                   | 20        | 145 6 5   |           |
|  | Pierre Junest..                  | 21        | 143 2 5   |           |
|  | Thomas Redmond, Shipping Culler  | 22        | 113 11 3  |           |
|  | Joseph Larose, do                | 23        | 75 6 10   |           |
|  | William Duggan, do               | 24        | 54 9 7    |           |
|  | Peter Gilgan, do                 | 25        | 27 11 9   |           |
|  | Jacques Jobin, do                | 26        | 24 19 0   |           |
|  | James McPhee                     | 27        | 10 15 9   |           |
|  | Narcisse Valin, Shipping Culler  | 28        | 4 6 1     |           |
|  |                                  |           |           | 3612 15 2 |
| Deals, &c. ...                                 | Michel Hamel.                    | 29        | 218 8 3   |           |
|  | William McKutcheon               | 30        | 197 18 7  |           |
|  | Michael Power                    | 31        | 197 16 7  |           |
|  | James Downes.                    | 32        | 138 12 11 |           |
|  | Edward Haughton                  | 33        | 126 13 4  |           |
|  | F. X. Thompson                   | 34        | 115 17 11 |           |
|  | William Teedon                   | 35        | 110 3 10  |           |
|  | J. B. Jarnac ...                 | 36        | 106 9 1   |           |
|  | Charles Couture, Shipping Culler | 37        | 94 2 4    |           |
|  | Jean Couture.                    | 38        | 89 16 4   |           |
| James Myler, Shipping Culler                   | 39                               | 82 11 2   |           |           |
| Jerome Couture                                 | 40                               | 70 9 3    |           |           |
|  |                                  |           |           | 1548 19 7 |
| Deals and Staves, &c. ...                      | Thomas Malone                    | 41        | 218 5 8   |           |
|  | Patrick Malone                   | 42        | 193 8 1   |           |
|  | Maurice Malone                   | 43        | 155 4 8   |           |
|  | Robert Downes                    | 44        | 117 3 4   |           |
|  | John Curtin, Shipping Culler     | 45        | 49 14 0   |           |
|  | Michael Murphy, suspended        | 46        | 37 19 6   |           |
|  |                                  |           |           | 771 15 3  |
| Staves...                                      | Joseph Langlois                  | 47        | 168 13 3  |           |
|  | Louis Myrand.                    | 48        | 168 5 7   |           |
|  | Charles Timony                   | 49        | 155 12 5  |           |
|  | Michael Gibbons                  | 50        | 148 19 3  |           |
|  | J. B. Philbert.                  | 51        | 140 5 7   |           |
|  | Charles Corneau                  | 52        | 137 12 5  |           |
|  | Barth. Chartier                  | 53        | 132 15 8  |           |
|  | Robert Boyte...                  | 54        | 127 5 6   |           |
|  | Jean Fredarick                   | 55        | 124 5 4   |           |
|  | William O'Brien                  | 56        | 115 12 3  |           |
| Joseph Fredarick, Shipping Culler...           | 57                               | 87 8 8    |           |           |
| Martin O'Brien, do                             | 58                               | 49 5 9    |           |           |
|  |                                  |           |           | 1557 8 9  |
| Masts, Spars, Bowsprits, Oars, and Handspikes. | Alexis Dorval.                   | 59        | ...       | 174 6 2   |
| Masts, Spruce Bowsprits, and Square Timber ... | Ignace A. Dorval                 | 60        | ...       | 86 6 3    |
|  |                                  |           | £         | 7956 2 1  |

N.B.—The amount paid to Cullers, as per detailed Statement above, is the gross amount of their respective earnings, out of which they have to pay, agreeably to the 17th Clause of Act, their attendants and assistants, as well as all other expenses inseparable from the execution of their duties.

Supervisor of Cullers' Office,  
Quebec, 31st December, 1853.

JOHN SHARPLES,  
Supervisor of Cullers.

**D.—DISBURSEMENT ACCOUNT of Salaries paid Clerks employed by the Supervisor of Cullers, for the year ending 31st December, 1853.**

| Name of Clerk.      | Employed as.        | Department Engaged. | Term of Engagement.                                  | No. of Voucher. | Salaries. |       | Amount.   |
|---------------------|---------------------|---------------------|--|-----------------|-----------|-------|-----------|
|                     |                     |                     |  |                 | £         | s. d. |           |
| Matthew Harbeson    | Head Clerk          | ...                 | Twelve months' Salary, ending 31st December, 1853... | 61              | 300       | 0     | 0         |
| Charles S. Craddon  | Cash Keeper         | ...                 | do do do   | 62              | 250       | 0     | 0         |
| Alexander Fraser    | Book Keeper         | ...                 | do do do   | 63              | 250       | 0     | 0         |
| John Y. Cooke       | Specification Clerk | ...                 | Season, 1st May to 1st December                      | 64              | 145       | 0     | 0         |
| Edward Byrne        | do                  | ...                 | do do do   | 65              | 145       | 0     | 0         |
| John O'Kane, Senior | do                  | ...                 | do do do   | 66              | 150       | 0     | 0         |
|                     |                     | ...                 | Extra for preparing Statement of Timber ...          |                 |           |       | 5 0 0     |
| W. T. Burke         | do                  | ...                 | 1st May to 31st December                             | 67              | 155       | 0     | 0         |
| James Frendergest   | do                  | ...                 | do 1st do  | 68              | 155       | 0     | 0         |
| John O'Kane, Junior | do                  | ...                 | do 15th October                                      | 69              | 120       | 0     | 0         |
| Alexander McGillis  | do                  | ...                 | do 1st do  | 70              | 110       | 0     | 0         |
| Jerry Croly         | do                  | ...                 | do 31st December                                     | 71              | 100       | 0     | 0         |
| William Knight      | do                  | ...                 | do do do   | 72              | 100       | 0     | 0         |
| Thomas Kelly        | do                  | ...                 | do do do   | 73              | 75        | 0     | 0         |
| Pierre Miller       | do                  | ...                 | do do do   | 74              | 75        | 0     | 0         |
| James Vaughan       | do                  | ...                 | do do do   | 75              | 30        | 0     | 0         |
| James O'Leary       | do                  | ...                 | do do do   | 76              | 30        | 0     | 0         |
| Octave Vézina       | do                  | ...                 | do do do   | 77              | 30        | 0     | 0         |
|                     |                     | ...                 | As required from time to time...                     | 78              |           |       |           |
|                     |                     | ...                 | do do do   | 79              |           |       |           |
|                     |                     | ...                 | do do do   | 80              |           |       |           |
|                     |                     | ...                 | do do do   | 81              |           |       |           |
| John Flynn          | ...                 | ...                 | ...  |                 |           |       | 21 80 0 0 |
| John McGillis       | ...                 | ...                 | ...  |                 |           |       | 15 6 4    |
| John Donoghue       | ...                 | ...                 | ...  |                 |           |       | 50 0 0    |
| J. C. Nolan.        | ...                 | ...                 | ...  |                 |           |       | 21 45 6 4 |

Doubt—Charged Branch Office at Sorel for Services rendered by Mr. Alexander McGillis, as Clerk for that Branch

**JOHN SHARPLES,**  
Supervisor of Cullers.

Supervisor of Cullers' Office,  
Quebec, 31st December, 1853.

E.—STATEMENT of Contingent Disbursements for the Supervisor of Cullers' Office,  
for the season of 1853.

|   |     | £ s. d. | £ s. d.  |
|---|-----|---------|----------|
| By paid James Dean, Rent of Office, from 1st May, 1853, to 30th April, 1854...                    | 82  | ...     | 150 0 0  |
| “ Robert Middleton, account for Books and Stationery ... ..                                       | 83  | 63 3 10 |          |
| “ W. S. Jackson, do do ... ..   | 84  | 19 16 9 |          |
| “ E. R. Frechette, advertising, &c., ... ..   | 85  | 1 8 2   |          |
| “ Proprietors Morning Chronicle, do ... ..  | 86  | 1 7 0   |          |
| “ A. Coté & Co., do ... ..  | 87  | 0 8 0   |          |
| “ Estate of the late L. Duverney, do ... ..   | 88  | 0 18 0  | 87 1 9   |
| “ H. Hemming, Joiner, account ... ..  | 89  | 11 2 3  |          |
| “ William Drum, Cabinetmaker, account ... ..  | 90  | 1 17 6  |          |
| “ J. O. Vallier, do ... ..  | 91  | 0 12 6  | 13 12 3  |
| “ P. Ryan, Tinsmith ... ..  | 92  | 4 17 9  |          |
| “ W. Hunt & Co. ... ..  | 93  | 4 5 0   |          |
| “ P. W. Hartigan ... ..   | 94  | 2 2 3   |          |
| “ Robert Shaw, Grocer ... ..  | 95  | 2 11 2  |          |
| “ Alex. Miller, for clearing snow ... ..  | 96  | 5 10 0  |          |
| “ Insurance on Office Furniture ... ..  | 97  | 1 6 3   | 20 12    |
| “ Assessment and Chimney Money ... ..   | 98  | 3 5 6   |          |
| “ Fuel ... ..   | 99  | 13 10 0 |          |
| “ Postages and sundry petty expenses. ... ..  | 100 | 15 5 1  |          |
| “ Washing Offices, Office Towels, &c. ... ..  | 101 | 10 0 0  |          |
| “ Caleche, Boat and Cariole hire ... ..   | 102 | 16 19 1 |          |
| “ Disbursements on account of Board of Examiners ... ..   | 103 | 4 10 10 | 63 10 6  |
| “ Charles Alley, Advocate, for professional advice and opinions, during year 1853... ..           | 104 | ...     | 11 13 4  |
| “ Charles Jordan, Office Keeper and Messenger, from 1st January to 31st December, 1853 ... ..     | 105 | ...     | 80 0 0   |
|   |     | £       | 428 10 3 |
| “ James McPhee, under letter of instructions from the Secretary, dated 17th December, 1853 ... .. | 106 | ...     | 25 0 0   |
|   |     | £       | 451 10 3 |

JOHN SHARPLES,  
Supervisor of Cullers.

Supervisor of Cullers' Office,  
Quebec, 31st December, 1853.



F.

1853.

AN ABSTRACT of the number of Pieces and Cubic Feet of each description of Timber Measured and Culled under the superintendence of the Supervisor of Cullers at the Port of Quebec, during the season of 1853, with the Section of the Province whence the same was produced.

| No. of Section. | Section of Country.                                    | White Pine. |          | Red Pine. |         | Oak.    |         | Elm.    |        | Ash.    |        | Basswood. |       | Butternut. |       | Tamarac. |        | Birch.  |       | Maple.  |       | Hemlock. |       | Spruce. |       | Hickory. |       | Walnut. |       | Cypress. |       |
|-----------------|--|-------------|----------|-----------|---------|---------|---------|---------|--------|---------|--------|-----------|-------|------------|-------|----------|--------|---------|-------|---------|-------|----------|-------|---------|-------|----------|-------|---------|-------|----------|-------|
|                 |  | Pieces.     | Feet.    | Pieces.   | Feet.   | Pieces. | Feet.   | Pieces. | Feet.  | Pieces. | Feet.  | Pieces.   | Feet. | Pieces.    | Feet. | Pieces.  | Feet.  | Pieces. | Feet. | Pieces. | Feet. | Pieces.  | Feet. | Pieces. | Feet. | Pieces.  | Feet. | Pieces. | Feet. | Pieces.  | Feet. |
| 1...            | Quebec and Montreal                                    | 3660        | 208602   | 636       | 25600   | ...     | ...     | 28      | 880    | 4       | 192    | ...       | ...   | ...        | ...   | 21083    | 312991 | 4145    | 66183 | ...     | ...   | 2        | 34    | ...     | ...   | ...      | ...   | ...     | ...   | ...      | ...   |
| 2...            | St. Lawrence from Montreal to the head of Lake Ontario | 46242       | 3381034  | 234       | 16574   | 1618    | 66214   | 13292   | 493345 | 510     | 25420  | ...       | ...   | ...        | ...   | 4972     | 112778 | 5       | 131   | ...     | ...   | ...      | ...   | ...     | ...   | 32       | 566   | 2       | 85    | ...      | ...   |
| 3...            | Grand River and Lake Erie                              | 1138        | 91917    | ...       | ...     | 15398   | 1261677 | 39      | 3021   | ...     | ...    | ...       | ...   | ...        | ...   | 1        | 69     | ...     | ...   | 4       | 164   | ...      | ...   | ...     | ...   | ...      | ...   | ...     | ...   | ...      |       |
| 4...            | Ottawa River and its Tributaries below Bytown          | 32062       | 1762896  | 57        | 2438    | 206     | 4920    | 3732    | 125669 | 2173    | 105640 | ...       | ...   | ...        | ...   | 7450     | 215373 | 43      | 1310  | 6       | 219   | 14       | 352   | 133     | 3038  | ...      | ...   | ...     | ...   | ...      |       |
| 5...            | Gatineau   | 1800        | 113041   | 4         | 147     | ...     | ...     | 3       | 92     | ...     | ...    | ...       | ...   | ...        | ...   | 1        | 22     | ...     | ...   | ...     | ...   | ...      | ...   | ...     | ...   | ...      | ...   | ...     | ...   | ...      |       |
| 6...            | Rideau   | 1782        | 138716   | ...       | ...     | 30      | 866     | 1629    | 66950  | 396     | 20113  | ...       | ...   | ...        | ...   | 2184     | 62925  | 3       | 89    | ...     | ...   | ...      | ...   | 2       | 63    | ...      | ...   | ...     | ...   | ...      |       |
| 7...            | Ottawa River and its Tributaries above Bytown          | 176308      | 11810111 | 46767     | 2021000 | 831     | 20764   | 699     | 26382  | 184     | 7095   | 58        | 2684  | ...        | ...   | 432      | 14073  | 24      | 903   | ...     | ...   | ...      | ...   | 1       | 28    | ...      | ...   | ...     | ...   | ...      |       |
|                 | Total...   | 260892      | 17487019 | 47817     | 2169659 | 18083   | 1353431 | 19413   | 711239 | 3267    | 159620 | 146       | 6866  | 27         | 4207  | 36123    | 718130 | 4220    | 70716 | 11      | 449   | 16       | 376   | 137     | 3156  | 32       | 566   | 25      | 1663  | 4        | 172   |

Ottawa Section, "above Bytown," sub-divided under the following heads:—

| No. 1... | Section   | Pieces. | Feet.    | Pieces. | Feet.   | Pieces. | Feet. | Pieces. | Feet. | Pieces. | Feet. | Pieces. | Feet. | Pieces. | Feet. | Pieces. | Feet. | Pieces. | Feet. | Pieces. | Feet. | Pieces. | Feet. | Pieces. | Feet. | Pieces. | Feet. | Pieces. | Feet. |     |
|----------|---|---------|----------|---------|---------|---------|-------|---------|-------|---------|-------|---------|-------|---------|-------|---------|-------|---------|-------|---------|-------|---------|-------|---------|-------|---------|-------|---------|-------|-----|
| 1...     | Carp and Quio River                                   | 15448   | 1061353  | 175     | 4115    | 88      | 2333  | 51      | 1344  | 5       | 203   | 19      | 745   | ...     | ...   | 127     | 4228  | ...     | ...   | ...     | ...   | ...     | ...   | ...     | ...   | ...     | ...   | ...     | ...   | ... |
| 2...     | Duchone and Chats Lakes                               | 6610    | 383418   | 43      | 1834    | 298     | 6802  | 21      | 831   | 43      | 2133  | 25      | 1129  | ...     | ...   | ...     | ...   | 5       | 243   | ...     | ...   | ...     | ...   | ...     | ...   | ...     | ...   | ...     | ...   | ... |
| 3...     | Mississippi River                                     | 16031   | 1105390  | 279     | 12309   | 97      | 2056  | 195     | 7412  | 48      | 1890  | 7       | 373   | ...     | ...   | ...     | ...   | ...     | ...   | ...     | ...   | ...     | ...   | ...     | ...   | ...     | ...   | ...     | ...   | ... |
| 4...     | Madawaska   | 26228   | 1887479  | 12530   | 594244  | 23      | 460   | 5       | 184   | 4       | 145   | ...     | ...   | ...     | ...   | ...     | ...   | ...     | ...   | ...     | ...   | ...     | ...   | ...     | ...   | ...     | ...   | ...     | ...   | ... |
| 5...     | Concoudre   | 14578   | 1052630  | 14115   | 694342  | 5       | 100   | 177     | 7040  | ...     | ...   | ...     | ...   | ...     | ...   | ...     | ...   | ...     | ...   | ...     | ...   | ...     | ...   | ...     | ...   | ...     | ...   | ...     | ...   | ... |
| 6...     | Stamet Island and Fort Coulonge, River and Lake       | 18208   | 974909   | 1117    | 41618   | 105     | 3622  | 86      | 3065  | 14      | 489   | ...     | ...   | ...     | ...   | ...     | ...   | ...     | ...   | ...     | ...   | ...     | ...   | ...     | ...   | ...     | ...   | ...     | ...   | ... |
| 7...     | Black River   | 12004   | 844862   | 500     | 26089   | 35      | 827   | ...     | ...   | ...     | ...   | ...     | ...   | ...     | ...   | ...     | ...   | ...     | ...   | ...     | ...   | ...     | ...   | ...     | ...   | ...     | ...   | ...     | ...   | ... |
| 8...     | Westmeath, Les Alouettes Island and Lake, and Culbute | 14465   | 851907   | 218     | 8109    | 67      | 1333  | 4       | 154   | 4       | 118   | 5       | 268   | ...     | ...   | 3       | 141   | ...     | ...   | ...     | ...   | ...     | ...   | ...     | ...   | ...     | ...   | ...     | ...   | ... |
| 9...     | Indian, Muskrat and Snake River                       | 11405   | 703880   | 848     | 35829   | 48      | 1533  | 115     | 3093  | ...     | ...   | ...     | ...   | ...     | ...   | ...     | ...   | ...     | ...   | ...     | ...   | ...     | ...   | ...     | ...   | ...     | ...   | ...     | ...   | ... |
| 10...    | Ottawa River  | 9840    | 66622    | 8799    | 371133  | 55      | 1274  | 38      | 981   | 66      | 2663  | ...     | ...   | ...     | ...   | ...     | ...   | ...     | ...   | ...     | ...   | ...     | ...   | ...     | ...   | ...     | ...   | ...     | ...   | ... |
| 11...    | Chalk River   | 8206    | 626173   | 4146    | 158501  | ...     | ...   | 6       | 240   | ...     | ...   | ...     | ...   | ...     | ...   | ...     | ...   | ...     | ...   | ...     | ...   | ...     | ...   | ...     | ...   | ...     | ...   | ...     | ...   | ... |
| 12...    | Deep River, Deux Joachim Rapids, and upwards          | 24295   | 1747588  | 3868    | 175815  | 21      | 414   | 2       | 98    | ...     | ...   | ...     | ...   | ...     | ...   | ...     | ...   | ...     | ...   | ...     | ...   | ...     | ...   | ...     | ...   | ...     | ...   | ...     | ...   | ... |
|          | Total...  | 176308  | 11810111 | 46767   | 2021000 | 831     | 20764 | 699     | 26382 | 184     | 7095  | 58      | 2684  | 4       | 131   | 432     | 14073 | 24      | 903   | ...     | ...   | ...     | ...   | 1       | 28    | ...     | ...   | ...     | ...   | ... |

JOHN SHARPLES,  
Supervisor of Cullers.

Supervisor of Cullers' Office,  
Quebec, 31st December, 1854.

G.—AN ABSTRACT of the Number of Pieces of Lumber (Square Timber excepted) Measured, Culled, and Counted off under the Superintendence of the Supervisor of Cullers, during the season of 1853, with the section of the Province wherefrom.

| Number. | Section of Province.                          | Masts and Bowsprits. | Spars.  | Oars.   | Handspikes. | Lathwood. |
|---------|---|----------------------|---------|---------|-------------|-----------|
|         |   | Pieces.              | Pieces. | Pieces. | Pieces.     | Cords.    |
| 1       | Quebec and Montreal ... ..                    | ...                  | ...     | ...     | ...         | 4029½     |
| 2       | St. Lawrence from Montreal and upwards ... .. | 1242                 | 125     | 3040    | 521         | ...       |
| 3       | Ottawa and its tributaries ... ..             | 427                  | 780     | ...     | 3159        | ...       |
|         |   | 1669                 | 906     | 3040    | 8990        | 4029½     |

|   |  | DEALS AND PLANK. |                                    |         |               |                                    | DEALS<br>(Pine & Spruce)<br>Counted off only. |         |
|---|--|------------------|------------------------------------|---------|---------------|------------------------------------|---|---------|
|   |  | Pine Deals.      |                                    | Plank.  | Spruce Deals. |                                    |   | Plank.  |
|   |  | Pieces.          | Standard.                          | Pieces. | Pieces.       | Standard.                          |   | Pieces. |
| 1 | District below Quebec..                    | 13448            | 14519 <sup>4</sup> / <sub>4</sub>  | ...     | 71365         | 71275 <sup>5</sup> / <sub>3</sub>  | 460   | 2346    |
| 2 | Quebec District ..                         | 140507           | 158636 <sup>2</sup> / <sub>2</sub> | 134674  | 296431        | 288720 <sup>2</sup> / <sub>2</sub> | 172351  | 837899  |
| 3 | Do. to Montreal ...                        | 302121           | 344577 <sup>4</sup> / <sub>4</sub> | 5017    | 114567        | 112305 <sup>7</sup> / <sub>7</sub> | 4937  | ...     |
| 4 | St. Lawrence from }<br>Montreal upwards, } | 22916            | 30291 <sup>1</sup> / <sub>5</sub>  | ...     | ...           | ...                                | ...   | 1054    |
| 5 | Ottawa & its tributaries                   | 225626           | 266967 <sup>2</sup> / <sub>1</sub> | ...     | ...           | ...                                | ...   | 380534  |
|   |  | 704618           | 814992 <sup>2</sup> / <sub>2</sub> | 139691  | 482363        | 472301 <sup>1</sup> / <sub>4</sub> | 177748  | 1221603 |

|   |   | STAVES.   |      |     |     |      |             |     |     |      |         |     |     |      |
|---|---|-----------|------|-----|-----|------|-------------|-----|-----|------|---------|-----|-----|------|
|   |   | Standard. |      |     |     |      | West India. |     |     |      | Barrel. |     |     |      |
|   |   | Pieces.   | M.   | C.  | Qr. | Pcs. | M.          | C.  | Qr. | Pcs. | M.      | C.  | Qt. | Pcs. |
| 1 | Quebec and Montreal ...                           | ...       | ...  | ... | ... | ...  | ...         | ... | ... | ...  | ...     | ... | ... | ...  |
| 2 | Montreal and Kingston ...                         | ...       | ...  | ... | ... | 15   | 3           | 1   | 25  | ...  | ...     | ... | ... |      |
| 3 | Kingston to head of Lake Ontario ... ..           | 2287      | 1    | 6   | 1   | 5    | 529         | 9   | 24  | 2    | 7       | 1   | 28  |      |
| 4 | Grand River and Lake Erie, including River Thames | 2064654   | 191½ | 2   | 3   | 18   | 2926        | 8   | 12  | ...  | ...     | ... | ... |      |
| 5 | Ottawa and its tributaries, including Rideau ...  | ...       | ...  | ... | ... | ...  | 5           | ... | 2   | 4    | ...     | ... | ... |      |
|   |   | 2066951   | 1914 | 9   | ... | 23   | 3175        | 2   | 5   | 2    | 7       | 1   | 38  |      |

JOHN SHARPLES,  
Supervisor of Cullers.

Supervisor of Culler's Office,  
Quebec, 31st December, 1853.

H.—STATEMENT of Crown Dues as furnished to the Supervisor of Cullers, by the Collector of Timber Duties, and endorsed by the Supervisor on the specifications of measurement of the respective rafts.

| No. | Date.  | Whose Lot.                   | Where Lying.       | On account of        | Slide Dues. | Crown Dues. | Totals.  |
|-----|--------|------------------------------|--------------------|----------------------|-------------|-------------|----------|
|     |        |                              |                    |                      | £ s. d.     | £ s. d.     | £ s. d.  |
| 18  | May 10 | D. Barnett                   | Victoria Cove.     | Owner.               | .....       | 67 17 9     | 67 17 9  |
| 37  | " 25   | James Brownells              | Woodfield Harbour  | do                   | .....       | 20 16 8     | 20 16 8  |
| 48  | " 28   | Simon Baker                  | Woodfield Harbour  | do                   | .....       | 31 11 6     | 31 11 6  |
| 55  | " 30   | Owen Quigley                 | Tilbitts Cove.     | Owners respectively. | .....       | 29 15 3     | 29 15 3  |
| 59  | " 30   | Laughlin Macdonald           | Victoria Cove.     | Owner.               | .....       | 0 15 6      | 0 15 6   |
| 61  | " 30   | G. W. Cameron                | Victoria Cove.     | do                   | .....       | 3 10 7      | 3 10 7   |
| 62  | " 30   | Crysler & Munroe             | Fitzpatrick's Cove | do                   | .....       | 29 15 5     | 29 15 5  |
| 63  | " 30   | Alex. McRea                  | E. H. Hall's Cove  | do                   | .....       | 3 9 10      | 3 9 10   |
| 64  | " 31   | Isaac Taylor                 | Cap Rouge          | J. Egan & Co.        | .....       | 21 6 5      | 21 6 5   |
| 67  | June 1 | J. Egan & Co., (J. McLarns.) | Sillery Cove       | LeMesurier & Co.     | 16 12 6     | 91 10 6     | 108 3 0  |
| 69  | " 2    | J. W. McLean                 | Union Cove         | Owner.               | .....       | 18 14 4     | 18 14 4  |
| 73  | " 3    | Donald Cameron               | Union Cove         | do                   | .....       | 7 14 7      | 7 14 7   |
| 75  | " 4    | Joseph Sturn                 | Spencer Cove.      | do                   | .....       | 79 6 4      | 79 6 4   |
| 77  | " 5    | John McGaurin                | Woodfield Harbour  | Owners respectively. | .....       | 13 0 11     | 13 0 11  |
| 79  | " 6    | Michael Stewart              | Union Cove         | M. Stevenson.        | .....       | 10 14 7     | 10 14 7  |
| 81  | " 6    | Geo. F. Slaver               | LeMesurier's Cove  | Owner.               | .....       | 18 14 6     | 18 14 6  |
| 82  | " 6    | J. Egan & Co., (Copps)       | Fitzpatrick's Cove | Owner.               | 16 12 6     | 3 4 1       | 19 16 7  |
| 83  | " 6    | R. H. Rose                   | LeMesurier's Cove  | Owner.               | 5 15 0      | 4 2 2       | 9 17 2   |
| 85  | " 6    | J. Egan & Co.                | Union Cove         | Owner.               | 16 0 0      | 4 2 2       | 20 2 2   |
| 88  | " 6    | Hilliard & Dickson           | Woodfield Harbour  | Owner.               | 24 15 0     | 54 1 9      | 78 16 9  |
| 90  | " 6    | Douglas McDonald             | Woodfield Harbour  | Owner.               | .....       | 55 4 4      | 55 4 4   |
| 91  | " 7    | Baker & Archers              | Cap Rouge          | Owner.               | .....       | 35 17 4     | 35 17 4  |
| 92  | " 7    | John Foran                   | Cap Rouge          | Owner.               | 12 15 0     | 30 11 1     | 42 6 1   |
| 94  | " 7    | J. Campbell                  | Gilmour's Booms    | Owners respectively. | .....       | 17 12 8     | 17 12 8  |
| 97  | " 7    | A. & J. Burton               | Woodfield Harbour  | Owners respectively. | .....       | 12 5 9      | 12 5 9   |
| 102 | " 8    | Saml. Loney                  | LeMesurier's Cove  | J. Egan & Co.        | .....       | 26 16 9     | 26 16 9  |
| 103 | " 8    | Paik Grant                   | Diamond Harbour    | Owner.               | .....       | 5 4 2       | 5 4 2    |
| 104 | " 8    | Alex. McGill & Brother       | Woodfield Harbour  | do                   | .....       | 68 19 10    | 68 19 10 |
| 105 | " 8    | Philip L. Baker              | LeMesurier's Cove  | do                   | .....       | 31 8 4      | 31 8 4   |
| 106 | " 8    | Irvine Hetherington          | LeMesurier's Cove  | Owner.               | 20 5 0      | 33 6 3      | 53 6 3   |
| 107 | " 11   | J. Egan & Co., (St. Louis.)  | Cape Cove          | Owner.               | .....       | 37 0 4      | 37 0 4   |
| 108 | " 11   | Jas. McKenna                 | Union Cove         | do                   | 21 7 6      | 31 19 11    | 52 7 10  |
| 109 | " 13   | Saml. Dickson                | Union Cove         | do                   | .....       | .....       | .....    |
| 110 | " 13   | G. G. Dunning                | Windsor Cove.      | do                   | .....       | .....       | .....    |

| No. | Date.  | Whose Lot.                               | Where Lying.        | On account of | Slide Dues. | Crown Dues. | Totals.  |
|-----|--------|--|---------------------|---------------|-------------|-------------|----------|
|     |        |  |                     |               | £ s. d.     | £ s. d.     | £ s. d.  |
| 150 | " 17   | Douely                                   | LeMesurier's Cove   | J. Egan & Co. | 14 12 6     | 88 3 2      | 102 15 8 |
| 151 | " 17   | John McMillan                            | LeMesurier's Cove   | J. Egan & Co  | 8 15 0      | 99 3 4      | 107 18 4 |
| 152 | " 20   | Michael Roddy                            | Union Cove          | Owner.        | 16 10 0     | 6 8 10      | 22 18 10 |
| 153 | " 21   | J. & R. Donaldson                        | Hamilton's Cove     | do            | .....       | 59 4 11     | 59 4 11  |
| 154 | " 21   | Ed. Quinn                                | Mill's Cove         | do            | .....       | 157 10 9    | 157 10 9 |
| 155 | " 21   | Saml. Bell                               | Gilmour's Booms     | do            | .....       | .....       | .....    |
| 156 | " 22   | J. Aumond, (Pouporris), No. 1            | Cap Rouge           | do            | 17 5 0      | 112 0 5     | 129 5 5  |
| 157 | " 23   | J. Aumond, (Pouporris), No. 2            | Cap Rouge           | do            | 40 0 0      | 2 1 2       | 42 1 2   |
| 158 | " 23   | Geo. Bryson                              | Wood & Petry's Cove | do            | 40 0 0      | 144 1 9     | 184 1 9  |
| 159 | " 23   | Louis Brissard                           | Wood & Petry's Cove | do            | 43 15 0     | 81 15 8     | 124 14 8 |
| 160 | " 24   | Louis Brissard                           | Wood & Petry's Cove | do            | 22 8 9      | 155 5 6     | 177 4 5  |
| 161 | " 27   | Louis Brissard                           | St. Michael's Cove  | do            | 44 17 6     | 5 3 6       | 50 1 2   |
| 162 | " 28   | Robt. Thomson, No. 2                     | LeMesurier's Cove   | do            | .....       | 85 16 10    | 85 16 10 |
| 163 | " 28   | Robt. Thomson, (Quint.)                  | LeMesurier's Cove   | do            | 14 0 0      | 26 1 6      | 40 1 6   |
| 164 | " 28   | J. Egan & Co., (Quint.)                  | LeMesurier's Cove   | do            | 37 5 0      | 119 4 10    | 156 9 10 |
| 165 | " 29   | Geo. Bryson                              | Cap Rouge           | Owner.        | 9 5 0       | 31 16 0     | 40 11 0  |
| 166 | July 1 | J. Egan & Co., (J. Letrouvre, Quio.)     | Cap Rouge           | Owner.        | 12 0 0      | 45 14 1     | 57 14 1  |
| 167 | " 2    | J. Egan & Co., (Laroque, Pilot, Quio.)   | Cap Rouge           | do            | .....       | 30 11 6     | 30 11 6  |
| 168 | " 4    | Robt. Gourtley                           | LeMesurier's Cove   | do            | 20 17 0     | 48 11 10    | 68 8 10  |
| 169 | " 4    | H. & J. Mair                             | Sillery Cove        | do            | 21 0 0      | 115 19 8    | 136 19 8 |
| 170 | " 5    | J. Egan & Co., (Laroque, Pilot, Quio.)   | Wood & Petry's Cove | do            | 8 0 0       | 111 13 5    | 119 13 5 |
| 171 | " 5    | John McLaven                             | Woodfield Harbour   | do            | 21 0 0      | 7 4 6       | 28 4 6   |
| 172 | " 6    | Edmund Heath                             | Anderson & Paradis  | do            | .....       | 149 8 4     | 149 8 4  |
| 173 | " 6    | Wm. Morris                               | St. Michael's Cove  | do            | 12 15 0     | 148 6 11    | 160 8 11 |
| 174 | " 6    | Dani. Healey                             | St. Michael's Cove  | do            | 36 17 6     | 143 2 6     | 151 19 2 |
| 175 | " 7    | Arthur McArthur                          | St. Michael's Cove  | do            | 23 5 0      | 92 7 10     | 115 12 0 |
| 176 | " 7    | Anthony Gulbus                           | St. Michael's Cove  | do            | 9 15 0      | 30 14 7     | 39 14 7  |
| 177 | " 7    | Albert Teskey                            | St. Michael's Cove  | do            | 25 0 0      | 54 19 0     | 79 19 0  |
| 178 | " 8    | J. Aumonds, (Perrault's.)                | Walker's Cove       | do            | 18 2 6      | 28 1 4      | 46 3 0   |
| 179 | " 8    | J. Aumonds, (Perrault's.)                | Walker's Cove       | do            | .....       | 14 18 7     | 14 18 7  |
| 180 | " 8    | John Brown                               | Cap Rouge           | do            | 35 0 0      | 14 18 0     | 49 18 0  |
| 181 | " 8    | James Wilson                             | Cap Rouge           | do            | .....       | 3 18 0      | 3 18 0   |
| 182 | " 9    | John Hardman                             | L'Ance de Mers      | do            | .....       | 3 5 4       | 3 5 4    |
| 183 | " 9    | J. Egan & Co., (Downey)                  | Cap Rouge           | do            | .....       | 2 5 4       | 2 5 4    |
| 184 | " 9    | H. Carmichael                            | Chapman's Cove      | do            | .....       | 16 15 5     | 16 15 5  |
| 185 | " 11   | John Lynch                               | LeMesurier's Cove   | do            | .....       | 162 14 3    | 162 14 3 |
| 186 | " 11   | J. Aumonds, (Hyde.)                      | LeMesurier's Cove   | do            | .....       | .....       | .....    |
| 187 | " 11   | Arthur McDonell                          | Cap Rouge           | do            | .....       | .....       | .....    |
| 188 | " 11   | Hiram Colton                             | LeMesurier's Cove   | do            | .....       | .....       | .....    |
| 189 | " 11   | J. A. Huntington                         | LeMesurier's Cove   | do            | .....       | .....       | .....    |
| 190 | " 11   | Robert Thompson                          | LeMesurier's Cove   | do            | .....       | .....       | .....    |
| 191 | " 11   | J. Egan & Co., (Parent, Bonchere)        | Walker's Cove       | do            | .....       | .....       | .....    |
| 192 | " 11   | Sullivan                                 | Cap Rouge           | do            | .....       | .....       | .....    |
| 193 | " 11   | H. & J. Mair                             | Cap Rouge           | do            | .....       | .....       | .....    |
| 194 | " 11   | J. L. Macdougall                         | Union Cove          | do            | .....       | .....       | .....    |
| 195 | " 12   | John Supple                              | Chapman's Cove      | do            | .....       | .....       | .....    |
| 196 | " 12   | William Craig                            | LeMesurier's Cove   | do            | .....       | .....       | .....    |
| 197 | " 12   | J. Egan & Co., (Quio, LeFrancis, Pilot.) | LeMesurier's Cove   | do            | .....       | .....       | .....    |
| 198 | " 12   | .....                                    | .....               | do            | .....       | .....       | .....    |
| 199 | " 12   | .....                                    | .....               | do            | .....       | .....       | .....    |
| 200 | " 13   | .....                                    | .....               | do            | .....       | .....       | .....    |

| No. | Date. | Whose Lot.                  | Where Lying.        | On account of      | Slide Dues. | Crown Dues. | Totals.   |
|-----|-------|-----------------------------|---------------------|--------------------|-------------|-------------|-----------|
|     |       |                             |                     |                    | £ s. d.     | £ s. d.     | £ s. d.   |
| 277 | "     | Daniel McAulay              | Anderson & Paradis  | Anderson & Paradis | 30 0 0      | 1 13 5      | 31 13 5   |
| 278 | "     | Thomas Ellis                | Woodfield Harbour   | Owner.             | 36 17 6     | 45 18 0     | 82 15 6   |
| 279 | "     | James Skead                 | Cap Rouge           | do                 | 34 1 3      | 161 15 5    | 161 15 5  |
| 288 | "     | Alexander McLaren           | Cap Rouge           | do                 | 11 6 6      | 11 6 6      | 11 6 6    |
| 289 | "     | Gunn                        | Sharples' Cove      | do                 | 34 1 3      | 114 14 2    | 148 15 5  |
| 290 | "     | Alexander McLaren           | Cap Rouge           | do                 | 10 7 0      | 10 7 0      | 10 7 0    |
| 291 | "     | T. McCabe                   | Woodfield Harbour   | do                 | 32 17 6     | 128 8 2     | 161 5 8   |
| 292 | "     | David Moor                  | Union Cove          | do                 | 27 7 3      | 85 9 7      | 112 16 10 |
| 294 | "     | Robert Thomson              | LeMesurier's Cove   | do                 | 36 5 0      | 26 10 5     | 26 10 5   |
| 298 | "     | Peter Robertson             | Wolfe's Cove        | do                 | 47 5 0      | 149 4 1     | 185 9 1   |
| 300 | "     | Charles McAulay             | LeMesurier's Cove   | do                 | 39 15 0     | 145 2 0     | 192 7 0   |
| 301 | "     | Rice Honeywell              | Sillery Cove        | do                 | 29 14 4     | 29 14 4     | 69 9 4    |
| 302 | "     | Alexander Caldwell          | Cap Rouge           | do                 | 13 5 0      | 4 6 10      | 17 11 10  |
| 322 | "     | J. Egan & Co.               | LeMesurier's Cove   | do                 | 40 2 6      | 39 14 6     | 79 17 0   |
| 323 | "     | J. Egan & Co. (J. Cahill)   | Union Cove          | Owners.            | 23 12 6     | 121 4 3     | 144 16 9  |
| 331 | "     | J. & D. McFarlane           | Walker's Cove       | do                 | 20 2 0      | 148 16 1    | 20 2 0    |
| 332 | "     | W. M. Platt                 | Union Cove          | Forsyth & Bell.    | 40 15 0     | 10 10 0     | 189 11 1  |
| 333 | "     | J. Egan & Co.               | Jackson's Cove      | Owners.            | 6 14 0      | 6 14 0      | 6 14 0    |
| 334 | "     | J. Egan & Co.               | LeMesurier's Cove   | do                 | 37 10 0     | 149 8 10    | 186 18 10 |
| 335 | "     | Burke & Redmond             | Wood & Petry's Cove | G. B. Symes & Co.  | 27 0 0      | 4 8 6       | 31 8 6    |
| 337 | "     | Albert Testery              | Cap Rouge           | Owner.             | 28 15 0     | 5 1 5       | 33 16 5   |
| 338 | "     | C. S. Bellow                | St. Michael's Cove  | do                 | 32 17 6     | 180 19 10   | 163 17 4  |
| 339 | "     | David Moor                  | Cap Rouge           | do                 | 94 8 6      | 62 18 11    | 94 8 6    |
| 342 | "     | John Grierson               | St. Michael's Cove  | do                 | 26 12 6     | 148 10 9    | 175 3 3   |
| 344 | "     | Henry Fowlds                | Cap Rouge           | do                 | 29 2 6      | 29 8 9      | 58 11 3   |
| 345 | "     | White & Rice                | Cap Rouge           | do                 | 18 15 0     | 106 15 3    | 125 10 3  |
| 346 | "     | John Lynch                  | L'Ance de Mers      | do                 | 62 10 0     | 274 19 11   | 337 9 11  |
| 349 | "     | Elliott Johnston            | LeMesurier's Cove   | do                 | 62 2 6      | 185 1 4     | 247 3 10  |
| 352 | "     | J. Egan & Co. (Black River) | LeMesurier's Cove   | LeMesurier & Co.   | 55 2 6      | 182 13 0    | 237 15 6  |
| 353 | "     | J. Egan & Co. (Grant Creek) | LeMesurier's Cove   | do                 | 27 15 0     | 146 1 8     | 173 16 8  |
| 354 | "     | J. Egan & Co. (Roche Capt.) | Jackson's Cove      | do                 | 24 7 6      | 22 2 5      | 46 9 11   |
| 358 | "     | C. & R. McDonell            | Cap Rouge           | Owner.             | 36 13 1     | 173 7 0     | 210 0 1   |
| 359 | "     | James Wylie                 | Cap Rouge           | do                 | 18 16 6     | 189 14 8    | 18 16 6   |
| 360 | "     | Alexander McDonell          | Cap Rouge           | do                 | 86 13 1     | 86 13 1     | 206 7 9   |
| 361 | "     | E. W. Meyer                 | Walker's Cove       | do                 |             |             |           |
| 362 | "     | E. W. Meyer (Spars)         | Walker's Cove       | do                 |             |             |           |
| 367 | "     | Alexander McDonell          | Cap Rouge           | do                 |             |             |           |

| No. | Date.     | Whose Lot.                          | Where Lying.        | On account of     | Slide Dues. | Crown Dues. | Totals.   |
|-----|-----------|-------------------------------------|---------------------|-------------------|-------------|-------------|-----------|
|     |           |                                     |                     |                   | £ s. d.     | £ s. d.     | £ s. d.   |
| 371 | 28 August | Alexander McDonell                  | Chapman's Cove      | do                | 36 13 1     | 162 7 9     | 198 0 10  |
| 373 | "         | R. McConnell                        | Chapman's Cove      | do                | 36 13 6     | 180 0 4     | 216 13 7  |
| 377 | "         | John & David Bell                   | Cap Rouge           | do                | 48 12 0     | 127 4 1     | 175 16 1  |
| 383 | August 1  | John & David Bell                   | Cap Rouge           | Owners.           | 45 10 0     | 115 6 6     | 160 16 6  |
| 384 | "         | Samuel Grimes                       | Wood & Petry's Cove | do                | 45 7 6      | 164 8 1     | 209 10 7  |
| 385 | "         | J. & D. Bell                        | Wolfe's Cove        | do                | 63 0 0      | 120 16 4    | 190 16 4  |
| 392 | "         | C. O'Kelly                          | Wolfe's Cove        | Owner.            | 28 3 9      | 202 14 4    | 265 14 4  |
| 396 | "         | C. & R. McDonell                    | Bridgewater Cove    | Owners.           | 22 10 0     | 106 13 10   | 184 17 7  |
| 397 | "         | Robert Thomson                      | Spencer Cove        | Owner.            | 20 1 3      | 2 17 5      | 22 18 8   |
| 399 | "         | William McKay                       | Union Cove          | do                | 24 10 0     | 42 4 5      | 42 4 5    |
| 402 | "         | John Supple                         | Wood & Petry's Cove | do                | 103 10 6    | 133 11 5    | 133 11 5  |
| 404 | "         | D. Smith                            | Hamilton's Cove     | do                | 20 13 0     | 168 16 5    | 188 6 5   |
| 405 | "         | Edward Quinn                        | Wolfe's Cove        | do                | 35 15 6     | 2 13 4      | 35 15 6   |
| 406 | "         | Thomas Short (Backs)                | Windsor Cove        | do                | 44 10 0     | 108 19 2    | 153 9 2   |
| 409 | "         | Francis                             | Victoria Cove       | Owner.            | 20 2 0      | 169 8 5     | 191 18 5  |
| 410 | "         | Samuel Dickson                      | Cap Rouge           | do                | 22 10 0     | 0 8 6       | 22 10 0   |
| 412 | "         | R. W. Cruces                        | Victoria Cove       | do                | 13 10 0     | 205 8 7     | 218 10 7  |
| 414 | "         | J. & Z. Macaulay                    | Spencer Cove        | do                | 49 4 5      | 90 13 11    | 139 18 0  |
| 418 | "         | C. & R. McDonell (J. McDonell)      | LeMesurier's Cove   | Owner.            | 45 0 0      | 134 19 1    | 179 19 1  |
| 419 | "         | J. Egan & Co. (Bouchere)            | Cape Rouge          | do                | 28 3 9      | 186 2 2     | 214 6 11  |
| 421 | "         | J. Egan & Co. (J. P. Moffatt)       | Wood & Petry's Cove | do                | 35 8 9      | 36 7 11     | 72 16 0   |
| 423 | "         | W. & J. P. Moffatt                  | St. Michael's Cove  | Owners.           | 12 15 0     | 191 4 5     | 203 5 5   |
| 424 | "         | Araueh Dunlop                       | LeMesurier's Cove   | Owner.            | 40 17 6     | 140 11 1    | 180 8 7   |
| 426 | "         | C. O'Kelly                          | Indian Cove         | A. Gilmour & Co.  | 63 0 0      | 0 8 6       | 63 0 0    |
| 427 | "         | William McKay                       | Bridgewater Cove    | Owner.            | 42 17 6     | 232 17 9    | 274 15 5  |
| 428 | "         | J. Egan & Co. (Turner and McMullan) | Cap Rouge           | do                | 63 0 0      | 115 8 9     | 178 8 9   |
| 429 | "         | Allan McCracken                     | Spencer Cove        | do                | 24 6 3      | 61 18 1     | 85 19 4   |
| 432 | "         | R. W. Cruise                        | Cap Rouge           | R. McConnell      | 24 6 3      | 187 0 9     | 211 6 2   |
| 434 | "         | J. Aunond (Johnston)                | Cap Rouge           | Owner.            | 42 17 6     | 111 17 5    | 154 14 11 |
| 446 | "         | McConnell & Jolecoir                | Cap Rouge           | do                | 67 7 6      | 227 15 8    | 334 13 4  |
| 448 | "         | Benjamin McConnell                  | Cap Rouge           | do                | 29 14 0     | 120 16 2    | 150 16 2  |
| 449 | "         | Benjamin McConnell                  | Cap Rouge           | do                | 30 6 0      | 62 14 7     | 92 20 7   |
| 450 | "         | Benjamin McConnell                  | Cap Rouge           | do                | 49 4 5      | 49 16 8     | 98 11 3   |
| 451 | "         | McConnell & Jolecoir                | Benson's Cove       | do                | 38 10 0     | 82 11 11    | 120 11 11 |
| 452 | "         | Jacob Weagant                       | Anderson & Paradis  | Forsyth & Bell    | 19 16 8     | 181 12 4    | 200 19 2  |
| 454 | "         | H. Fowlds                           | Cap Rouge           | Owner.            | 38 10 0     | 121 1 11    | 160 11 11 |
| 455 | "         | Rodk. Ryan                          | Victoria Cove       | do                | 19 16 8     | 171 10 2    | 190 27 10 |
| 457 | "         | Mosson Boyd                         | St. Michael's Cove  | do                | 38 10 0     | 121 1 11    | 160 11 11 |
| 458 | "         | J. Aunond (Brigham)                 | Cap Rouge           | do                | 19 16 8     | 171 10 2    | 190 27 10 |
| 459 | "         | A. Kenn-dy & Co.                    | Spencer Cove        | G. B. Symes & Co. | 38 10 0     | 121 1 11    | 160 11 11 |
| 460 | "         | A. C. Thompson                      | Walker's Cove       | Gillespies & Co.  | 19 16 8     | 171 10 2    | 190 27 10 |
| 461 | "         | Scott                               | Bridgewater Cove    | Owner.            | 38 10 0     | 121 1 11    | 160 11 11 |
| 463 | "         | Daniel O'Meara                      | Spencer Cove        | do                | 19 16 8     | 171 10 2    | 190 27 10 |
| 466 | "         | C. & R. McDonell                    | Cap Rouge           | do                | 38 10 0     | 121 1 11    | 160 11 11 |
| 470 | "         | James Wadsworth                     | Cap Rouge           | do                | 19 16 8     | 171 10 2    | 190 27 10 |
| 471 | "         | James Skead                         | Indian Cove         | A. Gilmour & Co.  | 38 10 0     | 121 1 11    | 160 11 11 |
| 473 | "         |                                     |                     |                   | 19 16 8     | 171 10 2    | 190 27 10 |

H.—STATEMENT of the Crown Dues as furnished by the Supervisor of Cullers, &c.—(Continued.)

| No. | Date. | Whose Lot.                          | Where Lying.         | On account of |    | Slide Dues. |    | Crown Dues. |    | Totals. |    |
|-----|-------|-------------------------------------|----------------------|---------------|----|-------------|----|-------------|----|---------|----|
|     |       |                                     |                      | Owners.       | do | £           | s. | £           | s. |         | £  |
| 473 | "     | C. & R. McDonell, No. 1             | Spencer Cove         | Owners.       | do | 19          | 16 | 181         | 9  | 201     | 5  |
| 474 | "     | C. & R. McDonell, No. 2             | Spencer Cove         | do            | do | 19          | 16 | 180         | 10 | 200     | 7  |
| 475 | "     | A. C. Thompson                      | Spencer Cove         | do            | do | 41          | 8  | 23          | 6  | 64      | 14 |
| 477 | "     | Arthur McArthur                     | Anderson and Paradis | Owner.        | do | 70          | 0  | 213         | 3  | 283     | 3  |
| 480 | "     | J. & D. Bell                        | Wood & Petry's Cove  | do            | do | 39          | 5  | 175         | 12 | 214     | 17 |
| 483 | "     | J. Egan & Co. (Bonchere, J. Perrys) | LeMesurier's Cove    | do            | do | 19          | 0  | 102         | 9  | 121     | 9  |
| 486 | "     | W. & J. P. Moffatt                  | Hamilton's Cove      | do            | do | 98          | 8  | 234         | 0  | 332     | 9  |
| 490 | "     | John McDonald                       | Anderson & Paradis   | Owner.        | do | 82          | 18 | 190         | 16 | 190     | 16 |
| 491 | "     | S. A. Huntingdon                    | Cap Range            | do            | do | 53          | 5  | 156         | 4  | 156     | 4  |
| 492 | "     | Samuel Grimes                       | Wolf's Cove          | do            | do | 40          | 0  | 71          | 16 | 71      | 16 |
| 493 | "     | J. Amund.                           | Cap Range            | do            | do | 13          | 2  | 43          | 16 | 80      | 6  |
| 494 | "     | J. Egan & Co.                       | LeMesurier's Cove    | do            | do | 11          | 12 | 72          | 13 | 84      | 5  |
| 495 | "     | A. & B. Caldwell                    | Anderson & Paradis   | do            | do | 5           | 9  | 59          | 9  | 64      | 19 |
| 496 | Sept. | Anthony Cullen                      | Union Cove           | do            | do | 53          | 2  | 191         | 6  | 244     | 9  |
| 497 | "     | J. Amund (P. Whites)                | Wood & Petry's Cove  | do            | do | 54          | 1  | 144         | 5  | 198     | 7  |
| 503 | "     | William Morris                      | Wood & Petry's Cove  | do            | do | 56          | 2  | 157         | 0  | 157     | 0  |
| 505 | "     | Gilmore & Co. (Mattawa)             | Indian Cove          | do            | do | 56          | 2  | 151         | 1  | 207     | 3  |
| 509 | "     | Daniel McLachlin                    | Cap Range            | do            | do | 37          | 16 | 147         | 6  | 208     | 8  |
| 514 | "     | Daniel McLachlin                    | St. Michael's Cove   | do            | do | 37          | 10 | 129         | 17 | 167     | 14 |
| 515 | "     | J. Amund (Brigham)                  | Wood & Petry's Cove  | do            | do | 19          | 0  | 4           | 16 | 4       | 16 |
| 517 | "     | Gilmore & Co. (North Nation)        | Indian Cove          | do            | do | 19          | 0  | 39          | 17 | 49      | 17 |
| 518 | "     | J. Egan & Co. (Perrault)            | Cap Range            | do            | do | 161         | 6  | 161         | 6  | 161     | 6  |
| 519 | "     | John Supple (Mask Raf)              | New Liverpool Cove   | do            | do | 144         | 4  | 144         | 4  | 144     | 4  |
| 522 | "     | John Supple (Pittawawa)             | St. Michael's Cove   | do            | do | 125         | 5  | 125         | 5  | 125     | 5  |
| 524 | "     | J. Amund (Brigham)                  | LeMesurier's Cove    | do            | do | 179         | 12 | 179         | 12 | 179     | 12 |
| 528 | "     | J. Egan & Co. (Pittawawa)           | Indian Cove          | do            | do | 5           | 9  | 5           | 9  | 5       | 9  |
| 532 | "     | Gerrard McCrea                      | Wood & Petry's Cove  | do            | do | 36          | 0  | 36          | 0  | 36      | 0  |
| 536 | "     | John Thomson                        | St. Michael's Cove   | do            | do | 355         | 1  | 355         | 1  | 355     | 1  |
| 546 | "     | William Morris                      | Indian Cove          | do            | do | 274         | 17 | 274         | 17 | 274     | 17 |
| 547 | "     | A. Gilmore & Co                     | Cap Range            | do            | do | 97          | 4  | 97          | 4  | 97      | 4  |
| 548 | "     | John Thomson                        | St. Michael's Cove   | do            | do | 78          | 15 | 217         | 13 | 296     | 8  |
| 549 | "     | Lawrence Mackay                     | Cap Range            | do            | do | 3           | 9  | 3           | 9  | 3       | 9  |
| 558 | "     | William Mackey                      | New Liverpool Cove   | do            | do | 18          | 15 | 64          | 10 | 83      | 5  |
| 559 | "     | Thomas Lockies                      | New Liverpool Cove   | do            | do | 40          | 10 | 188         | 1  | 228     | 11 |
| 560 | "     | David T. Brown                      | Walker's Cove        | do            | do | 35          | 8  | 140         | 3  | 175     | 12 |
| 562 | "     | William Mackey                      | Walker's Cove        | do            | do | 186         | 3  | 186         | 3  | 186     | 3  |
| 563 | "     | Robert Kernahan                     | Walker's Cove        | do            | do | 186         | 3  | 186         | 3  | 186     | 3  |
| 567 | "     | Robert Kernahan                     | Walker's Cove        | do            | do | 186         | 3  | 186         | 3  | 186     | 3  |

|     |      |                                |                    |                  |    |     |    |     |    |     |    |
|-----|------|--------------------------------|--------------------|------------------|----|-----|----|-----|----|-----|----|
| 568 | "    | John Thomson                   | St. Michael's Cove | do               | do | 179 | 11 | 179 | 11 | 179 | 11 |
| 569 | "    | J. Amund (Airds)               | St. Michael's Cove | do               | do | 168 | 11 | 168 | 11 | 168 | 11 |
| 570 | "    | J. Amund (R. Skeids)           | Cap Range          | do               | do | 22  | 10 | 22  | 10 | 22  | 10 |
| 571 | "    | Robert Kenny                   | Cap Range          | do               | do | 43  | 15 | 141 | 12 | 161 | 17 |
| 573 | "    | A. & R. Fraser                 | Cap Range          | do               | do | 67  | 8  | 190 | 8  | 234 | 3  |
| 575 | "    | Robert Conroy                  | Anderson & Paradis | do               | do | 24  | 4  | 126 | 17 | 194 | 6  |
| 577 | "    | Willett M. Platt               | Union Cove         | Gillespies & Co. | do | 172 | 0  | 172 | 0  | 228 | 2  |
| 578 | "    | Daniel McLachlin               | Cap Range          | Owner.           | do | 68  | 8  | 68  | 8  | 103 | 3  |
| 580 | "    | J. Egan & Co. (L. Felix)       | LeMesurier's Cove  | do               | do | 196 | 11 | 196 | 11 | 252 | 13 |
| 583 | "    | Daniel McLachlin               | Cap Range          | do               | do | 171 | 18 | 171 | 18 | 212 | 11 |
| 584 | "    | J. Amund (Black River)         | St. Michael's Cove | do               | do | 56  | 2  | 163 | 17 | 219 | 19 |
| 585 | "    | Daniel McLachlin               | St. Michael's Cove | do               | do | 64  | 15 | 210 | 11 | 275 | 6  |
| 587 | "    | Alexander McCaul               | Cap Range          | J. Egan & Co.    | do | 23  | 5  | 154 | 1  | 177 | 6  |
| 591 | "    | John Egan & Co. (Bonchere)     | Cap Range          | do               | do | 18  | 18 | 18  | 18 | 18  | 18 |
| 593 | Oct. | William A. Scott               | Woodfield Harbour  | do               | do | 191 | 6  | 191 | 6  | 191 | 6  |
| 594 | "    | William Byers                  | Cap Range          | Owner.           | do | 81  | 19 | 81  | 19 | 97  | 14 |
| 596 | "    | J. Egan & Co. (Wilmetts)       | St. Michael's Cove | do               | do | 40  | 0  | 40  | 0  | 40  | 0  |
| 598 | "    | John Pouparris                 | Bridgewater Cove   | do               | do | 155 | 15 | 155 | 15 | 198 | 17 |
| 599 | "    | James Smith                    | Cap Range          | do               | do | 33  | 2  | 108 | 14 | 141 | 16 |
| 601 | "    | D. A. Ingley                   | Cap Range          | do               | do | 27  | 2  | 99  | 0  | 99  | 0  |
| 602 | "    | John Pouparris                 | St. Michael's Cove | do               | do | 61  | 17 | 236 | 6  | 298 | 4  |
| 603 | "    | J. Amund (Centres)             | Cap Range          | do               | do | 2   | 1  | 2   | 1  | 2   | 1  |
| 604 | "    | John Egan & Co. (Le Blais)     | Wolf's Cove        | do               | do | 209 | 8  | 109 | 9  | 318 | 17 |
| 606 | "    | James Cumming (Stony Lake)     | Cap Range          | do               | do | 19  | 9  | 19  | 9  | 109 | 11 |
| 607 | "    | James Wadsworth                | Cap Range          | Owner.           | do | 4   | 14 | 4   | 14 | 109 | 11 |
| 610 | "    | Gilchrist                      | Cap Range          | Gillespies & Co. | do | 106 | 5  | 313 | 7  | 313 | 7  |
| 611 | "    | William Byers                  | Cap Range          | do               | do | 2   | 5  | 193 | 14 | 195 | 19 |
| 612 | "    | John Supple                    | St. Michael's Cove | do               | do | 38  | 15 | 148 | 16 | 148 | 16 |
| 614 | "    | J. Amund (Mason)               | St. Michael's Cove | do               | do | 12  | 8  | 12  | 8  | 12  | 8  |
| 623 | "    | G. W. Bradford                 | St. Michael's Cove | do               | do | 15  | 14 | 15  | 14 | 15  | 14 |
| 629 | "    | Townsend.                      | Woodfield Harbour  | Owner.           | do | 46  | 7  | 44  | 13 | 91  | 0  |
| 641 | "    | Charles Perry                  | Woodfield Harbour  | do               | do | 65  | 3  | 10  | 8  | 75  | 12 |
| 642 | "    | John Supple & Co.              | Bridgewater Cove   | do               | do | 85  | 0  | 120 | 18 | 304 | 14 |
| 658 | Nov. | A. McCaul & Brothers           | Cap Range          | do               | do | 35  | 0  | 129 | 19 | 164 | 19 |
| 659 | "    | A. McCaul & Brothers           | Cap Range          | do               | do | 67  | 8  | 204 | 15 | 272 | 4  |
| 661 | "    | Robert Conroy                  | Anderson & Paradis | Owner.           | do | 115 | 5  | 11  | 12 | 11  | 12 |
| 662 | "    | Robert Conroy                  | Anderson & Paradis | do               | do | 98  | 8  | 98  | 8  | 115 | 5  |
| 679 | "    | J. Egan & Co., No. 1 and No. 2 | LeMesurier's Cove  | do               | do | 122 | 2  | 122 | 2  | 122 | 2  |
| 680 | "    | J. Egan & Co.                  | LeMesurier's Cove  | do               | do | 105 | 5  | 105 | 5  | 105 | 5  |
| 681 | "    | J. Egan & Co.                  | LeMesurier's Cove  | do               | do | 105 | 5  | 105 | 5  | 105 | 5  |
| 682 | "    | J. Egan & Co.                  | LeMesurier's Cove  | do               | do | 105 | 5  | 105 | 5  | 105 | 5  |

## I.

## INVENTORY of sundry articles of Office Furniture remaining in the possession of the Supervisor of Cullers.

Eight Office Desks,  
 A Set of Forty-two Drawers,  
 A long Telescope Table,  
 Five yards Green Baize for do,  
 Eighteen Footstools,  
 Eighteen Office Stools,  
 Frames for Almanacs,  
 Five Camphine Oil Lamps,  
 Three Maps,  
 Two Cash Boxes,  
 Tin Plates for Office Doors,  
 Step Ladder,  
 Two Wash Stands,  
 Paper Press for Stationery,  
 One Tin Box,  
 Office Bells,  
 Fifteen Pairs Candlesticks,  
 One Lanthorn,  
 Three Oil Lamps,  
 Saw and Frame,  
 Two Door Matts,  
 One Bench for Cullers' Room,  
 Three Stoves and Pans,  
 A Franklin Stove and Elbow,  
 Oil Can and Filler,  
 One Tin Case for Culler's Books,  
 Office Clock,  
 Small Iron Safe,  
 Umbrella Stand,  
 Office Sign Board,  
 Fender and Fire Irons,  
 Bureau for Papers,  
 Five Pairs Green Blinds,

Various Small Articles for Office, such as Water  
 Pails, &c.  
 Tin Compartments in Safe for Books and Papers,  
 Two Gallows Pipes and other Stove Pipes,  
 Patent Copying Press, complete with Stand,  
 Small Table as Stand for Cash Box,  
 One Brass Standard for testing Culler's Rods,  
 Cast Steel Stamp for Stamping Culler's Rods,  
 One Writing Desk, covered with Green Baize,  
 Twenty-four common Wood Chairs,  
 One Table for Culler's Office,  
 Two Wooden Arm Chairs,  
 One Filterer,  
 One Desk,  
 Paper Case,  
 One Stove and Piping,  
 Dumb Stove and Piping,  
 One Fender,  
 Three Metal Stove Pans,  
 One Enclosed Wash Stand,  
 One Common Wash Stand,

— — —

*Inventory of Office Furniture for Collector of  
Timber Duties.*

One Writing Table,  
 Walnut Paper Case with Pigeon Holes,  
 Three Office Chairs,  
 Wash Stand and Ware,  
 Stove and Piping,

**JOHN SHARPLES,**  
 Supervisor of Cullers.

Supervisor of Culler's Office,  
 Quebec, 31st December, 1853.

## SCHEDULE OF DOCUMENTS

Connected with the Accounts of the Deputy Supervisor of Cullers for Sorel, transmitted herewith.

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- A.—Statement of Timber measured at Sorel, during the season of 1853; and Section of the Province made.
- B.—Statement of Timber measured at Sorel, during the season of 1853, with the proportion in each Raft subject to Crown Dues, and the respective amounts charged thereon, against Mr. McLean Stewart and Mr. McCrae
- C.—Statement shewing the amount of Crown Dues accruing and secured on Timber measured at Sorel during the season of 1853.
- D.—General Statement of Receipts and Disbursements for measuring and culling Timber at Sorel, during the season of 1853, with vouchers.
- E.—Inventory of Office Furniture.

GEORGE COLLEY,  
Deputy Supervisor of Cullers.

Deputy Supervisor of Culler's Office,  
Sorel, 30th November, 1853.

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A.  
**STATEMENT of Timber Measured at Sorel during the Season of 1853, and section of the Province where made.**

| Section of Country.       | White Pine. |         | Red Pine. |       | Oak.    |       | Elm.    |       | Ash.    |       | Spruce. |       | Butternut. |       | Pawwood. |       | Tamarac. |       | Birch.  |       | Hemlock. |       |
|---------------------------|-------------|---------|-----------|-------|---------|-------|---------|-------|---------|-------|---------|-------|------------|-------|----------|-------|----------|-------|---------|-------|----------|-------|
|                           | Pieces.     | Feet.   | Pieces.   | Feet. | Pieces. | Feet. | Pieces. | Feet. | Pieces. | Feet. | Pieces. | Feet. | Pieces.    | Feet. | Pieces.  | Feet. | Pieces.  | Feet. | Pieces. | Feet. | Pieces.  | Feet. |
| Ottawa—Mississippi River  | 2099        | 153877  | 2         | 126   |         |       |         |       |         |       |         |       |            |       |          |       |          |       |         |       |          |       |
| Madawaska "               | 3785        | 265234  | 7         | 363   |         |       |         |       |         |       |         |       |            |       |          |       |          |       |         |       |          |       |
| Bonne Chaire "            | 1174        | 86159   | 2         | 98    |         |       |         |       |         |       |         |       |            |       |          |       |          |       |         |       |          |       |
| Black "                   | 4138        | 278746  | 627       | 24194 |         |       |         |       | 2       | 58    |         |       |            |       |          |       |          |       |         |       |          |       |
| Muskat "                  | 3266        | 186250  | 61        | 2603  | 3       | 141   | 17      | 815   | 2       | 114   |         |       |            |       |          |       |          |       |         |       |          |       |
| Gatineau "                | 669         | 20722   | 4         | 111   | 8       | 280   | 2       | 88    | 1       | 85    |         |       |            |       |          |       |          |       |         |       |          |       |
| South Nation "            | 2273        | 115933  | 3         | 101   |         |       |         |       | 10      | 417   |         |       |            |       |          |       |          |       |         |       |          |       |
| St. Lawrence—Lake Erie    | 90          | 3892    |           |       | 22      | 387   | 75      | 2533  |         |       |         |       |            |       |          |       |          |       |         |       |          |       |
| Ditto Bay of Quinte       | 2816        | 213685  |           |       | 116     | 8940  |         |       |         |       |         |       |            |       |          |       |          |       |         |       |          |       |
| Seignory of St. Hyacinthe | 20210       | 1324528 | 706       | 27475 | 204     | 11514 | 94      | 3436  | 15      | 674   | 2       | 90    | 1          | 44    | 7        | 256   | 172      | 5525  | 2       | 56    | 15       | 755   |
|                           |             |         |           |       |         |       |         |       |         |       |         |       |            |       |          |       |          |       |         |       |          |       |

Deputy Supervisor of Culler's Office,  
 Sorel, 30th November, 1853.

GEO. COLLEY,  
 Deputy Supervisor of Cullers.







C.—STATEMENT shewing the Amount of Crown Dues accruing and secured on Timber Measured at Sorel, during the season of 1853.

| <i>Report to Mr. McLean Stewart, Quebec, for Collection.</i>                               |                           |                |                           |    |    | £   | s.   | d. | £    | s.   | d. |   |
|--|---------------------------|----------------|---------------------------|----|----|-----|------|----|------|------|----|---|
| William Dunning,   | Crown Dues..              | ..             | ..                        | .. | .. | 9   | 9    | 2  |      |      |    |   |
| Alex. Snedden.   | Slidage Bond..            | ..             | ..                        | .. | .. | 25  | 2    | 6  |      |      |    |   |
| Joseph Amund,  | Crown Dues..              | ..             | ..                        | .. | .. | 158 | 0    | 7  |      |      |    |   |
| John Curry,  | Ditto ..                  | ..             | ..                        | .. | .. | 1   | 13   | 3  |      |      |    |   |
| T. M. Carswell,  | Ditto ..                  | ..             | ..                        | .. | .. | 207 | 8    | 1  |      |      |    |   |
| A. & B. Caldwell,  | Ditto ..                  | ..             | ..                        | .. | .. | 144 | 4    | 2  |      |      |    |   |
| Geo. M. Bradford,  | Ditto ..                  | ..             | ..                        | .. | .. | 3   | 3    | 6  |      |      |    |   |
| John Curry.  | Ditto ..                  | ..             | ..                        | .. | .. | 68  | 8    | 7  |      |      |    |   |
| Gerrard McGrae,  | Ditto ..                  | ..             | ..                        | .. | .. | 266 | 17   | 0  |      |      |    |   |
| Samuel McDonnell,  | Ditto ..                  | ..             | ..                        | .. | .. | 79  | 6    | 10 |      |      |    |   |
| Ditto  | Ditto ..                  | ..             | ..                        | .. | .. | 145 | 14   | 1  |      |      |    |   |
| Ditto  | Ditto ..                  | ..             | ..                        | .. | .. | 139 | 2    | 7  |      |      |    |   |
|  |                           |                |                           |    |    |     |      |    | 1248 | 10   | 4  |   |
| <i>Report to Mr. McCrae, Collector Customs, St. John's, and Endorsed on Specification.</i> |                           |                |                           |    |    | £   | s.   | d. | £    | s.   | d. |   |
| Alex. Snedden,   | Crown Dues..              | ..             | ..                        | .. | .. | 57  | 8    | 11 |      |      |    |   |
| Alex. McNie,   | Ditto ..                  | ..             | ..                        | .. | .. | 14  | 11   | 6  |      |      |    |   |
| Alex. McDonnell,   | Ditto ..                  | ..             | ..                        | .. | .. | 179 | 12   | 10 |      |      |    |   |
| Barbara & Mackie,  | Slidage Bond..            | ..             | ..                        | .. | .. | 14  | 5    | 0  |      |      |    |   |
| Ditto  | Crown Dues ..             | ..             | ..                        | .. | .. | 17  | 9    | 1  |      |      |    |   |
| Neil McLellan,   | Ditto ..                  | ..             | ..                        | .. | .. | 17  | 3    | 10 |      |      |    |   |
| Jno. Dunlop,   | Ditto ..                  | ..             | ..                        | .. | .. | 20  | 11   | 11 |      |      |    |   |
| Ditto  | Slidage Bond..            | ..             | ..                        | .. | .. | 48  | 2    | 6  |      |      |    |   |
| Currier, Dickenson & Co.,  | Crown Dues                | ..             | ..                        | .. | .. | 43  | 8    | 1  |      |      |    |   |
| Ditto  | Boomage Account           | ..             | ..                        | .. | .. | 4   | 15   | 6  |      |      |    |   |
|  |                           |                |                           |    |    |     |      |    | 419  | 9    | 3  |   |
| <i>The above Rafts contain in Timber as follows per Statement :—</i>                       |                           |                |                           |    |    |     |      |    |      |      |    |   |
|  | 10,750 Pieces White Pine, | 720,222        | feet.                     |    |    |     |      |    |      |      |    |   |
|  | 653 " Red Pine,           | 25,585         | "                         |    |    |     |      |    |      |      |    |   |
|  | 2 " Spruce,               | 90             | "                         |    |    |     |      |    |      |      |    |   |
|  |                           | <u>754,897</u> | feet at $\frac{1}{2}$ d.  | .. | .. | ..  | 1572 | 14 | 1    |      |    |   |
|  | 2 Pieces Elm,             | 88             | feet.                     |    |    |     |      |    |      |      |    |   |
|  | 2 " Ash,                  | 137            | "                         |    |    |     |      |    |      |      |    |   |
|  | 1 " Butternut,            | 44             | "                         |    |    |     |      |    |      |      |    |   |
|  |                           | <u>269</u>     | feet at 1d.               | .. | .. | ..  | 1    | 2  | 5    |      |    |   |
|  | 9 Pieces Oak,             | <u>298</u>     | feet at $1\frac{1}{2}$ d. | .. | .. | ..  | 1    | 17 | 3    |      |    |   |
|  |                           |                |                           |    |    | £   | 1575 | 13 | 9    |      |    |   |
| Fractions arising on calculations to balance   | ..                        | ..             | ..                        | .. | .. | ..  | 0    | 0  | 3    |      |    |   |
|  |                           |                |                           |    |    | £   | 1575 | 14 | 0    |      |    |   |
| Amount of Slidage Bonds  | ..                        | ..             | ..                        | .. | .. | ..  | 87   | 10 | 0    |      |    |   |
| Ditto of Boomage Account..   | ..                        | ..             | ..                        | .. | .. | ..  | 4    | 15 | 6    |      |    |   |
|  |                           |                |                           |    |    |     |      |    |      | 1667 | 19 | 6 |

GEO. COLLEY,  
Deputy Supervisor of Cullers.

Deputy Supervisor of Cullers' Office,  
Sorel, 30th November, 1853.



## E.

**INVENTORY of Office Furniture at Sorel.**

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One Black Walnut Desk with Drawers.

One Desk Stool.

One Table.

Two Wood Seat Chairs.

One Letter Copying Press.

One Tin Cash Box.

One Jug and Basin.

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**GEO. COLLEY,**  
Deputy Supervisor of Cullers.

Deputy Supervisor of Cullers' Office,  
Sorel, 30th November, 1853.

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QUEBEC:

PRINTED BY LOVELL & LAMOUREUX,

1854.

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SECRETARY'S OFFICE,  
 QUEBEC, 3rd March, 1855.

SIR,—I have the honor to transmit to you, to be laid before the Legislative Assembly, the Accounts of the Supervisor of Cullers for the year 1854.

I have the honor to be,

Sir,

Your most obedient servant,

E. PARENT,

Wm. B. Lindsay, Esq.,  
 Clerk to Legislative Assembly,  
 &c., &c., &c.,  
 Quebec.

## SCHEDULE OF DOCUMENTS

Relative to the Supervisor of Cullers' Accounts transmitted herewith.

- A.—General Statement of Receipts and Disbursements.  
 Aa.—Amount paid Clerks under Letters of Instruction from Provincial Secretary.  
 B.—Statement of Receipts for Lumber Measured, Culled, &c.  
 C.—Statement of Fees paid Cullers, with Vouchers No. 1 to 67, inclusive.  
 D.—Statement of Salaries paid Clerks, with Vouchers No. 68 to 108, inclusive.  
 E.—Statement of Contingent Disbursements, with Vouchers No. 109 to 142, inclusive.  
 F.—An Abstract of the number of Pieces and number of Cubic Feet of each description of Timber Measured and Culled under the superintendence of the Supervisor of Cullers, during the season of 1854, with the section of the Province from whence the same was procured.  
 G.—An Abstract of the number of Pieces of all Lumber (square Timber excepted) Measured and Culled under the superintendence of the Supervisor of Cullers during the season of 1854, with the section of the Province wherefrom.  
 H.—Statement of Crown Dues, as furnished the Supervisor by the Collector of Timber Duties, and endorsed by the Supervisor on the several specifications of Measurement.  
 I.—Inventory of sundry Articles of Office Furniture remaining in the possession of the Supervisor of Cullers.

JOHN SHARPLES,  
 Supervisor of Cullers.

Supervisor of Cullers' Office,  
 Quebec, 30th December, 1854.



## Aa.

STATEMENT of Amounts paid Clerks under Letters of Instruction from Provincial Secretary, dated 10th March, 5th April, and 14th June, 1854.

| Date of Letter of Instruction. | Name of Clerk.                          | Amount. | Total.   |
|--------------------------------|---|---------|----------|
|                                |   | £ s. d. | £ s. d.  |
| Under Letter of 10th March ... | Edward Byrne... ..                      | 32 10 0 | 258 15 0 |
|                                | John O'Kane, Senr. ... ..               | 35 0 0  |          |
|                                | Wm. T. Burke... ..                      | 25 0 0  |          |
|                                | Jerh. Crolly ... ..                     | 15 0 0  |          |
|                                | Wm. H. Knight ... ..                    | 15 0 0  |          |
|                                | James O'Leary ... ..                    | 15 0 0  |          |
|                                | J. E. Vaughan... ..                     | 15 0 0  |          |
|                                | James Prendergast ... ..                | 15 0 0  |          |
|                                | Pierre Miller ... ..                    | 25 0 0  |          |
|                                | Octave Vezina... ..                     | 15 0 0  |          |
| Under Letter of 5th April ...  | I. S. Kelly ... ..                      | 15 0 0  | 112 10 0 |
|                                | J. Y. Cooke ... ..                      | 15 0 0  |          |
|                                | Charles Jordan (Office Messenger)... .. | 21 5 0  |          |
|                                | Matthew Harbeson ... ..                 | 32 10 0 |          |
| Under Letter of 14th June ...  | Alex. Fraser ... ..                     | 40 0 0  | 30 0 0   |
|                                | Chas. S. Graddon ... ..                 | 25 0 0  |          |
|                                | Geo. Colley ... ..                      | 15 0 0  |          |
|                                |   |         | 112 10 0 |
|                                |   |         | 30 0 0   |
|                                |   |         | 401 5 0  |

Supervisor of Cullers' Office,  
Quebec, 30th December, 1854.



B.

STATEMENT of Lumber Measured, Culled and Counted, at the Port of Quebec, through the Office of the Supervisor of Cullers, during the season of 1854.

|                     | Pieces.                      | Measured off ..  | .....                          | Tons.                |  | £ s. d.   |
|---------------------|------------------------------|--|--------------------------------|----------------------|--|-----------|
| White Pine .. ..    | 60,387                       | do .. ..   | .....                          | 97,611 <sup>23</sup> |  |           |
| Basswood . . . .    | 101                          | do .. ..   | .....                          | 127 <sup>4</sup>     |  |           |
| Butternut . . . .   | 10                           | do .. ..   | .....                          | 11 <sup>3</sup>      |  |           |
|                     |                              |  | Tons .....                     | 97,749 <sup>39</sup> | at 2 <sup>1</sup> / <sub>2</sub> d. .. | 967 6 4   |
| Red Pine.. .. .     | 2,029                        | do .. ..   | .....                          | 2,130 <sup>14</sup>  |  |           |
| Oak .. .. .         | 5,326                        | do .. ..   | .....                          | 9,489 <sup>2</sup>   |  |           |
| Elm .. .. .         | 13,410                       | do .. ..   | .....                          | 11,534 <sup>20</sup> |  |           |
| Ash .. .. .         | 1,847                        | do .. ..   | .....                          | 2,309 <sup>37</sup>  |  |           |
| Tamarac .. .. .     | 34,297                       | do .. ..   | .....                          | 19,720 <sup>30</sup> |  |           |
| Birch . . . . .     | 1,752                        | do .. ..   | .....                          | 788 <sup>18</sup>    |  |           |
| Maple .. .. .       | 27                           | do .. ..   | .....                          | 26 <sup>34</sup>     |  |           |
| Beech .. .. .       | 4                            | do .. ..   | .....                          | 5 <sup>4</sup>       |  |           |
| Spruce .. .. .      | 57                           | do .. ..   | .....                          | 35 <sup>26</sup>     |  |           |
| Walnut .. .. .      | 10                           | do .. ..   | .....                          | 11 <sup>39</sup>     |  |           |
|                     |                              |  | Tons .....                     | 46,061 <sup>19</sup> | at 3 <sup>1</sup> / <sub>2</sub> d. .. | 623 15 0  |
| Birch . . . . .     | 232                          | Culled and Measured or Measured in shipping order, 97 <sup>26</sup> tons ..... |                                |                      | at 6d. ..                              | 2 8 10    |
| Masts and Bowsprits | 55                           | do do  | 24 inches and upwards, each    | .....                | at 2s. 3d. ..                          | 8 18 9    |
| Do do               | 33                           | do do  | 19 to 24 inches, each          | .....                | at 2s. 9d. ..                          | 4 10 9    |
| Do do               | 3                            | do do  | 12 to 19 do do                 | .....                | at 1s 10d. ..                          | 0 5 6     |
| Spars, Red Pine ..  | 1                            | do do  | 19 to 24 do do                 | .....                | at 2s. 9d. ..                          | 0 2 9     |
| Do do               | 463                          | do do  | 12 to 19 do do                 | .....                | at 1s. 10d. ..                         | 42 8 10   |
|                     | 464                          |  |                                |                      |  |           |
| Staves, Standard .. | 427,543                      | do do  | 397m. 5c. 2qs. 29ps., pr mille | .....                | at 12s. ..                             | 288 10 11 |
| Do West India..     | 583,859                      | do do  | 486m. 5c. 1qr. 29ps., do       | .....                | at 5s. 3d. ..                          | 127 14 5  |
| Do Barrel .. ..     | 164                          | do do  | 0m. 1c. 1qr. 14ps., do         | .....                | at 3s. 9d. ..                          | 0 0 6     |
| Deals . . . . .     | 251,840                      | Culled, 267,095 <sup>10</sup> standard, per 100 standard,                      |                                |                      | at 2s. 4d. ..                          | 311 12 3  |
| Do .. .. .          | 354,352                      | Counted off, per 100 pieces. ....  |                                |                      | at 1s. ..                              | 177 3 6   |
| Plank. . . . .      | 92,361                       | Counted off and Culled. ....   |                                |                      | at 1s. 8d. ..                          | 76 19 3   |
| Lathwood . . . .    | Cords.<br>1,567 <sup>2</sup> | do do  | .....                          | .....                | at 1s. 5d. ..                          | 111 1 0   |

MEASURED, Culled and Counted, under Order in Council dated and Assistant Secretary's letters, dated 3rd and 22nd June, 1854.

|                   | Pieces. | Measured off .. | .....      | Tons.                 |  | £ s. d.  |
|-------------------|---------|-----------------|------------|-----------------------|--|----------|
| White Pine .. ..  | 238,551 | do .. ..        | .....      | 387,817 <sup>21</sup> |  |          |
| Basswood . . . .  | 367     | do .. ..        | .....      | 454 <sup>30</sup>     |  |          |
| Butternut . . . . | 32      | do .. ..        | .....      | 33 <sup>24</sup>      |  |          |
|                   |         |                 | Tons ..... | 388,285 <sup>33</sup> | at 2 <sup>1</sup> / <sub>2</sub> d. .. | 4449 3 2 |
| Red Pine.. .. .   | 93,590  | do .. ..        | .....      | 91,713 <sup>37</sup>  |  |          |
| Oak .. .. .       | 29,128  | do .. ..        | .....      | 45,512 <sup>18</sup>  |  |          |
| Elm .. .. .       | 41,131  | do .. ..        | .....      | 36,653 <sup>6</sup>   |  |          |
| Ash .. .. .       | 2,715   | do .. ..        | .....      | 3,236 <sup>9</sup>    |  |          |
| Tamarac .. .. .   | 80,657  | do .. ..        | .....      | 46,523 <sup>9</sup>   |  |          |
| Birch . . . . .   | 362     | do .. ..        | .....      | 148 <sup>13</sup>     |  |          |
| Maple .. .. .     | 63      | do .. ..        | .....      | 65 <sup>6</sup>       |  |          |
| Hemlock .. .. .   | 45      | do .. ..        | .....      | 42 <sup>6</sup>       |  |          |

B.—(Continued.)

|   | Pieces.            | Measured off ..  | Tons.                | £                    | s.   | d.         |
|---|--------------------|--|----------------------|----------------------|------|------------|
| Spruce .. .. .  | 49                 | do .. .. .   | 81 <sup>11</sup>     |                      |      |            |
| Hickory .. .. .   | 9                  | do .. .. .   | 6 <sup>38</sup>      |                      |      |            |
| Walnut .. .. .  | 46                 | do .. .. .   | 36 <sup>5</sup>      |                      |      |            |
| Beech .. .. .   | 6                  | do .. .. .   | 3 <sup>24</sup>      |                      |      |            |
| Chestnut .. .. .  | 234                | do .. .. .   | 225 <sup>18</sup>    |                      |      |            |
|   |                    | Tons .. .  | 224,196 <sup>9</sup> | at 3 <sup>2</sup> d. | 3503 | 1 6        |
| <b>CULLED and Measured or Measured in shipping order.</b> |                    |  |                      |                      |      |            |
| White Pine .. .. .  | 4,943              | do do 5,770 <sup>23</sup> tons .. .                          |                      | at 5 <sup>4</sup> d. | 129  | 4 9        |
| Red Pine .. .. .  | 76                 | do do 77 <sup>27</sup> tons .. .                             |                      | at 6 <sup>1</sup> d. | 2    | 0 5        |
| Oars .. .. .  | 3,932              | do do per 100 pieces...                                      |                      | at 4s. 6d.           | 8    | 18 4       |
| Handspikes .. .. .  | 1,656              | do do per 100 pieces...                                      |                      | at 3s. 3d.           | 2    | 18 10      |
| <hr/>   |                    |  |                      |                      |      |            |
| Masts and Bowsprits                                       | 966                | do do 24 inches and upwards, each                            |                      | at 3s. 10d.          | 185  | 3 0        |
| Do do   | 1,133              | do do 19 to 24 inches, each .. .                             |                      | at 3s. 3d.           | 184  | 2 3        |
| Do do   | 290                | do do 12 to 19 inches, each .. .                             |                      | at 2s. 2d.           | 31   | 8 4        |
|   | 2,389              |  |                      |                      |      |            |
| <hr/>   |                    |  |                      |                      |      |            |
| Red Pine Spars ..   | 320                | do do 19 to 24 inches, each .. .                             |                      | at 3s. 3d.           | 52   | 0 0        |
| Do do ..  | 1,937              | do do 12 to 19 inches, each .. .                             |                      | at 2s. 2d.           | 209  | 16 10      |
|   | 2,257              |  |                      |                      |      |            |
| <hr/>   |                    |  |                      |                      |      |            |
| Spruce and Tamarac Spars .. .. .                          | 127                | do do 12 to 19 inches, each .. .                             |                      | at 2s. 2d.           | 13   | 15 2       |
| Staves, Standard ..                                       | 1,557,413          | do do 1,434m. 2c. 0q. 5p., per mille                         |                      | at 14s. 6d.          | 1039 | 15 11      |
| Do West India ..  | 3,108,224          | do do 2,599m. 1c. 3q. 14p., do                               |                      | at 6s. 4d.           | 820  | 4 6        |
| Do Barrel ..  | 77                 | do do 0m. 0c. 2q. 17p., do                                   |                      | at 4s. 6d.           | 0    | 0 4        |
| Deals .. .. .   | 1,220,693          | Culled, 1,348,928 <sup>9</sup> standard, per 100 standard    |                      | at 2s. 10d.          | 1910 | 5 6        |
| Do .. .. .  | 893,573            | Counted off, per 100 pieces .. .                             |                      | at 1s. 2d.           | 521  | 5 0        |
| Plank .. .. .   | 283,349            | Culled and Counted off, per 100 pieces                       |                      | at 2s. ..            | 283  | 7 0        |
| <hr/>   |                    |  |                      |                      |      |            |
| Lathwood .. .. .  | 2,996 <sup>3</sup> | Cords. Culled and Counted off, per cord....                  |                      | at 1s. 8d.           | 249  | 14 0       |
|   |                    |  |                      |                      | £    | 16288 17 5 |
|   |                    | Deduct—Remaining outstanding this present season of 1854.... |                      |                      |      | 910 5 3    |
|   |                    |  |                      |                      | £    | 15378 12 2 |

**JOHN SHARPLES,**  
Supervisor.

Supervisor of Cullers' Office,  
Quebec, 30th December, 1854.

C.—STATEMENT of Fees paid to Cullers in their respective Departments for Work performed during the season of 1854.

| Department.                         | Name of Culler.                        | Voucher. | Total.    | Amount.      |
|-------------------------------------|--|----------|-----------|--------------|
|                                     |  |          | £ s. d.   | £ s. d.      |
| Square Timber ....                  | F. X. Béland .....                     | 1        | 307 15 3  |              |
|                                     | John O'Sullivan .....                  | 2        | 304 15 4  |              |
|                                     | Olivier Gauvreau .....                 | 3        | 294 15 11 |              |
|                                     | Olivier Gaboury .....                  | 4        | 292 10 5  |              |
|                                     | John Clark .....                       | 5        | 289 18 4  |              |
|                                     | James Scott .....                      | 6        | 287 5 9   |              |
|                                     | Louis Dorion .....                     | 7        | 282 18 0  |              |
|                                     | J. S. Waterson .....                   | 8        | 271 8 0   |              |
|                                     | Ed. Verrault .....                     | 9        | 267 14 7  |              |
|                                     | Narcisse Valin .....                   | 10       | 256 15 4  |              |
|                                     | Pierre McNeil .....                    | 11       | 253 8 10  |              |
|                                     | Joseph Lockquell .....                 | 12       | 251 12 8  |              |
|                                     | Pierre Jennest .....                   | 13       | 249 10 1  |              |
|                                     | Denis Cantillon .....                  | 14       | 243 18 3  |              |
|                                     | James Lynch .....                      | 15       | 243 3 5   |              |
|                                     | Etienne Robitaille .....               | 16       | 232 17 9  |              |
|                                     | Wm. Bee .....                          | 17       | 232 12 3  |              |
|                                     | Thomas Redmond .....                   | 18       | 227 10 7  |              |
|                                     | Michel Robitaille .....                | 19       | 217 16 7  |              |
|                                     | Alexis Dorval .....                    | 20       | 210 11 8  |              |
|                                     | Joseph Larose, part of season .....    | 21       | 187 16 5  |              |
|                                     | Jac. Jobin, part of season.....        | 22       | 172 18 0  |              |
|                                     | Jean Larochele, died 20th August.....  | 23       | 166 15 2  |              |
|                                     | William Duggan, part of season .....   | 24       | 150 9 4   |              |
|                                     | Denis Duggan, part of season .....     | 25       | 120 14 10 |              |
|                                     | Ig. A. Dorval, part of season .....    | 26       | 117 17 8  |              |
|                                     | Peter Gilgan, Shipping Culler .....    | 27       | 108 4 3   |              |
|                                     | James Lambert, died in September ..... | 28       | 97 17 2   |              |
|                                     | James McPhee, part of season .....     | 29       | 62 10 10  |              |
|                                     | William Lambert, died 7th August ..... | 30       | 24 18 8   |              |
|                                     |  |          |           | 6419 1 4     |
| Square Timber & Deals               | J. B. Vachon .....                     | 31       | .....     | 263 13 0     |
| Deals, &c.....                      | Michael Power .....                    | 32       | 291 0 2   |              |
|                                     | Edward Haughton .....                  | 33       | 281 8 11  |              |
|                                     | Michel Hamel .....                     | 34       | 278 13 9  |              |
|                                     | Wm. McKutcheon .....                   | 35       | 245 14 2  |              |
|                                     | Maurice Malone.....                    | 36       | 223 3 9   |              |
|                                     | James Myler .....                      | 37       | 179 1 7   |              |
|                                     | James Downes .....                     | 38       | 166 16 8  |              |
|                                     | William Teedon.....                    | 39       | 147 6 9   |              |
|                                     | Jérôme Couture.....                    | 40       | 188 19 4  |              |
|                                     | Thomas Wilson.....                     | 41       | 119 12 2  |              |
|                                     | Benj. Lockquell.....                   | 42       | 114 18 9  |              |
|                                     | Jean Couture .....                     | 43       | 111 12 5  |              |
|                                     | J. B. Jarnac .....                     | 44       | 111 4 8   |              |
|                                     | Charles Couture.....                   | 45       | 102 17 9  |              |
| F. X. Thompson.....                 | 46                                     | 99 5 10  |           |              |
| Robert Downes, part of season ..... | 47                                     | 24 0 1   |           |              |
|                                     |  |          |           | 2625 16 9    |
| Deals, Staves, &c....               | Thomas Malone .....                    | 48       | 301 9 11  |              |
|                                     | Patrick Malone .....                   | 49       | 224 7 3   |              |
|                                     | Michael Murphy.....                    | 50       | 141 7 8   |              |
|                                     | John Curtin .....                      | 51       | 60 9 0    |              |
|                                     |  |          |           | 727 13 10    |
|                                     | Carried forward.....                   |          |           | £ 10086 4 11 |

## C.—STATEMENT of Fees paid to Cullers, &amp;c.—(Continued.)

| Department.         | Name of Culler.   | Voucher.            | Total.    | Amount.    |          |
|---------------------|---|---------------------|-----------|------------|----------|
|                     |   |                     | £ s. d.   | £ s. d.    |          |
|                     | Brought forward .....                                       | .....               | .....     | 10038 4 11 |          |
| Staves .....        | Joseph Fredarick .....                                      | 52                  | 202 7 9   |            |          |
|                     | Michael Gibbons .....                                       | 53                  | 193 11 10 |            |          |
|                     | Joseph Langlois .....                                       | 54                  | 189 4 5   |            |          |
|                     | J. B. Philbert .....  | 55                  | 187 8 5   |            |          |
|                     | Louis Myrand .....  | 56                  | 181 18 5  |            |          |
|                     | Robert Boyte .....  | 57                  | 180 12 11 |            |          |
|                     | Charles Corneau .....                                       | 58                  | 144 15 8  |            |          |
|                     | Barth. Chartier .....                                       | 59                  | 144 0 10  |            |          |
|                     | Wm. O'Brien .....   | 60                  | 133 2 4   |            |          |
|                     | Charles Timony, died 17th August .....                      | 61                  | 69 13 0   |            |          |
|                     | Martin O'Brien, part of season .....                        | 62                  | 68 18 6   |            |          |
|                     | James Mackie, Shipping Culler .....                         | 63                  | 49 19 3   |            |          |
|                     | John Fredarick, died in August .....                        | 64                  | 48 8 0    |            |          |
|                     | A. Gilmour & Co., for work performed by their Culler, ..... | £13 0 7             |           |            |          |
|                     | Difference to Debit General Statement .....                 | 1 4 6               | 65        | 14 5 1     | 1808 6 5 |
|                     | Masts, Bowsprits, Spars, Oars and Handspikes .....          | Ig. A. Dorval ..... | 66        | 314 1 5    |          |
| Alexis Dorval ..... |   | 67                  | 273 4 5   | 587 5 10   |          |
|                     |   | "                   | £         | 12431 17 2 |          |

N. B.—The amount paid Cullers, as per detailed Statement, is the gross amount of their respective earnings, out of which they have to pay, agreeably to the 17th Clause of Act, their attendants and assistants, as all other charges inseparable from the execution of their duties.

JOHN SHARPLES,  
Supervisor of Cullers.

Supervisor of Cullers' Office,  
Quebec, 30th December, 1854.



## E.

STATEMENT of Contingent Disbursements for the Supervisor of Cullers' Office,  
for the season of 1854.

|   |     | £   | s.  | d.  | £   | s. | d. |
|---|-----|-----|-----|-----|-----|----|----|
| By Paid James Dean, Rent of office, from 1st May to 10th November, 1854, at £150 per annum ... .. | 109 | ... | ... | ... | 79  | 2  | 2  |
| " Robert Middleton, account for books and stationery ... ..                                       | 110 | 123 | 8   | 11  |     |    |    |
| " W. S. Jackson, do do do ... ..  | 111 | 38  | 9   | 10  |     |    |    |
| " Proprietor of "Morning Chronicle," advertising, &c. ... ..                                      | 112 | 2   | 15  | 9   |     |    |    |
| " Robert Bell, subscription to "Ottawa Citizen" ... ..  | 113 | 1   | 10  | 0   |     |    |    |
| " "Daily Colonist," advertising ... ..  | 114 | 1   | 8   | 3   |     |    |    |
| " Rollo Campbell, do ... ..   | 115 | 0   | 12  | 0   | 168 | 4  | 9  |
| " Robert Shaw, Grocer ... ..  | 116 | 5   | 4   | 6   |     |    |    |
| " William Drum, Cabinetmaker ... ..   | 117 | 6   | 2   | 0   |     |    |    |
| " H. Hemming, Joiner... ..  | 118 | 25  | 15  | 1   |     |    |    |
| " J. Mingny, do ... ..  | 119 | 1   | 16  | 7   |     |    |    |
| " W. J. Bickell, Grocer ... ..  | 120 | 1   | 13  | 11  |     |    |    |
| " S. J. Shaw, Hardware ... ..   | 121 | 7   | 13  | 2   |     |    |    |
| " H. S. Scott, do ... ..  | 122 | 1   | 19  | 9   |     |    |    |
| " Chinic, Simard & Methot, Hardware ... ..  | 123 | 0   | 6   | 4   |     |    |    |
| " J. H. Galbraith, Iron Founder ... ..  | 124 | 2   | 0   | 0   |     |    |    |
| " P. Ryan, Tinsmith ... ..  | 125 | 9   | 13  | 8   |     |    |    |
| " P. Parent, do ... ..  | 126 | 3   | 17  | 1   |     |    |    |
| " P. W. Hartigan ... ..   | 127 | 2   | 12  | 6   |     |    |    |
| " J. & O. Cremazie ... ..   | 128 | 0   | 6   | 0   |     |    |    |
| " J. B. Frechette ... ..  | 129 | 0   | 9   | 0   |     |    |    |
| " J. Musson, for ice ... ..   | 130 | 1   | 15  | 0   | 71  | 4  | 7  |
| " Insurance on Office Furniture ... ..  | 131 | 1   | 6   | 3   |     |    |    |
| " Alex. Miller, for clearing snow ... ..  | 132 | 5   | 0   | 0   |     |    |    |
| " Assessment and Chimney Money ... ..   | 133 | 3   | 17  | 6   |     |    |    |
| " Fuel ... ..   | 134 | 21  | 3   | 3   |     |    |    |
| " Postages and sundry petty expenses ... ..   | 135 | 19  | 15  | 7   |     |    |    |
| " Ann Dunlevie, washing offices, &c... ..   | 136 | 12  | 0   | 0   |     |    |    |
| " Caleche, Boat and Cariole hire ... ..   | 137 | 15  | 10  | 3   |     |    |    |
| " Labor, Cartage, &c., connected with burning of late office ... ..                               | 138 | 8   | 11  | 6   |     |    |    |
| " Disbursement on account of Board of Examiners.. ... ..  | 139 | 0   | 17  | 6   | 88  | 1  | 10 |
| " Charles Alleyn, Advocate, for professional advice and opinions, during year 1854 ... ..         | 140 | ... | ..  | ..  | 17  | 0  | 0  |
| " Charles Jordan, Office Keeper and Messenger, from 1st January to 31st December, 1854 ... ..     | 141 | ... | ... | ... | 80  | 0  | 0  |
|   |     |     |     | £   | 503 | 13 | 4  |
| " James McPhee, under letter of instructions from the Secretary, dated 17th December, 1853 ... .. | 142 | ... | ... | ... | 25  | 0  | 0  |
|   |     |     |     | £   | 528 | 13 | 4  |

JOHN SHARPLES,  
Supervisor of Cullers.

Supervisor of Cullers' Office,  
Quebec, 30th December, 1854.

F.—ABSTRACT of the number of Pieces and Cubic Feet of each description of Timber measured and culled under the Superintendence of the Supervisor of Cullers at the Port of Quebec, during the Season of 1854, with the section of the Province whence the same was produced.

| 1854. | Section of the Country.                            | White Pine. |          | Red Pine. |         | Oak.    |         | Elm.    |         | Ash.    |        | Basswood. |       | Butternut. |       | Tamarac. |         | Birch.  |       | Maple.  |       | Beech.  |       | Hemlock. |       | Spruce. |       | Walnut. |       | Hickory. |       | Chestnut. |       |
|-------|--|-------------|----------|-----------|---------|---------|---------|---------|---------|---------|--------|-----------|-------|------------|-------|----------|---------|---------|-------|---------|-------|---------|-------|----------|-------|---------|-------|---------|-------|----------|-------|-----------|-------|
|       |  | Pieces.     | Feet.    | Pieces.   | Feet.   | Pieces. | Feet.   | Pieces. | Feet.   | Pieces. | Feet.  | Pieces.   | Feet. | Pieces.    | Feet. | Pieces.  | Feet.   | Pieces. | Feet. | Pieces. | Feet. | Pieces. | Feet. | Pieces.  | Feet. | Pieces. | Feet. | Pieces. | Feet. | Pieces.  | Feet. | Pieces.   | Feet. |
| 1     | Quebec and Montreal                                | 12562       | 600804   | 744       | 22163   | 534     | 10119   | 2291    | 75201   | 86      | 3642   | 26        | 623   | 1          | 92    | 56229    | 986935  | 1966    | 32325 | ...     | ...   | ...     | ...   | ...      | ...   | ...     | ...   | ...     | ...   | ...      | ...   | ...       | ...   |
| 2     | St. Lawrence from Montreal to head of Lake Ontario | 40182       | 2096176  | 1268      | 48804   | 3558    | 106048  | 30118   | 1048851 | 615     | 36880  | 32        | 1195  | 12         | 521   | 15427    | 422016  | 43      | 1215  | ...     | ...   | ...     | ...   | ...      | ...   | ...     | ...   | ...     | ...   | ...      | ...   | ...       | ...   |
| 3     | Grand River and Lake Erie                          | 5138        | 336140   | 75        | 3712    | 28333   | 1960727 | 3322    | 116108  | 91      | 4106   | 35        | 1767  | 4          | 213   | 2754     | 69403   | 148     | 2622  | ...     | ...   | ...     | ...   | ...      | ...   | ...     | ...   | ...     | ...   | ...      | ...   | ...       | ...   |
| 4     | Ottawa River and its Tributaries below Bytown      | 47860       | 2646676  | 4089      | 204666  | 533     | 12302   | 8520    | 293116  | 2271    | 103665 | 65        | 4431  | 8          | 369   | 23272    | 669718  | 89      | 2397  | ...     | ...   | ...     | ...   | ...      | ...   | ...     | ...   | ...     | ...   | ...      | ...   | ...       | ...   |
| 5     | Gatineau   | 1853        | 118397   | 2117      | 68713   | 3       | 38      | 1       | 18      | ...     | ...    | ...       | ...   | ...        | ...   | ...      | ...     | ...     | ...   | ...     | ...   | ...     | ...   | ...      | ...   | ...     | ...   | ...     | ...   | ...      | ...   | ...       | ...   |
| 6     | Rideau   | 3485        | 269075   | 167       | 6877    | 154     | 4540    | 6240    | 225663  | 1182    | 58506  | 76        | 4218  | ...        | ...   | ...      | ...     | ...     | ...   | ...     | ...   | ...     | ...   | ...      | ...   | ...     | ...   | ...     | ...   | ...      | ...   | ...       | ...   |
| 7     | Ottawa River and its Tributaries above Bytown      | 192069      | 12875726 | 86634     | 3401943 | 1265    | 31915   | 1753    | 62402   | 310     | 13358  | 214       | 10240 | 12         | 396   | 12876    | 387093  | 68      | 2294  | ...     | ...   | ...     | ...   | ...      | ...   | ...     | ...   | ...     | ...   | ...      | ...   | ...       | ...   |
| 8     | United States                                      | 72          | 3092     | ...       | ...     | 574     | 14669   | 2352    | 103446  | 1       | 60     | ...       | ...   | 2          | 154   | 524      | 15395   | 3       | 143   | ...     | ...   | ...     | ...   | ...      | ...   | ...     | ...   | ...     | ...   | ...      | ...   | ...       | ...   |
|       | Total  | 303881      | 16847996 | 65685     | 3766878 | 34054   | 3200058 | 54543   | 1927865 | 4502    | 221846 | 468       | 22474 | 42         | 1787  | 114964   | 2648759 | 2346    | 41372 | 90      | 3380  | 10      | 348   | 45       | 1888  | 106     | 2677  | 50      | 1884  | 9        | 278   | 284       | 9018  |

Ottawa Section "above Bytown" sub-divided under the following heads:

|    |   |        |          |       |         |      |       |      |       |     |       |     |       |     |     |       |        |     |      |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
|----|---|--------|----------|-------|---------|------|-------|------|-------|-----|-------|-----|-------|-----|-----|-------|--------|-----|------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| 1  | Carp and Quio Rivers                              | 12943  | 813369   | 489   | 18750   | 41   | 821   | 55   | 1747  | 63  | 2203  | 4   | 217   | ... | ... | 890   | 20556  | ... | ...  | 1   | 23  | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 2  | Duchéne and Chats Lakes                           | 10581  | 1188618  | 3305  | 122084  | 208  | 4754  | 319  | 10775 | 190 | 7952  | 196 | 8231  | 2   | ... | 1085  | 30857  | ... | ...  | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 3  | Mississippi River                                 | 15323  | 1190367  | 274   | 14248   | 326  | 7964  | 635  | 18488 | 20  | 791   | 2   | 68    | ... | ... | 532   | 19192  | ... | ...  | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 4  | Madawaska   | 34353  | 2177138  | 26322 | 1073196 | 206  | 5167  | 120  | 4180  | 45  | 2190  | 9   | 585   | 9   | 287 | 611   | 14310  | ... | ...  | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 5  | Bonnechere  | 20020  | 1487980  | 23731 | 915731  | 1    | 9     | 1    | 58    | ... | ...   | ... | ...   | ... | ... | ...   | ...    | ... | ...  | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 6  | Calumet Island and Fort Coulonge River and Lake   | 16253  | 1065979  | 454   | 17483   | 314  | 7769  | 46   | 1646  | 3   | 153   | ... | ...   | ... | ... | ...   | ...    | ... | ...  | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 7  | Black River                                       | 13727  | 971366   | 3863  | 144228  | 1    | 30    | ...  | ...   | 1   | 44    | ... | ...   | ... | ... | ...   | ...    | ... | ...  | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 8  | Westmeath, Les Allumettes Island and Lake Culbute | 12262  | 846213   | 338   | 11930   | 49   | 844   | 1    | 22    | ... | ...   | ... | ...   | ... | ... | ...   | ...    | ... | ...  | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 9  | Indian, Muskrat and Snake Rivers                  | 6307   | 383650   | 6995  | 238124  | 1    | 25    | 1    | 26    | ... | ...   | ... | ...   | ... | ... | ...   | ...    | ... | ...  | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 10 | Pitawawa River                                    | 16537  | 698822   | 14478 | 565933  | 33   | 1282  | 3    | 77    | ... | ...   | ... | ...   | ... | ... | ...   | ...    | ... | ...  | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 11 | Chalk River                                       | 14166  | 987633   | 4721  | 169923  | 34   | 1323  | 530  | 21925 | ... | ...   | ... | ...   | ... | ... | ...   | ...    | ... | ...  | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 12 | Deep River, Deux Joachin Rapids and upwards       | 17291  | 1224634  | 3207  | 109863  | 51   | 1897  | 33   | 1120  | ... | ...   | ... | ...   | ... | ... | ...   | ...    | ... | ...  | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
|    | Total   | 192900 | 12875726 | 86834 | 3401943 | 1265 | 31915 | 1753 | 62402 | 310 | 13358 | 214 | 10240 | 12  | 396 | 12876 | 387093 | 68  | 2294 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |

Supervisor of Cullers' Office,  
Quebec, 30th December, 1854.

JOHN SHARPLES,  
Supervisor of Cullers

G.—AN ABSTRACT of the number of pieces of all Lumber (Square Timber excepted) measured, culled, and counted off under the superintendence of the Supervisor of Cullers, during the season of 1854, with the section of the Province wherefrom.

| Number. | Section of Province.                      | Masts and Bowsprits. | Spars.  | Oars.   | Handspikes. | Lathwood. |
|---------|---|----------------------|---------|---------|-------------|-----------|
|         |   | Pieces.              | Pieces. | Pieces. | Pieces.     | Cords.    |
| 1       | Quebec and Montreal .....                 | .....                | .....   | .....   | .....       | 4564½     |
| 2       | St. Lawrence from Montreal, upwards ..... | 2168                 | 765     | 3962    | 746         |           |
| 3       | Ottawa and its tributaries .....          | 312                  | 2083    | .....   | 910         |           |
|         |   | 2480                 | 2848    | 3962    | 1646        | 4564½     |

|   | DEALS AND PLANK.                          |           |                       |         |           |                      | Deals (Pine and Spruce) counted off only. |         |
|---|---|-----------|-----------------------|---------|-----------|----------------------|---|---------|
|   | Pine.                                     | Deals.    | Plank.                | Spruce. | Deals.    | Plank.               |   |         |
|   | Pieces.                                   | Standard. | Pieces.               | Pieces. | Standard. | Pieces.              | Pieces.                                   |         |
| 1 | District below Quebec .....               | 20358     | 22086 <sup>52</sup>   | .....   | 91584     | 91388 <sup>29</sup>  | 2373                                      | 3       |
| 2 | Quebec District ...                       | 198097    | 212998 <sup>3</sup>   | 231574  | 228152    | 222064 <sup>36</sup> | 35221                                     | 443942  |
| 3 | Quebec District to Montreal .....         | 458476    | 516187 <sup>25</sup>  | 33533   | 114358    | 112665 <sup>53</sup> | 70622                                     | 347427  |
| 4 | St. Lawrence from Montreal, upwards ..... | 64796     | 78973 <sup>39</sup>   | 2055    |           |                      |   |         |
| 5 | Ottawa and its tributaries .....          | 301212    | 359158 <sup>2</sup>   | 332     | .....     | .....                | .....                                     | 456553  |
|   |   | 1037939   | 1189404 <sup>11</sup> | 267494  | 434594    | 426119 <sup>8</sup>  | 108216                                    | 1247925 |

|   | STAVES.   |         |       |       |       |             |       |       |       |         |       |       |       |
|---|---|---------|-------|-------|-------|-------------|-------|-------|-------|---------|-------|-------|-------|
|   | Standard.   |         |       |       |       | West India. |       |       |       | Barrel. |       |       |       |
|   | Pieces.   | M.      | C.    | Qr.   | Pcs.  | M.          | C.    | Qr.   | Pcs.  | M.      | C.    | Qr.   | Pcs.  |
| 1 | Quebec and Montreal .....                             | .....   | ..... | ..... | ..... | .....       | ..... | ..... | ..... | .....   | ..... | ..... | ..... |
| 2 | Montreal and Kingston.....                            | .....   | ..... | ..... | ..... | .....       | ..... | ..... | ..... | .....   | ..... | ..... | ..... |
| 3 | Kingston to head of Lake Ontario .....                | 19799   | 13    | 9     | 3     | 12          | 94    | 5     | ..... | 23      | ..... | ..... | ..... |
| 4 | Grand River and Lake Erie, including River Thames ... | 1965157 | 1817  | 7     | 3     | 22          | 2976  | 9     | 1     | 17      | ..... | 2     | ..... |
| 5 | Ottawa and its tributaries, including Rideau .....    | .....   | ..... | ..... | ..... | 5           | 2     | 3     | 3     | .....   | ..... | ..... | ..... |
|   |   | 1984956 | 1831  | 7     | 3     | 4           | 3076  | 7     | 1     | 13      | ..... | 2     | ..... |

JOHN SHARPLES,  
Supervisor of Cullers.





H.—STATEMENT of Crown Dues as furnished the Supervisors of Cullers, &c.—(Continued.)

| No. | Date.   | Whose Lots.                     | Where lying.        | On whose account.   | Slide dues. |       | Crown dues. |       | Total. |       |
|-----|---------|---------------------------------|---------------------|---------------------|-------------|-------|-------------|-------|--------|-------|
|     |         |                                 |                     |                     | £           | s. d. | £           | s. d. | £      | s. d. |
| 291 | July 10 | H. & J. Mair                    | Cap Range           | Owners.             |             |       | 167         | 13    | 6      |       |
| 296 | " 11    | C & R. McDonell                 | Cap Range           | do                  |             |       | 174         | 14    | 1      |       |
| 297 | " 11    | John Egan & Co, "Heaths"        | Cap Range           | do                  |             |       | 13          | 12    | 0      |       |
| 300 | " 11    | James Skead                     | Indian Cove         | A. Gilmour & Co.    |             |       | 106         | 18    | 4      |       |
| 302 | " 12    | John Egan & Co, "R. Gourlies"   | Cap Range           | Ownet.              |             |       | 0           | 6     | 2      |       |
| 303 | " 12    | John Egan & Co, "Lynch"         | Cap Range           | do                  |             |       | 29          | 11    | 3      |       |
| 304 | " 12    | J. Brown                        | Cap Range           | do                  |             |       | 29          | 12    | 6      |       |
| 305 | " 12    | D. McLachlin                    | St. Michael's Cove  | do                  |             |       | 133         | 7     | 10     |       |
| 309 | " 12    | D. McLachlin                    | St. Michael's Cove  | do                  |             |       | 14          | 18    | 6      |       |
| 315 | " 12    | John Egan & Co, "Moor No. 1"    | Sillery Cove        | do                  |             |       | 101         | 14    | 3      |       |
| 319 | " 13    | Joseph Amund, "Cameths"         | St. Michael's Cove  | do                  |             |       | 8           | 15    | 0      |       |
| 320 | " 13    | John Egan & Co, "Moor No. 2"    | LeMesurier's Cove   | do                  |             |       | 43          | 11    | 3      |       |
| 321 | " 13    | Alanson Cook                    | Ring's End Cove     | do                  |             |       | 97          | 6     | 2      |       |
| 324 | " 13    | "North Nation"                  | Indian Cove         | Gilmour & Co.       |             |       | 8           | 4     | 11     |       |
| 325 | " 13    | D. McLachlin                    | St. Michael's Cove  | do                  |             |       | 165         | 11    | 9      |       |
| 333 | " 13    | Cook & Brothers, "S. Marselles" | Spencer Cove        | Cook & Brothers.    |             |       | 116         | 17    | 4      |       |
| 336 | " 14    | Joseph Amund, "Pouparre"        | Cap Range           | Owners.             |             |       | 63          | 7     | 5      |       |
| 340 | " 14    | John Foran                      | Cap Range           | do                  |             |       | 2           | 17    | 8      |       |
| 342 | " 14    | Arthur McArthur                 | Anderson & Paradis. | do                  |             |       | 32          | 2     | 0      |       |
| 345 | " 14    | D. McDonald                     | Sharples Cove       | do                  |             |       | 52          | 5     | 7      |       |
|     |         | A. McBean.                      |                     | do                  |             |       | 2           | 19    | 7      |       |
| 346 | " 14    | R. Thomson                      | O'Brien's Cove      | do                  |             |       | 34          | 7     | 6      |       |
| 348 | " 14    | "Ecoles"                        | Woodfield's Cove    | do                  |             |       | 19          | 19    | 0      |       |
| 349 | " 14    | John Supple                     | Wood & Petry's Cove | do                  |             |       | 161         | 9     | 7      |       |
| 354 | " 14    | David Moors                     | O'Brien's Cove      | do                  |             |       | 35          | 17    | 6      |       |
| 358 | " 17    | John Egan & Co, "Nolant Dolans" | Cap Range           | do                  |             |       | 40          | 14    | 5      |       |
| 359 | " 17    | John Egan & Co, "Thomson"       | Ring's End Cove     | do                  |             |       | 62          | 14    | 11     |       |
| 360 | " 17    | J. & D. Bell                    | King's End Cove     | Owner respectively. |             |       | 14          | 12    | 1      |       |
|     |         | Selomon Jones                   | St. Michael's Cove  |                     |             |       | 110         | 13    | 11     |       |
| 361 | " 17    | John Egan & Co, "Lynch"         | Cap Range           | Owners.             |             |       | 35          | 17    | 6      |       |
| 362 | " 17    | A. Macauley                     | Fitzpatrick's Cove  | do                  |             |       | 100         | 10    | 2      |       |
| 363 | " 17    | Joseph Amund, "Pouparre"        | St. Michael's Cove  | do                  |             |       | 82          | 14    | 5      |       |
| 364 | " 17    | D. McLachlin                    | St. Michael's Cove  | do                  |             |       | 43          | 2     | 6      |       |
| 366 | " 17    | "Gatineau"                      | Wolfe's Cove        | do                  |             |       | 40          | 0     | 0      |       |
| 367 | " 18    | Thomas Short                    | Young's Boom        | Gilmour & Co.       |             |       | 125         | 17    | 6      |       |
| 370 | " 18    | Anthony Cullen                  | St. Michael's Cove  | Owner.              |             |       | 66          | 9     | 6      |       |
| 378 | " 19    | Alexander McDonell              | Cap Range           | do                  |             |       | 71          | 6     | 7      |       |
| 380 | " 19    | Alexander McDonell              | Cap Range           | do                  |             |       | 0           | 19    | 3      |       |
|     |         |                                 |                     | do                  |             |       | 144         | 18    | 0      |       |

| No. | Date.  | Whose Lots.                      | Where lying.            | On whose account. | Slide dues. |       | Crown dues. |       | Total. |       |
|-----|--------|----------------------------------|-------------------------|-------------------|-------------|-------|-------------|-------|--------|-------|
|     |        |                                  |                         |                   | £           | s. d. | £           | s. d. | £      | s. d. |
| 382 | " 20   | Hugh Carmichael                  | Indian Cove             | Owner             |             |       | 10          | 17    | 0      |       |
| 388 | " 21   | Allan McDonell                   | Sharples' Cove          | do                |             |       | 20          | 17    | 6      |       |
|     |        | Angus McDonell                   |                         | do                |             |       | 133         | 18    | 2      |       |
| 393 | " 21   | Pitawawa                         | Indian Cove             | A Gilmour & Co.   |             |       | 99          | 2     | 6      |       |
| 396 | " 21   | D. McLachlin                     | St. Michael's Cove      | Owner             |             |       | 0           | 8     | 7      |       |
| 398 | " 22   | T. & A. Cameron                  | Woodfield's Cove        | G. B. Hall        |             |       | 20          | 0     | 0      |       |
| 404 | " 24   | Joseph Amund, "Lawless"          | St. Michael's Cove      | Owner             |             |       | 200         | 14    | 4      |       |
| 405 | " 24   | John Egan & Co, "Suzan Perrault" | Cap Range               | do                |             |       | 132         | 0     | 10     |       |
| 407 | " 24   | Joseph Amund, "Perrault"         | Cap Range               | do                |             |       | 258         | 11    | 1      |       |
| 409 | " 25   | John Egan & Co, "Harrington"     | St. Michael's Cove      | do                |             |       | 10          | 5     | 7      |       |
| 410 | " 25   | Joseph Amund, "Mason"            | St. Michael's Cove      | do                |             |       | 185         | 15    | 0      |       |
| 411 | " 25   | W. Morris                        | St. Michael's Cove      | do                |             |       | 175         | 4     | 4      |       |
| 412 | " 25   | Alexander McDonald               | Cap Range               | do                |             |       | 75          | 19    | 5      |       |
| 416 | " 26   | "Gatineau"                       | Indian Cove             | Gilmour & Co.     |             |       | 148         | 12    | 5      |       |
| 417 | " 26   | A. Gilmour & Co, "Pitawawa"      | Indian Cove             | do                |             |       | 108         | 17    | 8      |       |
| 419 | " 27   | Rinaldo McConnell                | Cap Range               | do                |             |       | 124         | 17    | 3      |       |
| 421 | " 27   | D. McLachlin                     | St. Michael's Cove      | Owners            |             |       | 166         | 0     | 4      |       |
| 422 | " 27   | J. & D. Bell                     | St. Michael's Cove      | do                |             |       | 39          | 7     | 6      |       |
| 423 | " 27   | J. & D. Bell                     | St. Michael's Cove      | do                |             |       | 14          | 12    | 6      |       |
| 426 | " 28   | John Egan, "Rousseau"            | Cap Range               | do                |             |       | 20          | 12    | 6      |       |
| 428 | " 29   | "Caldwell"                       | Cap Range               | do                |             |       | 55          | 0     | 0      |       |
| 429 | " 29   | C. & R. McDonell                 | Cap Range               | do                |             |       | 24          | 0     | 0      |       |
| 430 | " 29   | Alexander McDonell               | Cap Range               | do                |             |       | 45          | 5     | 0      |       |
| 431 | " 29   | C. & R. McDonell                 | Cap Range               | do                |             |       | 45          | 5     | 0      |       |
| 433 | " 29   | Benjamin McConnell               | Cap Range               | do                |             |       | 82          | 10    | 0      |       |
| 434 | " 29   | Rinaldo McConnell                | Cap Range               | do                |             |       | 25          | 15    | 0      |       |
| 435 | " 29   | B. McConnell                     | Cap Range               | do                |             |       | 134         | 1     | 6      |       |
| 437 | " 31   | B. McConnell                     | Cap Range               | do                |             |       | 199         | 11    | 9      |       |
| 438 | " 31   | Alexander McLaren                | Cap Range               | do                |             |       | 8           | 12    | 4      |       |
| 439 | " 31   | Thomas Leckies                   | Cap Range               | do                |             |       | 166         | 12    | 3      |       |
| 440 | " 31   | C. & R. McDonell                 | Cap Range               | do                |             |       | 313         | 4     | 5      |       |
| 441 | " 31   | C. & R. McDonell                 | Spencer Cove            | Owner             |             |       | 5           | 19    | 8      |       |
| 442 | " 31   | William Morris                   | Wood & Petry            | Gilmour & Co.     |             |       | 8           | 18    | 11     |       |
| 443 | Aug. 1 | Arthur McArthur                  | Anderson & Paradis      | do                |             |       | 29          | 14    | 2      |       |
| 445 | " 1    | Second "North Nation"            | Indian Cove             | do                |             |       | 159         | 8     | 11     |       |
| 446 | " 1    | C. & R. McDonell                 | Cap Range               | Owner             |             |       | 62          | 1     | 3      |       |
| 447 | " 1    | John Egan & Co                   | New London, N. Jackson. | do                |             |       | 45          | 10    | 0      |       |
| 448 | " 2    | John Egan & Co.                  | Sillery Cove            | do                |             |       | 176         | 6     | 7      |       |
| 449 | " 2    | John Supple                      | Union Cove              | do                |             |       | 21          | 7     | 6      |       |
| 450 | " 2    | John Egan & Co, "McLaren"        | Cap Range               | Gilmour & Co.     |             |       | 47          | 5     | 0      |       |
| 451 | " 2    | John Egan & Co                   | Union Cove              | do                |             |       | 18          | 12    | 0      |       |
| 453 | " 3    | Black River                      | Indian Cove             | do                |             |       | 85          | 11    | 10     |       |
| 455 | " 3    | Albert Teskey, "McLean"          | Cap Range               | Owner             |             |       | 158         | 17    | 8      |       |
| 459 | " 4    | Rinaldo McConnell                | Cap Range               | do                |             |       | 21          | 7     | 6      |       |
| 460 | " 4    | Allan Gunn                       | Woodfield's Cove        | do                |             |       | 18          | 12    | 0      |       |



H.—STATEMENT of Crown Dues as furnished the Supervisor of Cullers, &c.—(Continued.)

| No. | Date.        | Whose Lot.                            | Where lying.       | On whose account. | Slide dues. |       | Crown dues. |       | Total. |       |
|-----|--------------|---------------------------------------|--------------------|-------------------|-------------|-------|-------------|-------|--------|-------|
|     |              |                                       |                    |                   | £           | s. d. | £           | s. d. | £      | s. d. |
| 638 | September 13 | C. & R. McDonell                      | Bridgewater        | Owner             | 20          | 12    | 6           | 140   | 18     | 3     |
| 638 | "            | Daniel McLachlin                      | St. Michael's Cove | do                | 43          | 14    | 6           | 302   | 1      | 9     |
| 639 | "            | G. B. Symes & Co.                     | Spencer Cove       | do                | 106         | 14    | 6           | 64    | 12     | 9     |
| 640 | "            | D. McLachlin                          | St. Michael's Cove | do                | 22          | 10    | 0           | 173   | 8      | 0     |
| 646 | "            | Henry Fowlds                          | Anderson & Paradis | do                | 23          | 5     | 0           | 123   | 19     | 7     |
| 647 | "            | John McDonell                         | Chapman's Cove     | do                | 20          | 5     | 0           | 179   | 18     | 10    |
| 648 | "            | John McDonell                         | Chapman's Cove     | do                | 11          | 4     | 0           | 49    | 9      | 8     |
| 650 | "            | C. & R. McDonell                      | Spencer Cove       | Gillespie & Co.   | 57          | 6     | 3           | 155   | 2      | 8     |
| 651 | "            | R. H. Wilson                          | Walker's Cove      | Owners            | 77          | 0     | 0           | 211   | 18     | 0     |
| 652 | "            | William Moffatt & Co.                 | Fitzpatrick's Cove | do                | 65          | 5     | 0           | 10    | 10     | 2     |
| 653 | "            | H. & J. Mair                          | C. P. Rouge        | do                | 28          | 10    | 0           | 157   | 5      | 7     |
| 653 | "            | J. Egan & Co., "Roche Captain"        | Lemesurier's Cove  | do                | 38          | 15    | 6           | 73    | 11     | 2     |
| 655 | "            | George W. Aird, "Spars"               | St. Michael's Cove | Gillespie & Co.   | 2           | 3     | 11          | 2     | 3      | 11    |
| 658 | "            | Williet M. Platt                      | Union Cove         | Owners            | 18          | 5     | 0           | 5     | 16     | 4     |
| 661 | "            | John Egan & Co.                       | Cap Rouge          | Ow' er            | 53          | 8     | 0           | 3     | 12     | 2     |
| 662 | "            | George Kempis                         | Spencer Cove       | do                | 49          | 7     | 6           | 227   | 11     | 3     |
| 663 | "            | George Kempis                         | Spencer Cove       | do                | 36          | 6     | 3           | 142   | 13     | 10    |
| 664 | "            | William Stone, "Masts and Spars"      | Woodfield          | do                | 24          | 16    | 6           | 10    | 3      | 9     |
| 665 | "            | John Egan & Co., "Quio Martin"        | Sillery Cove       | do                | 61          | 13    | 9           | 164   | 4      | 4     |
| 668 | "            | Thomas Buek                           | Windsor Cove       | do                | 36          | 17    | 6           | 6     | 10     | 7     |
| 672 | "            | J. Amund, "Johnston"                  | St. Michael's Cove | do                | 36          | 17    | 6           | 6     | 10     | 7     |
| 673 | "            | J. Amund, "Black River"               | St. Michael's Cove | do                | 36          | 17    | 6           | 6     | 10     | 7     |
| 674 | "            | Joseph Smith                          | Cap Rouge          | do                | 36          | 17    | 6           | 6     | 10     | 7     |
| 675 | "            | J. W. & G. Stone                      | Pointe à Peizeau   | do                | 64          | 15    | 0           | 135   | 7      | 8     |
| 676 | "            | George W. Aird                        | St. Michael's Cove | do                | 37          | 12    | 6           | 55    | 10     | 0     |
| 679 | "            | Cook & Brothers                       | Spencer Cove       | do                | 48          | 2     | 6           | 185   | 15     | 9     |
| 680 | "            | J. P. Moffat                          | St. Michael's Cove | do                | 50          | 12    | 6           | 219   | 16     | 4     |
| 681 | "            | James Grimes                          | St. Michael's Cove | do                | 52          | 2     | 6           | 1     | 9      | 5     |
| 681 | "            | John Egan & Co., "Pittawawa"          | Lemesurier's Cove  | do                | 261         | 10    | 4           | 253   | 12     | 10    |
| 683 | "            | John Egan & Co., "Masts and Spars"    | Lemesurier's Cove  | do                | 180         | 13    | 2           | 180   | 13     | 2     |
| 684 | "            | J. Egan & Co., "Gauthier"             | Lemesurier's Cove  | do                | 17          | 16    | 3           | 17    | 16     | 3     |
| 685 | "            | J. Egan & Co., "Gauthier"             | Lemesurier's Cove  | do                | 31          | 2     | 9           | 31    | 2      | 9     |
| 686 | "            | John Dunlop                           | Lemesurier's Cove  | do                | 37          | 12    | 6           | 55    | 10     | 0     |
| 687 | "            | C. & R. McDonell, "Black River"       | St. Michael's Cove | do                | 48          | 2     | 6           | 185   | 15     | 9     |
| 688 | "            | J. P. Moffat, "Red Pine Spars"        | Chapman's Cove     | do                | 50          | 12    | 6           | 219   | 16     | 4     |
| 691 | "            | J. Amund, "Black River"               | St. Michael's Cove | do                | 8           | 8     | 6           | 8     | 8      | 6     |
| 693 | "            | R. Ryan                               | Walker's Cove      | do                | 1           | 9     | 5           | 1     | 9      | 5     |
| 695 | "            | Mississippi, "No. 2"                  | Sharples' Cove     | do                | 261         | 10    | 4           | 253   | 12     | 10    |
| 697 | "            | A. Gilmour & Co., "Trenton and Stony" | Indian Cove        | Gilmour & Co.     | 180         | 13    | 2           | 180   | 13     | 2     |
|     |              |                                       | Wolfe's Cove       | Owners            | 17          | 16    | 3           | 17    | 16     | 3     |



| No. | Owner                             | Location                 | Acres  | Value | Owner | Acres | Value |
|-----|-----------------------------------|--------------------------|--------|-------|-------|-------|-------|
| 792 | G. M. Bradford                    | Jackson's Booms          | 48     | 18    | 8     | 48    | 18    |
| 798 | John Thomson, "Spars"             | St. Michael's Cove       | 3      | 1     | 3     | 3     | 1     |
| 794 | J. Egan & Co., "Mackay"           | Fitzpatrick's Cove       | 0      | 9     | 3     | 0     | 9     |
| 795 | J. Egan & Co., "Richey"           | O'Brien's Cove           | 230    | 18    | 11    | 258   | 6     |
| 802 | J. Egan & Co., "Richey Masts"     | O'Brien's Cove           | 4      | 14    | 4     | 4     | 14    |
| 807 | John McDonald                     | Anderson & Paradis       | 198    | 19    | 0     | 198   | 19    |
| 812 | John Griffith                     | Cap Rouge                | 38     | 4     | 3     | 38    | 4     |
| 815 | A. & R. Fraser                    | Union Cove               | 212    | 9     | 5     | 262   | 9     |
| 818 | John Supple                       | L'Ance des Mères         | 137    | 5     | 2     | 137   | 5     |
| 820 | Ira Cook                          | St. Michael's Cove       | 62     | 1     | 5     | 93    | 18    |
| 823 | John Egan & Co., "Bonnehère"      | Stevenson's Cove         | 80     | 7     | 9     | 94    | 16    |
| 824 | John Egan & Co., "Bonnehère"      | Stevenson's Cove         | 79     | 10    | 9     | 93    | 19    |
| 825 | John Egan & Co., "Bonnehère"      | Lemesurier's Cove        | 82     | 10    | 8     | 96    | 4     |
| 826 | John Egan & Co., "Bonnehère"      | Lemesurier's Cove        | 89     | 0     | 2     | 102   | 13    |
| 847 | E. W. Meyers                      | Walker's Cove            | 33     | 0     | 0     | 82    | 4     |
| 849 | Robert Conroy                     | Anderson & Paradis       | 64     | 19    | 8     | 64    | 19    |
| 854 | John Egan & Co., "E Moor A. Lot"  | Sillery                  | 40     | 10    | 0     | 104   | 1     |
| 855 | John Egan & Co., "E Moor, B. Lot" | Sillery                  | 40     | 10    | 0     | 105   | 10    |
| 864 | A. C. Thomson                     | Spencer Cove             | 67     | 4     | 0     | 148   | 0     |
| 871 | David Smith                       | Wolfe's Cove             | 104    | 5     | 9     | 104   | 5     |
| 892 | David Smith, "Masts"              | Wolfe's Cove             | 5      | 3     | 3     | 5     | 3     |
|     |                                   | G. B. Symes & Co. Owners | 6688   | 16    | 0     | 29050 | 17    |
|     |                                   |                          | 35731  | 14    | 2     |       |       |
|     |                                   |                          | 0      | 0     | 6     |       |       |
|     |                                   |                          | 0      | 0     | 2     |       |       |
|     |                                   |                          | 35731  | 13    | 6     |       |       |
|     |                                   |                          | 8      | 0     | 0     |       |       |
|     |                                   |                          | 29050  | 17    | 6     |       |       |
|     |                                   |                          | 235739 | 13    | 6     |       |       |

NOTE.—The respective amounts noted thus (§) in the foregoing account, were not endorsed on the Specifications under direction of the Collector of Timber duties, subsequent to issue of the respective specifications, the amounts set opposite the several lots were reported to the Supervisor by the Collector, as the amounts received by him on the several lots herein referred to.

JOHN SHARPLES,  
Supervisor of Cullers.

Supervisor of Cullers' Office,  
Quebec, 30th December, 1854.

I.—INVENTORY of Sundry Articles of Office Furniture remaining in the possession of the Supervisor of Cullers.

Five Desks, (damaged)  
 Nine Office Stools,  
 Five Foot Stools,  
 Twenty-one common Chairs,  
 Three Arm Chairs,  
 Two Washstands,  
 Two Office Tables,  
 Four Stoves and pipes,  
 Three metal Stove Pans,  
 One Iron Safe, (small)

One copying Press,  
 One Tin Case with Pigeon holes,  
 Two Maps,  
 Nine Candlesticks,  
 Fender and fire Irons,  
 Brass Standard for testing Culler's Rods,  
 Cast Steel Stamp, for stamping Culler's Rods,  
 Tin Plates for Office doors,  
 Two Office Clocks,  
 Sundry small articles, such as water Pails, Jugs, &c

Supervisor of Culler's Office,  
 Quebec, 30th December, 1854.

JOHN SHARPLES,  
 Supervisor of Cullers.

N. B.—The major portion of Office Furniture as exhibited by Inventory of last year, destroyed by fire the 10th of November last.

J S., S. of C. O.



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Q U E B E C :

PRINTED BY LOVELL AND LAMOUREUX, MOUNTAIN STREET.

1855.

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# JESUITS' ESTATES.

STATEMENT respecting the JESUITS' ESTATES, furnished by the undersigned to the Honorable the Provincial Secretary, as required by the 5th Section of the 16th Victoria, chapter 163.

| Name<br>of<br>Property.    | Number of<br>Acres<br>originally granted,<br>and<br>date thereof. |                   | Number of<br>Acres<br>conceded,<br>and<br>Rate per acre. |
|----------------------------|---|-------------------|--|
| Sillery .....              | 10584 superficial arpents....                                     | October 23, 1699. | All. ....  |
| St. Gabriel .....          | 10584 do do ....  | April 11, 1647.   | 60000superficial arpents                                 |
| Notre-Dame des Anges.      | 28224 do do ....  | January 17, 1652. | All. ....  |
| Belair.....                | 14112 do do ....  | November24, 1682. | All. ....  |
| Estates in Quebec.....     | Not exactly known.....  |                   | .....  |
| do in Lauzon.....          | 2140 superficial arpents....                                      | .....             | All. ....  |
| Batiscan .....             | 282240 do do ..   | March 18, 1639.   | 91140superficial arpents                                 |
| Cap de la Magdeleine...    | 282240 do do ....   | do 20, 1651.      | 89820 do do..  |
| Island of St. Christopher. | 80 do do .....  | .....             | .....  |
| Fief Côteau St. Louis..    | 96 sup. arp. "as per plan."                                       | February16, 1634. | 31 arpents "as per plan."                                |
| do Pachevini.....          | about 3 superficial arpents....                                   | do do do          | 2½ arpents.....  |
| Banlieu, Three Rivers..    | 575 do do ....  | August 8, do      | All. ....  |
| Tadouac.....               | 6 do do ....  | July 1, 1656      | .....  |
| On River Miamis.....       | 400 do do ....  | October 1, 1686   | .....  |
| Laprairie .....            | 56448 do do ....  | April 1, 1647.    | 53712 arpents.....                                       |

STATEMENT respecting the JESUITS' ESTATES, furnished by the

| Name<br>of<br>Property.     | Arrears. |    | Income for the last Year. From |     |      |                    |     |     |                              |      |      |    |    |
|-----------------------------|----------|----|--------------------------------|-----|------|--------------------|-----|-----|------------------------------|------|------|----|----|
|                             |          |    | RECE -                         |     |      |                    |     |     |                              |      |      |    |    |
|                             |          |    | Cens<br>et Rentes.             |     |      | Lods<br>et Ventes. |     |     | Mills, Farms,<br>Timber, &c. |      |      |    |    |
| £                           | s.       | d. | £                              | s.  | d.   | £                  | s.  | d.  | £                            | s.   | d.   |    |    |
| Sillery .....               |          |    |                                | 94  | 7    | 1                  | 23  | 4   | 6                            | 535  | 11   | 7  |    |
| St. Gabriel.....            |          |    |                                | 22  | 19   | 10                 | 210 | 3   | 7                            | 1385 | 0    | 0  |    |
| Notre-Dame des Anges...     | 12880    | 5  | 10½                            | 28  | 8    | 4                  | 29  | 2   | 10                           | 919  | 15   | 4  |    |
| Belair .....                |          |    |                                | 34  | 13   | 0                  | 2   | 10  | 0                            |      |      |    |    |
| Estates in Quebec.....      |          |    |                                |     |      |                    |     |     |                              | 226  | 17   | 6  |    |
| do in Lauzon.....           |          |    |                                |     |      |                    |     |     |                              |      |      |    |    |
| Batiscan.....               | 4500     | 11 | 10                             | 200 | 11   | 6                  | 47  | 16  | 4½                           | 267  | 15   | 8  |    |
| Cap de la Magdeleine....    | 2881     | 0  | 0                              | 229 | 6    | 10½                | 32  | 13  | 8½                           | 125  | 8    | 1½ |    |
| Island of St. Christopher.. |          |    |                                |     |      |                    |     |     |                              |      |      |    |    |
| Fief Côteau St. Louis....   | 153      | 1  | 9                              |     |      |                    |     |     |                              |      |      |    |    |
| do Pachevini.....           | 50       | 0  | 0                              |     |      |                    |     |     |                              |      |      |    |    |
| Banlieu, Three Rivers....   | 34       | 0  | 8                              |     |      |                    |     |     |                              | 1    | 0    | 0  |    |
| Tadoussac .....             |          |    |                                |     |      |                    |     |     |                              |      |      |    |    |
| On River Miamis .....       |          |    |                                |     |      |                    |     |     |                              |      |      |    |    |
| Laprairie.....              | 4000     | 0  | 0                              | 414 | 16   | 0½                 | 168 | 19  | 9½                           | 260  | 0    | 0  |    |
|                             |          |    |                                | £   | 1025 | 2                  | 8   | 514 | 10                           | 9½   | 3671 | 8  | 2½ |

General rate on all conceded Lands in Jesuits' Estates, 1d. per superficial arpent per annum, of Cens et Rentes.

undersigned to the Honorable the Provincial Secretary, &c.—(Continued.)

what Sources. Amount expended, and for what purposes—in Detail.

| - I P T S .                                |    |    |                            |    |    |                   |    |    |        |    |    | EXPENSES. |    |    |   |      |    |   |
|--|----|----|----------------------------|----|----|-------------------|----|----|--------|----|----|-----------|----|----|---|------|----|---|
| Rentes, Foncie-<br>res, Constituées<br>&c. |    |    | Timber<br>Ground<br>Rents. |    |    | Commuta-<br>tion. |    |    | Total. |    |    |           |    |    |   |      |    |   |
| £  | s. | d. | £                          | s. | d. | £                 | s. | d. | £      | s. | d. | £         | s. | d. |   |      |    |   |
|  |    |    |                            |    |    |                   |    |    | 4      | 11 | 0  | 657       | 14 | 2  | Agents Commission...                            | 361  | 2  | 4 |
| 440  | 11 | 7  |                            |    |    |                   |    |    | 67     | 3  | 4  | 2075      | 18 | 4  | Agents Disbursements.                           | 58   | 9  | 8 |
| 158  | 19 | 2  |                            |    |    |                   |    |    | 29     | 10 | 3  | 1165      | 15 | 11 | Paid to Hilarion Legen-<br>dre, account Survey. | 50   | 0  | 0 |
|  |    |    |                            |    |    |                   |    |    |        |    |    | 87        | 3  | 0  | do Croteau, do do.                              | 100  | 0  | 0 |
| 320  | 1  | 10 |                            |    |    |                   |    |    |        |    |    | 546       | 19 | 4  | do for Stationery....                           | 4    | 0  | 8 |
|  |    |    |                            |    |    |                   |    |    |        |    |    |           |    |    | Proportion Office Sala-<br>ries.....            | 133  | 6  | 8 |
| 8  | 7  | 0  | 92                         | 14 | 0  | 57                | 14 | 10 | 674    | 19 | 4½ |           |    |    | Balance.....                                    | 6002 | 16 | 0 |
|  |    |    | 129                        | 6  | 0  |                   |    |    | 516    | 14 | 8½ |           |    |    |   |      |    |   |
|  |    |    |                            |    |    |                   |    |    |        |    |    | 1         | 0  | 0  |   |      |    |   |
| 86   | 15 | 8  |                            |    |    |                   |    |    | 102    | 19 | 0  | 1033      | 10 | 6  |   |      |    |   |
| 1014                                       | 15 | 3  | 222                        | 0  | 0  | 261               | 18 | 5  | 6709   | 15 | 4  |           |    |    | £   | 6709 | 15 | 4 |

STATEMENT respecting the JESUITS' ESTATES, furnished by the under-  
of the 18th Vic-

| Name of Property.          | Number of Acres originally granted, and Date thereof. | Number of Acres conceded, and rate per Acre. |
|----------------------------|---|--|
| Sillery .....              | 10584 superficial arpents ... October 23, 1699.       | All. ....                                    |
| St. Gabriel.....           | 10584 do do ... April 11, 1647.                       | 70260 superficial arpent.                    |
| Notre-Dame des Anges.      | 28224 do do ... January 17, 1652.                     | All. ....                                    |
| Belair .....               | 14112 do do ... November 24, 1682.                    | All. ....                                    |
| Estates in Quebec.....     | Not exactly known .....                               | .....  |
| do in Lauzon.....          | 2140 superficial arpents .....                        | All. ....                                    |
| Batiscan .....             | 282240 do do ... March 13, 1639.                      | 91720 superficial arpent.                    |
| Cap de la Magdeleine...    | 282240 do do ... December 20, 1651.                   | 91755 do do ..                               |
| Island of St. Christopher. | 80 do do .....  | .....  |
| Fief Côteau St. Louis..    | 96 sup. arp. as "per plan."... February 16, 1634.     | 31 arp., "as per plan."                      |
| Fief Pachevini.....        | About 3 superficial arpents... do do do ..            | 2½ arpents. ....                             |
| Banlieue of Three Rivers.  | 575 do do ... August 8, do ..                         | All. ....                                    |
| Tadousac.....              | 6 do do ... July 1, 1656.....                         | .....  |
| On River Miamis .....      | 400 do do ... October 1, 1686.....                    | .....  |
| Laprairie.....             | 56448 do do ... April 1, 1647.                        | 58712 arpents. ....                          |

signed to the Honorable the Provincial Secretary, as required by the fifth Section-  
toria, chapter 163.

| Arrears. | Income for the last Year. From what Sources. Amount expended, and for what purposes—in detail. |       |       |                 |       |       |                   |       |       |                                     |       |       |                      |       |    |
|----------|--|-------|-------|-----------------|-------|-------|-------------------|-------|-------|-------------------------------------|-------|-------|----------------------|-------|----|
|          | RECEIPTS.  |       |       |                 |       |       |                   |       |       |                                     |       |       |                      |       |    |
|          | Cens et Rentes.  |       |       | Lods et Ventes. |       |       | Mills, Farms, &c. |       |       | Rentes, Constituées, Foncières, &c. |       |       | Timber Ground Rents. |       |    |
| £        | s.   | d.    | £     | s.              | d.    | £     | s.                | d.    | £     | s.                                  | d.    | £     | s.                   | d.    |    |
| .....    | .....  | ..... | 86    | 4               | 8½    | 105   | 10                | 10    | 1323  | 10                                  | 4     | 482   | 12                   | 5     |    |
| .....    | .....  | ..... | 53    | 7               | 5½    | 51    | 4                 | 4½    | 158   | 5                                   | 0     | ..... | .....                | ..... |    |
| 12812    | 0  | 5½    | 52    | 8               | 6½    | 244   | 14                | 6     | 117   | 0                                   | 0     | 644   | 11                   | 5½    |    |
| .....    | .....  | ..... | 11    | 4               | 6½    | 4     | 7                 | 8½    | ..... | .....                               | ..... | ..... | .....                | ..... |    |
| .....    | .....  | ..... | ..... | .....           | ..... | ..... | .....             | ..... | 1558  | 12                                  | 2     | 254   | 8                    | 11½   |    |
| .....    | .....  | ..... | ..... | .....           | ..... | ..... | .....             | ..... | ..... | .....                               | ..... | ..... | .....                | ..... |    |
| .....    | .....  | ..... | 4681  | 9               | 8     | 197   | 18                | 8     | 32    | 3                                   | 8     | 464   | 8                    | 3     |    |
| .....    | .....  | ..... | 2943  | 12              | 11    | 182   | 0                 | 11    | 117   | 0                                   | 11    | 75    | 5                    | 9     |    |
| .....    | .....  | ..... | ..... | .....           | ..... | ..... | .....             | ..... | ..... | .....                               | ..... | ..... | .....                | ..... |    |
| .....    | .....  | ..... | ..... | .....           | ..... | ..... | .....             | ..... | ..... | .....                               | ..... | ..... | .....                | ..... |    |
| .....    | .....  | ..... | 125   | 15              | 10    | 6     | 2                 | 0     | 30    | 5                                   | 3     | ..... | .....                | ..... |    |
| .....    | .....  | ..... | 49    | 1               | 3     | 0     | 18                | 9     | ..... | .....                               | ..... | 0     | 3                    | 0     |    |
| .....    | .....  | ..... | 35    | 5               | 8     | ..... | .....             | ..... | ..... | .....                               | ..... | ..... | .....                | ..... |    |
| .....    | .....  | ..... | ..... | .....           | ..... | ..... | .....             | ..... | ..... | .....                               | ..... | ..... | .....                | ..... |    |
| .....    | .....  | ..... | ..... | .....           | ..... | ..... | .....             | ..... | ..... | .....                               | ..... | ..... | .....                | ..... |    |
| .....    | .....  | ..... | 4578  | 0               | 4     | 503   | 4                 | 5½    | 145   | 7                                   | 6½    | 195   | 0                    | 0     |    |
| .....    | .....  | ..... | £     | 1093            | 0     | 0½    | 730               | 14    | 9½    | 8892                                | 10    | 6     | 1884                 | 18    | 7½ |
| .....    | .....  | ..... | ..... | .....           | ..... | ..... | .....             | ..... | ..... | .....                               | ..... | ..... | 184                  | 9     | 2  |

General rate on all conceded Lands in Jesuits' Estates, 1 penny per superficial arpent, per annum, of Cens, &c.

## STATEMENT respecting the JESUITS' ESTATES, &amp;c.—(Continued.)

| Name<br>of<br>Property.      | Income for last year. From what sources. Amount expended, and for what purposes—in detail. |       |       |  |       |       |                   |       |  |                                    |      |      |     |   |
|------------------------------|--|-------|-------|--|-------|-------|-------------------|-------|--|------------------------------------|------|------|-----|---|
|                              | R E C E I P T S .  |       |       |  |       |       | E X P E N S E S . |       |  |                                    |      |      |     |   |
|                              | Commu-<br>tation<br>Money.   |       |       | Reimbur-<br>sed commu-<br>tation<br>Constituée |       |       | Total.            |       |  |                                    |      |      |     |   |
| £                            | s.   | d.    | £     | s.   | d.    | £     | s.                | d.    |  | £                                  | s.   | d.   |     |   |
| Sillery .....                | 59   | 9     | 1     | .....  | ..... | 2057  | 13                | 4½    | Paid J. D. Bureau, for<br>Survey ..... | 50                                 | 0    | 0    |     |   |
| St. Gabriel .....            | 39   | 13    | 5     | 3  | 5     | 10    | 305               | 16    | 1                                      | do D. P. Croteau, do.              | 121  | 10   | 0   |   |
| Notre-Dame des Anges ...     | 130  | 6     | 4     | 100  | 2     | 4     | 1288              | 18    | 2                                      | do Hilarion Legendre               |      |      |     |   |
| Belair .....                 | 3  | 16    | 10    | .....  | ..... | ..... | 19                | 9     | 0½                                     | do .....                           | 289  | 12   | 4   |   |
| Estates in Quebec .....      | .....  | ..... | ..... | .....  | ..... | ..... | 1813              | 1     | 1¼                                     | do J. P. Bureau, do.               | 296  | 0    | 10  |   |
| do in Lauzon .....           | .....  | ..... | ..... | .....  | ..... | ..... | .....             | ..... | .....                                  | do N. Lefrançois, do.              | 181  | 6    | 0   |   |
| Batiscan .....               | 26   | 9     | 4     | .....  | ..... | ..... | 827               | 15    | 4                                      | Agent's Commission.                | 408  | 18   | 3½  |   |
| Cap de la Magdelaine .....   | 60   | 1     | 6     | .....  | ..... | ..... | 512               | 17    | 10                                     | do Disbursements..                 | 130  | 18   | 10½ |   |
| Island of St. Christopher .. | .....  | ..... | ..... | .....  | ..... | ..... | .....             | ..... | .....                                  | Proportion of amount               |      |      |     |   |
| Fief Côteau St. Louis .....  | .....  | ..... | ..... | .....  | ..... | ..... | 36                | 7     | 3                                      | paid for Officesa-<br>laries ..... | 192  | 5    | 10  |   |
| Fief Pachevini .....         | .....  | ..... | ..... | .....  | ..... | ..... | 1                 | 1     | 9                                      | Proportion of amount               |      |      |     |   |
| Banlieue of Three Rivers ..  | 12   | 10    | 0     | .....  | ..... | ..... | 12                | 10    | 0                                      | paid for station-<br>ery, &c ..... | 12   | 12   | 2   |   |
| Tadousac .....               | .....  | ..... | ..... | .....  | ..... | ..... | .....             | ..... | .....                                  | Balance .....                      | 6217 | 8    | 8   |   |
| On River Miamis .....        | .....  | ..... | ..... | .....  | ..... | ..... | .....             | ..... | .....                                  |                                    |      |      |     |   |
| Laprairie .....              | 129  | 10    | 3     | .....  | ..... | ..... | 975               | 3     | 0                                      |                                    |      |      |     |   |
|                              | £  | 461   | 16    | 9  | 103   | 8     | 2                 | 7850  | 13                                     | 0                                  | £    | 7850 | 13  | 0 |

(Signed,) JOSEPH CAUCHON,  
Commissioner of Crown Lands.

# COMMUTATION RETURNS.

RETURN of COMMUTATIONS of TENURE, effected within the CENSIVE of QUEBEC, under the 10th & 11th Vic. cap. 111, from the 1st August, 1852, to the 31st May, 1854.

| Name of Party Commuting.                     | Property where Situated.                                    | Date of Deed, and Name of Notary passing it. | Arrears of Seigniorial Dues. |       | Commutation Money paid. |       | Commutation Money left & Constitut. |       |
|--|---|--|------------------------------|-------|-------------------------|-------|-------------------------------------|-------|
|  |   |  | £                            | s. d. | £                       | s. d. | £                                   | s. d. |
| Henrietta E. Stewart, widow William Phillips | De la Chevrotière Street, St. Lewis Suburb, Quebec          | August 14, 1852 .. H. C. Austin              | 16                           | 17    | 2                       | 50    | 3                                   | 10    |
| Lieutenant Colonel William Dunn              | Mount Carmel Street, Upper Town, do                         | September 3, do .. Archibald Campbell        |                              |       |                         |       |                                     |       |
| Isabella Prior, wife of Archibald Campbell   | St. Ann Street, do do, do                                   | do do .. F. Langlois                         |                              |       |                         | 70    | 13                                  | 10    |
| Marie Anne Perrault, widow Michel Tessier    | St. Joachim Street, do do, do                               | November 3, do .. M. Tessier                 | 13                           | 10    | 6                       |       |                                     |       |
| John Boyd                                    | Lorette Road, Banlieue of Quebec                            | December 4, do .. Honorable Louis Pa-        |                              |       |                         |       |                                     |       |
| Marie Adeleine Treppanier                    | St. Anne Street, Upper Town, Quebec                         | do do .. Joseph Peticlerc                    |                              |       |                         | 12    | 10                                  | 0     |
| Alexander Orkney                             | Mountain Street, do do                                      | January 5, do .. C. M. Defoy                 | 50                           | 3     | 10                      | 21    | 0                                   | 6     |
| John Munn                                    | Grant do, St. Roch's Suburb, do                             | do do .. A. Campbell                         | 8                            | 10    | 6                       |       |                                     |       |
| do   | Between Grant and St. Roch Streets, St. Roch Suburb, do     | do do .. do                                  |                              |       |                         | 177   | 12                                  | 6     |
| do   | St. Dominique, St. Roch, Queen, and King Streets, do, do    | do do .. do                                  |                              |       |                         | 125   | 7                                   | 8     |
| George Blaiklock                             | D'Artigny, New, and St. Timon Streets, St. Lewis Suburb, do | do do .. Edward Glackemeyer                  | 25                           | 3     | 10                      |       |                                     |       |
| Michel Tessier, junior, et al                | D'Aiguillon Street, St. John Suburb, do                     | do do .. do                                  | 16                           | 17    | 2                       |       |                                     |       |
| Mrs. widow Brunet, and Edward Glackemeyer    | Mountain Street, Quebec                                     | do do .. do                                  |                              |       |                         |       |                                     |       |
| Joseph Pégare                                | Angel Street, Upper Town, do                                | February 11, do .. do                        | 70                           | 3     | 10                      |       |                                     |       |
| Mrs. widow George Munn                       | St. Michel Street, St. Lewis Suburb, do                     | do do .. M. Tessier                          | 40                           | 3     | 10                      |       |                                     |       |
|  |   |  | 5                            | 12    | 2                       |       |                                     |       |

RETURN of COMMUTATIONS of TENURE, effected within the CENSIVE of QUEBEC, &c.—(Continued.)

| Name of Party Commuting.                | Property where Situated.                        | Date of Deed, and Name of Notary passing it. |          | Arrears of Seigniorial Ducs. |       | Commuta-tion Money paid. |       | Commuta-tion Money left <i>à Constitut.</i> |       |
|---|---|--|----------|------------------------------|-------|--------------------------|-------|---|-------|
|   |   | Month  | Day      | £                            | s. d. | £                        | s. d. | £   | s. d. |
| Pierre Drolet, Tutor, minors Holdworth. | Craig Street, St. Roch Suburb, Quebec.          | March  | 12, 1852 |                              |       |                          |       |   |       |
| Juliette H. Fourangeau                  | St. John Street, Upper Town, do.                | do   | 21, do   |                              |       | 55                       | 3 10  | 30  | 3 10  |
| Elizabeth and Sophie Louise Parent      | do do, St. John Suburb, do.                     | do   | 23, do   |                              |       | 11                       | 0 6   |   |       |
| Vital Tétu                              | do do, do do, do.                               | do   | 26, do   |                              |       | 25                       | 3 10  |   |       |
| Mrs. Hugh Temple.                       | De la Chevrotière Street, St. Lewis Suburb, do. | April  | 1, do    |                              |       |                          |       | 810   | 6     |
| Mrs. Hugh Temple.                       | Drolet Street, St. Lewis Suburb, do.            | do   | do       |                              |       |                          |       | 617   | 2     |
| Frederick Wyse.                         | Mountain Street, do.                            | do   | 7, do    |                              |       | 50                       | 3 10  |   |       |
| Vital Tétu.                             | St. John Road, Banlieue of Quebec.              | do   | 22, 1853 |                              |       | 29                       | 3 4   |   |       |
| do                                      | do do, do do, do.                               | do   | 30, do   |                              |       | 29                       | 3 4   |   |       |
| James Gibb.                             | St. Peter Street, Lower Town, do.               | May  | 20, do   |                              |       | 50                       | 3 10  |   |       |
| Evan Rees.                              | Bas Bijou, Banlieue of Quebec.                  | do   | 30, do   |                              |       |                          |       |   |       |
| John Torrance.                          | Notre-Dame Street, Lower Town, Quebec.          | July   | 22, do   |                              |       | 90                       | 3 10  |   |       |
| Quebec Bank.                            | Mountain Street, do, do.                        | do   | do       |                              |       | 60                       | 3 10  |   |       |
| Mrs. widow Evanturell and others.       | D'Auteuil Street and Lane, Upper Town, do.      | August                                       | 16, do   |                              |       | 52                       | 13 10 | 35  | 3 10  |
| Trustees of Mrs. Dickenson              | St. Lewis Street, do, do.                       | do   | 17, do   |                              |       |                          |       |   |       |
| Mrs. widow Newby                        | St. Joachim Street, St. John Suburb, do.        | do   | 27, do   |                              |       | 8                        | 10 6  |   |       |
| Jean Langevin                           | St. Genevieve Street, Upper Town, do.           | September                                    | 20, do   |                              |       | 49                       | 3 10  |   |       |
| Ennis Fletcher, <i>et uxior</i>         | St. Louis do, do.                               | November                                     | 4, do    |                              |       |                          |       | 40  | 3 10  |
| Edward Burroughs and Hammond Gowen.     | Aiguillon do, St. John Suburb, do.              | do   | do       |                              |       |                          |       |   |       |
| William Smith                           | do do, Upper Town, do.                          | do   | do       |                              |       | 3                        | 10 6  |   |       |
| Pierre Boivin                           | St. Gabriel do, St. John Suburb, do.            | do   | do       |                              |       | 18                       | 13 10 | 12  | 13 10 |
| Jeffery Hale                            | St. Joachim do, do, do.                         | do   | 11, do   |                              |       | 8                        | 10 6  |   |       |

|  |  |          |          |  |  |    |       |     |      |
|--|--|----------|----------|--|--|----|-------|-----|------|
| Mrs. widow John Pierce.                | La Chevrotière Street, St. Lewis Suburb, Quebec.               | November | 18, 1853 |  |  | 18 | 18 10 |     |      |
| Mrs. widow Badeaux, <i>et al.</i>      | Berthelot do, do.  | do       | 26, do   |  |  | 25 | 3 10  |     |      |
| Thomas Gibb                            | St. Foye Road, Banlieue of Quebec.                             | do       | 29, do   |  |  |    |       | 154 | 18 8 |
| Charles Leake.                         | Champlain Street, Lower Town, do.                              | December | 14, do   |  |  |    |       | 45  | 3 10 |
| Thomas Faley                           | do do, do, do.   | do       | 24, do   |  |  |    |       | 25  | 3 10 |
| Mrs. widow A. Hennessey                | do and Cul de Sac Streets, do, do.                             | do       | 29, do   |  |  | 37 | 13 10 |     |      |
| Duncan Campbell Napier                 | St. Ursule Street, Upper Town, do.                             | February | 7, 1854  |  |  | 32 | 13 10 |     |      |
| Abraham Joseph.                        | St. Vallier do, St. Roch Suburb, do.                           | do       | 8, do    |  |  | 10 | 3 10  |     |      |
| George Desbarats, <i>esquitté</i>      | Mount Carmel do, Upper Town, do.                               | do       | do       |  |  | 27 | 13 10 |     |      |
| Vital Tétu.                            | St. Johns Road, Banlieue of Quebec, do.                        | do       | do       |  |  | 25 | 0 0   |     |      |
| Michael Macnamara.                     | Champlain Street, Lower Town, do.                              | do       | 21, do   |  |  | 9  | 11 4  |     |      |
| Mrs. widow Davies.                     | Haldimand do, Upper Town, do.                                  | March    | 8, do    |  |  | 25 | 3 10  |     |      |
| Mrs. Oikney.                           | Champlain do, Lower Town, do.                                  | do       | 15, do   |  |  | 25 | 3 10  |     |      |
| Héris, J. F. X. Perrault.              | Corner des Carrières and Mount Carmel Streets, Upper Town, do. | do       | do       |  |  |    |       | 70  | 3 10 |
| Charles Degruise, <i>et uxior</i>      | St. John Street, St. Johns Suburb, do.                         | do       | 17, do   |  |  | 14 | 15 6  |     |      |
| Charles Alléyn.                        | Barronne do, St. Roch Suburb, do.                              | do       | 18, do   |  |  | 4  | 7 2   |     |      |
| Pierre Guenette                        | Prince Edward do, do.  | do       | 20, do   |  |  | 15 | 16 4  |     |      |
| Michael Murphy                         | St. Amable do, St. Lewis Suburb, do.                           | do       | 22, do   |  |  | 15 | 13 10 |     |      |
| Louis Fréet.                           | St. Peter do, Lower Town, do.                                  | do       | 28, do   |  |  | 75 | 3 10  |     |      |
| T. J. Lloyd.                           | Foot of Mountain do, do.                                       | do       | 30, do   |  |  | 22 | 1 4   |     |      |
| Mrs. widow Gillender.                  | D'Arigny do, St. Lewis Suburb, do.                             | April    | 31, do   |  |  | 9  | 11 4  |     |      |
| Archibald Walker.                      | Lorette Road, Banlieue of Quebec.                              | do       | 1, do    |  |  |    |       | 62  | 17 0 |
| Mrs. Eadon.                            | D'Arigny Street, St. Lewis Suburb, do.                         | do       | 24, do   |  |  | 18 | 18 10 |     |      |
| William Brown.                         | Desfosses do, St. Roch Suburb, do.                             | do       | do       |  |  | 25 | 3 10  |     |      |
| John Maguire.                          | Feury do, do, do.  | do       | do       |  |  | 11 | 8 10  |     |      |
| Mrs. widow Isori dit Provençal.        | Rear of St. Johns do, Upper Town, do.                          | May      | 6, do    |  |  |    |       |     |      |
| Honorable Phillip Panet, <i>et al.</i> | Mountain do, Lower Town, do.                                   | do       | 12, do   |  |  | 21 | 0 6   |     |      |
| Edward Burroughs.                      | Corner of St. Lewis and Haldimand Streets, Upper Town, do.     | do       | 15, do   |  |  | 18 | 18 10 |     |      |
| do                                     | Haldimand do, do, do.  | do       | 16, do   |  |  |    |       | 110 | 3 10 |
| do                                     |  | do       | do       |  |  |    |       | 40  | 3 10 |

N.B.—The above does not include as the others, June, July, and August of this year, the Agent not having yet furnished his Return for those months.

RETURN of COMMUTATIONS of TENURE effected within the CENSIVE of THREE RIVERS, under the 10th & 11th Vic. cap. 111, from the passing of that Act, to the 31st August, 1854.

| Name of Party Commuting.        | Property where situated.                          | Date of Deed, and Name of Notary passing it. | Arrears of Seigniorial Dues. |    |    | Commutation Money paid. |    |    | Commutation Money left & Constitut. |    |    |
|---------------------------------|---|--|------------------------------|----|----|-------------------------|----|----|-------------------------------------|----|----|
|                                 |   |  | £                            | s. | d. | £                       | s. | d. | £                                   | s. | d. |
| Etienne Tapin.....              | On the St. Maurice, Town of Three Rivers.....     | September 22, 1853... Phi. Huot .....        |                              |    |    | 16                      | 15 | 10 |                                     |    |    |
| P. B. Dumoulin .....            | River Street, do .....                            | October 19, do .....                         |                              |    |    | 10                      | 10 | 10 |                                     |    |    |
| Mrs. widow Olivier Trudel ..... | Corner of Notre-Dame and Platon Streets, do ..... | May 19, 1854... do .....                     |                              |    |    | 18                      | 15 | 8  |                                     |    |    |

A. N. MORIN,  
*Commissioner of Crown Lands.*

CROWN LANDS DEPARTMENT,  
Quebec, 1st September, 1854.

RETURN of COMMUTATIONS of TENURE effected within the CENSIVE of the late ORDER of the JESUITS, in the DISTRICT of QUEBEC, under the 10th & 11th Vic. cap. 111, from the 1st August, 1852, to the 31st August, 1854.

| Name of Party Commuting.                    | Property where Situated.        | Date of Deed, and Name of Notary passing it. |                     | Arrears of Seigniorial Dues. |       | Commutation Money paid. |       | Commutation Money left & Constitut. |       |
|---|---------------------------------|--|---------------------|------------------------------|-------|-------------------------|-------|-------------------------------------|-------|
|   |                                 |  |                     | £                            | s. d. | £                       | s. d. | £                                   | s. d. |
| François Pageot                             | Notre-Dame des Anges, 2 lots.   | August 31, 1852.                             | Phi. Huot.          |                              |       |                         |       |                                     |       |
| Honorable Louis Panet                       | St. Gabriel, 1 lot.             | October 14, do                               | do                  | 61                           | 2     | 8                       |       |                                     |       |
| Jean Thomas Tachereau                       | Sillery, 2 lots                 | June 4, 1853.                                | do                  | 2                            | 1     | 0                       |       |                                     |       |
| Jean Baptiste Routhier                      | do, 1 lot                       | do 7, do                                     | S. J. Glackemeyer.  | 48                           | 18    | 0                       |       |                                     |       |
| Reverend Armine W. Mountain, <i>esquiva</i> |                                 |  |                     | 2                            | 19    | 9                       |       |                                     |       |
|   | do, 1 lot                       | August 6, do                                 | Archibald Campbell. | 0                            | 7     | 8                       |       | 45                                  | 16    |
| Honorable Louis Panet                       | St. Gabriel, 2 lots             | do 25, do                                    | Phi. Huot.          | 4                            | 11    | 0                       |       |                                     |       |
| Mrs. widow James Kerr                       | Sillery, 1 lot.                 | September 29, do                             | R. G. Belleau.      | 0                            | 15    | 0                       |       | 41                                  | 13    |
| André Raphael Bélanger                      | Notre-Dame des Anges, 1 lot.    | October 14, do                               | S. J. Glackemeyer   | 8                            | 13    | 7                       |       |                                     |       |
| James O'Connell                             | Sillery, 1 lot.                 | December 2, do                               | do                  | 0                            | 18    | 9                       |       |                                     |       |
| John M. Muckle                              | Notre-Dame des Anges, 1 lot.    | April 4, 1854.                               | Phi. Huot.          | 10                           | 12    | 4                       |       |                                     |       |
| Jean Lamontagne                             | Fief Jesuits, Point Levy, 1 lot | do 8, do                                     | L. Roy              | 0                            | 0     | 8½                      |       | 4                                   | 3     |
| Joseph Falardeau                            | St. Gabriel, 1 lot.             | do 3, do                                     | Phi. Huot.          |                              |       |                         |       | 7                                   | 13    |
| do  | do, 1 lot.                      | do do do                                     | do                  |                              |       |                         |       | 27                                  | 17    |
| Antoine Bertrand                            | Notre-Dame des Anges, 1 lot.    | do 4, do                                     | Ed. Glackemeyer.    |                              |       |                         |       | 47                                  | 0     |
| Henry Scarth Dalkin                         | do, 2 lots                      | do 5, do                                     | S. J. Glackemeyer   | 16                           | 14    | 0½                      |       |                                     |       |
| Pierre-Jeaneste                             | do, 2 lots                      | do 13, do                                    | do                  | 31                           | 9     | 4                       |       |                                     |       |
| Sir Henry J. Caldwell                       | Sillery, 1 lot.                 | June 20, do                                  | Phi. Huot.          |                              |       |                         |       | 533                                 | 2     |
| Honorable Louis Panet                       | St. Gabriel, 1 lot.             | do 17, do                                    | do                  | 3                            | 5     | 10                      |       |                                     |       |
| François Robitaille                         | Notre-Dame des Anges, 1 lot.    | do 25, do                                    | do                  | 48                           | 10    | 0                       |       | 13                                  | 14    |
| Sharples, Wainwright, & Company             | Sillery, 1 lot.                 | do 27, do                                    | do                  |                              |       |                         |       | 12                                  | 11    |
| J. O. Giroux                                | Notre-Dame des Anges, 1 lot.    | August 4, do                                 | Joseph Peticlerc    | 20                           | 2     | 5                       |       |                                     |       |

A. N. MORIN,  
Commissioner of Crown Lands.

CROWN LANDS DEPARTMENT,  
Quebec, 1st September, 1854.



RETURN of COMMUTATIONS of TENURE effected within the CENSIVE of the late ORDER of the JESUITS, in the DISTRICT of MONTREAL, under the 10th & 11th Vic. cap. 111, from the 1st August, 1852, to the 31st August, 1854.

| Name of Party Commuting. | Property where Situated.                                | Date of Deed, and Name of Notary passing it. | Arrears of Seigneurial Dues. |    |    | Commutation Money paid. |    |    | Commutation Money left, & Constitut. |    |    |
|--------------------------|---|--|------------------------------|----|----|-------------------------|----|----|--------------------------------------|----|----|
|                          |   |  | £                            | s. | d. | £                       | s. | d. | £                                    | s. | d. |
| Laurent David Suprenant  | No. 44, Côte St. Marc                                   | June 16, 1853.. Louis Barbeau                | 10                           | 15 | 4  | ..                      | .. | .. | 33                                   | 19 | 2  |
| John Mack                | Concession Mouillepiec, Parish St. Antoine de Longueuil | July 13, do                                  | 28                           | 7  | 1  | ..                      | .. | .. | 65                                   | 4  | 2  |
| Pierre Betournay         | do  | September <sup>22</sup> , do                 | 0                            | 14 | 2  | 102                     | 19 | 0  | ..                                   | .. | .. |
| Charles Phillips         | do  | December <sup>27</sup> , do                  | ..                           | .. | .. | 129                     | 10 | 3  | ..                                   | .. | .. |
| Alexis Mercille          | do  | February 20, 1854..                          | ..                           | .. | .. | 128                     | 19 | 7  | ..                                   | .. | .. |

A. N. MORIN,  
Commissioner of Crown Lands.

CROWN LANDS DEPARTMENT,  
Quebec, 1st September, 1854.

RETURN of COMMUTATIONS of TENURE effected within the CENSIVE of the late ORDER of the JESUITS, in the DISTRICT of THREE RIVERS, under the 10th & 11th Vic. cap. 111, from the 1st August, 1852, to the 31st August, 1854.

| Name of Party Commuting.             | Property where Situated.                                  | Date of Deed, and Name of Notary passing it. |                | Arrears of Seigniorial Dues. |       | Commutation Money paid. |       | Commutation Money left & Constituted. |       |       |
|--------------------------------------|---|--|----------------|------------------------------|-------|-------------------------|-------|---------------------------------------|-------|-------|
|                                      |   | £  | s. d.          | £                            | s. d. | £                       | s. d. | £                                     | s. d. |       |
| François Dasises Fugère              | Parish of Ste. Geneviève                                  | February 10, 1853                            | L. Guillet     | .....                        | ..... | .....                   | ..... | 8                                     | 2     | 10    |
| Magdeleine St Armand                 | do  | May 28, do                                   | Robert Trudel  | .....                        | ..... | .....                   | ..... | 11                                    | 17    | 6     |
| George Prénouveau                    | do of Batiscan  | August 25, do                                | do             | .....                        | ..... | 4                       | 16    | 5                                     | ..... | ..... |
| Psychal Lizé, et uxov.               | Parish of St. François Xavier of Batiscan                 | do 26, do                                    | L. Guillet     | .....                        | ..... | 6                       | 0     | 8½                                    | ..... | ..... |
| François Germain des Magry           | Parish of Ste. Geneviève of Batiscan                      | do 31, do                                    | Robert Trudel  | .....                        | ..... | 2                       | 12    | 8½                                    | ..... | ..... |
| George S. Bédoux                     | River St. Maurice, Seigniorly of Cap de la Magdeleine     | December 28, do                              | F. Lottinville | .....                        | ..... | 23                      | 15    | 6½                                    | ..... | ..... |
| Jean Jacob                           | Parish of St. Stanislas, Seigniorly of Batiscan           | March 16, 1854                               | F. Filteau     | .....                        | ..... | .....                   | ..... | 15                                    | 17    | 1     |
| Angélique Brown, widow Joseph Pacaud | Three Rivers, Fief Côteau St. Louis                       | do 22, do                                    | F. Lottinville | .....                        | ..... | .....                   | ..... | 42                                    | 10    | 8½    |
| André Cooke                          | Parish of St. Maurice, Seigniorly of Cap de la Magdeleine | do 23, do                                    | do             | .....                        | ..... | 7                       | 18    | 6                                     | ..... | ..... |
| Louis Edouard Pacaud                 | Town of Three Rivers                                      | April 11, do                                 | do             | .....                        | ..... | .....                   | ..... | 15                                    | 0     | 0     |
| Thomas Burn                          | Parish of St. Maurice                                     | May 18, do                                   | do             | .....                        | ..... | .....                   | ..... | 21                                    | 6     | 0½    |

A. N. MORIN,  
Commissioner of Crown Lands.

CROWN LANDS DEPARTMENT,  
Quebec, 1st September, 1854.



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PRINTED BY ROLLO CAMPBELL, GARDEN STREET, QUEBEC.

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## SCHEDULE

OF DISTRIBUTION of STATUTES of CANADA, 18th Victoria,  
(Parts 1st and 2nd,) 1852-3, with Reserved Act.

| UPPER CANADA.   | FIRST PART. |         | SECOND PART. |         |
|---|-------------|---------|--------------|---------|
|   | English.    | French. | English.     | French. |
| Judges .....  | 68          |         | 68           |         |
| Sheriffs .....  | 50          |         | 50           |         |
| Judges, Surrogate Courts.....   | 50          |         | 50           |         |
| Clerks of the Peace.....  | 50          |         | 50           |         |
| do do County Courts .....   | 25          |         | 25           |         |
| Deputy Clerks of the Crown.....                                       | 25          |         | 25           |         |
| Registrars' Surrogate Courts.....                                     | 25          |         | 25           |         |
| do County do .....  | 25          |         | 25           |         |
| Coroners .....  | 306         |         | 320          |         |
| County Municipalities .....   | 44          |         | 50           |         |
| Village do .....  | 691         |         | 702          |         |
| Magistrates .....   | 2884        |         | 2768         |         |
| Members Legislative Council .....                                     | 80          |         | 80           |         |
| do do Assembly .....  | 228         | 10      | 220          | 10      |
| Master and Registrar in Chancery .....                                | 3           |         | 3            |         |
| Official Principal and Registrar, Court of Probate.....               | 2           |         | 2            |         |
| Judges' Chambers, 2; Law Society, 2 .....                             | 4           |         | 4            |         |
| do do, Court of Chancery .....  | 4           |         | 4            |         |
| Superintendent Common Schools.....                                    | 2           |         | 2            |         |
| Colleges and University .....   | 6           |         | 6            |         |
| Corporations of Toronto, Kingston, and Hamilton .....                 | 9           |         | 9            |         |
| Recorders do do do .....  | 3           |         | 3            |         |
| Bishop of Carrihae.....   | 1           |         | 1            |         |
| Clerks of the Crown, Pleas and Common Pleas.....                      | 4           |         | 4            |         |
| Solicitor General, Upper Canada .....                                 | 2           |         | 2            |         |
| Collectors of Customs .....   | 108         |         | 143          |         |
| Newspapers .....  | 99          |         | 99           |         |
| <i>Supplementary Distribution.</i>                                    |             |         |              |         |
| Judge, Surrogate Court, 1; Clerk County Court, 17; Town Clerk, 6..... | 6           |         | 24           |         |
| Western District Clerk of the Peace, 30; County Clerk, 20 .....       |             | 50      |              | 50      |
| Education Office, West.....   | 1           |         |              |         |
| Wardens of Counties of Peterborough, and Huron and Bruce .....        | 12          |         | 12           |         |
| After distributions, per Government List .....                        | 481         |         |              |         |
| Total, Upper Canada .....   | 4798        | 60      | 4771         | 60      |
| LOWER CANADA.   |             |         |              |         |
| Newspapers .....  | 26          | 9       | 26           | 9       |
| Executive Council .....   | 7           | 8       | 7            | 8       |
| Provincial Secretary's Office.....                                    | 13          | 4       | 13           | 4       |
| Governor General's Secretary.....                                     | 11          |         | 11           |         |
| Receiver General.....   | 8           | 1       | 8            | 1       |
| Carried over.....   | 60          | 17      | 60           | 17      |

## SCHEDULE of DISTRIBUTION of STATUTES of CANADA, &amp;c.—(Continued.)

| LOWER CANADA.—(Continued.)                  | FIRST PART. |         | SECOND PART. |         |
|---|-------------|---------|--------------|---------|
|   | English.    | French. | English.     | French. |
| <i>Brought over</i> .....                   | 60          | 17      | 60           | 17      |
| Inspector General—Audit Branch.....         | 3           | 1       | 3            | 1       |
| do Customs do.....                          | 2           | 1       | 2            | 1       |
| Commissioner Crown Lands.....               | 4           | 3       | 4            | 3       |
| Public Works Department.....                | 3           | 2       | 3            | 2       |
| Provincial Registrar.....                   | 2           | 3       | 2            | 3       |
| Attorney General, East.....                 | 2           | 2       | 2            | 2       |
| do do, West.....                            | 3           | 1       | 3            | 1       |
| Solicitor General, East.....                | 2           | 2       | 2            | 2       |
| do do, West.....                            | 3           | 1       | 3            | 1       |
| Superintendent Education, Lower Canada..... | 1           | 1       | 1            | 1       |
| do do, Upper Canada.....                    | 1           | .....   | 1            | .....   |
| Deputy Adjutant General Militia, East.....  | 1           | 1       | 1            | 1       |
| do do do do, West.....                      | 1           | .....   | 1            | .....   |
| Clerk Crown, Chancery.....                  | 1           | 1       | 1            | 1       |
| Inspector General, Queen's Domain.....      | 1           | 1       | 1            | 1       |
| Agricultural Office.....                    | 5           | 1       | 5            | 1       |
| Department, Legislative Council.....        | 30          | 10      | 30           | 10      |
| do do Assembly.....                         | 30          | 20      | 30           | 20      |
| General Post Office.....                    | 4           | .....   | 4            | .....   |
| Members Legislative Council.....            | 110         | 110     | 110          | 110     |
| do do Assembly.....                         | 208         | 200     | 208          | 200     |
| Judges.....                                 | 48          | 48      | 48           | 48      |
| Clerk Court of Appeals.....                 | 3           | 3       | 3            | 3       |
| Prothonotaries.....                         | 24          | 24      | 24           | 24      |
| Clerks of the Crown.....                    | 12          | 12      | 12           | 12      |
| do do Peace.....                            | 16          | 16      | 16           | 16      |
| do do Circuit Courts.....                   | 35          | 35      | 35           | 35      |
| Sheriffs.....                               | 14          | 14      | 14           | 14      |
| Coroners.....                               | 18          | 18      | 18           | 18      |
| Registrar, Vice-Admiralty Court.....        | 1           | 1       | 1            | 1       |
| High Constables.....                        | 6           | 6       | 6            | 6       |
| Small Cause Courts.....                     | 224         | 224     | 12           | 224     |
| County Registrars.....                      | 42          | 42      | 42           | 42      |
| Customs.....                                | 48          | 4       | 48           | 4       |
| Revenue Inspectors.....                     | 8           | 8       | 8            | 8       |
| County Municipalities.....                  | 211         | 367     | 211          | 367     |
| Village do.....                             | 58          | 109     | 58           | 109     |
| Libraries, &c.....                          | 27          | 27      | 27           | 27      |
| Magistrates.....                            | 951         | 806     | 949          | 803     |
| Militia Officers.....                       | 444         | 471     | 443          | 467     |
| Church of England.....                      | 76          | 2       | 76           | 2       |
| Roman Catholic Church.....                  | 183         | 316     | 183          | 316     |
| Church of Scotland.....                     | 16          | .....   | 16           | .....   |
| Wesleyan Methodists.....                    | 21          | .....   | 21           | .....   |
| Congregationalists.....                     | 16          | .....   | 16           | .....   |
| Baptists.....                               | 13          | .....   | 13           | .....   |
| Presbyterians.....                          | 10          | 3       | 10           | 3       |
| Methodists, New Connexion.....              | 5           | .....   | 5            | .....   |
| Other Denominations.....                    | 2           | .....   | 2            | .....   |
| Honorable M. Young.....                     | 1           | .....   | 1            | .....   |
| <i>Carried forward</i> .....                | 3010        | 2084    | 2795         | 2927    |

## SCHEDULE of DISTRIBUTION of STATUTES of CANADA, &amp;c.—(Continued.)

| LOWER CANADA.—(Continued.)         | FIRST PART. |         | SECOND PART. |         |
|------------------------------------|-------------|---------|--------------|---------|
|                                    | English.    | French. | English.     | French. |
| <i>Brought forward</i> .....       | 3010        | 2984    | 2795         | 2927    |
| <i>Supplementary Distribution.</i> |             |         |              |         |
| Provincial Secretary.....          | 50          | 50      |              |         |
| Registration Department.....       | 1           | .....   | 1            |         |
| Crown Lands do .....               | 1           | .....   | 2            |         |
| Library, Legislative Assembly..... | 25          | .....   | 25           |         |
| Total, Lower Canada.....           | 3087        | 2984    | 2828         | 2927    |
| Total, Upper Canada.....           | 4703        | 60      | 4771         | 60      |
| Grand Total.....                   | 7880        | 3044    | 7594         | 2987    |
| Remaining on hand.....             | 120         | 956     | 406          | 1018    |
| Total Copies Printed.....          | 8000        | 4000    | 8000         | 4000    |

S. DERBISHIRE &amp; G. DESBARATS,

*Queen's Printer.*

Per GEORGE DESBARATS.

QUEBEC, February 20, 1854.

## SUPPLEMENTARY REPORT of the DISTRIBUTION of STATUTES, of the 16th Victoria, 1852-3.

| DETAILS.   | FIRST PART. |         | SECOND PART. |         |
|--|-------------|---------|--------------|---------|
|  | English.    | French. | English.     | French. |
| Report, 20th February, 1854—Copies distributed.....      | 7880        | 3044    | 7594         | 2987    |
| Distributed by Orders of Government, since date above .. | 87          | 20      | 156          | 28      |
| Grand Total, Copies distributed.....                     | 7917        | 3064    | 7750         | 3015    |
| Printed for Government.....                              | 8000        | 4000    | 8000         | 4000    |
| Reserve on hand for Government.....                      | 88          | 986     | 250          | 985     |

S. DERBISHIRE &amp; G. DESBARATS,

*Queen's Printer.*

Per GEORGE DESBARATS.

QUEBEC, September 25, 1854.

# ACCOUNTS OF THE MONTREAL TRINITY HOUSE,

FOR THE YEAR

1854.

TREASURER of the TRINITY HOUSE of MONTREAL in Account with  
HER MAJESTY'S PROVINCIAL GOVERNMENT.

|                             |           | DR.   | Vchr. | £   | s. | d. |
|-----------------------------|-----------|---|-------|-----|----|----|
| January                     | 2, 1854.  | To paid C. Rivet, wages as Light-keeper.....          | 1     | 6   | 0  | 0  |
| do                          | 13, do .. | do Richelieu Company, freight of oil.....             | 2     | 1   | 13 | 8  |
| do                          | 14, do .. | do J. C. Simmons, repairs of Light-houses....         | 3     | 35  | 5  | 1  |
| do                          | 21, do .. | do Frothingham & Co., tin, &c., for Light-houses..... | 4     | 12  | 16 | 5  |
| do                          | do do ..  | do J. Macdougall, repairs to do .....                 | 5     | 25  | 10 | 8  |
| do                          | 24, do .. | do P. Montplaisir, wages as Light-keeper.....         | 6     | 21  | 14 | 2  |
| do                          | do do ..  | do J. E. Lanouette, do do .....                       | 7     | 13  | 9  | 6  |
| February                    | 1, do ..  | do E. Masson, quarter's rent of office.....           | 8     | 8   | 15 | 0  |
| do                          | 6, do ..  | do Treasurer, disbursements.....                      | 9     | 18  | 15 | 5  |
| do                          | 9, do ..  | do L. Marcotte, wages as Light-keeper.....            | 10    | 40  | 8  | 8  |
| do                          | 13, do .. | do F. Mullins, marine stores.....                     | 11    | 8   | 7  | 4  |
| do                          | 16, do .. | do Custom House, duty on lamps, &c.....               | 12    | 6   | 3  | 6  |
| do                          | 23, do .. | do P. Manuel, wages as Light-keeper.....              | 13    | 18  | 12 | 4  |
| do                          | 27, do .. | do J. Lovell, printing .....                          | 14    | 14  | 13 | 9  |
| March                       | 20, do .. | do Treasurer, disbursements .....                     | 15    | 18  | 19 | 9  |
| do                          | 25, do .. | do J. Young, new Light-house .....                    | 16    | 34  | 9  | 10 |
| do                          | 28, do .. | do H. N. Hooper & Co., lamp apparatus .....           | 17    | 49  | 19 | 10 |
| April                       | 1, do ..  | do Master, quarter's salary .....                     | 18    | 31  | 5  | 0  |
| do                          | do do ..  | do Registrar, do .....                                | 19    | 46  | 5  | 0  |
| do                          | do do ..  | do Water Bailiff, do .....                            | 20    | 20  | 0  | 0  |
| do                          | 4, do ..  | do Custom House, duty on oil.....                     | 21    | 8   | 12 | 0  |
| do                          | 10, do .. | do Whittemore & Co., invoice of oil.....              | 22    | 69  | 5  | 11 |
| do                          | 13, do .. | do J. Mondor, wood for Light-vessels.....             | 23    | 10  | 16 | 0  |
| do                          | 22, do .. | do H. G. Thompson, expenses, visiting lights..        | 24    | 6   | 13 | 8  |
| do                          | 23, do .. | do J. Clark, a pump for Light-vessels.....            | 25    | 3   | 12 | 0  |
| May                         | 1, do ..  | do Treasurer, disbursements.....                      | 26    | 19  | 18 | 4  |
| do                          | 9, do ..  | do Custom House, duty on oil.....                     | 27    | 2   | 0  | 8  |
| do                          | do do ..  | do E. Masson, rent of premises.....                   | 28    | 8   | 15 | 0  |
| do                          | 10, do .. | do H. Normand, constructing Light-houses...           | 29    | 40  | 0  | 0  |
| do                          | do do ..  | do J. Young, repairing Light-house .....              | 30    | 14  | 5  | 6  |
| do                          | 17, do .. | do Custom House, duty on oil.....                     | 31    | 6   | 19 | 0  |
| do                          | 19, do .. | do V. Bourgeau, repairing Light-houses.....           | 32    | 19  | 11 | 4  |
| do                          | do do ..  | do A. St. Louis, moving Light-vessels .....           | 33    | 12  | 10 | 0  |
| do                          | do do ..  | do Whittemore & Co., invoice of oil.....              | 34    | 56  | 2  | 2  |
| do                          | do do ..  | do Hooper & Co., lamp apparatus.....                  | 35    | 16  | 11 | 2  |
| do                          | 22, do .. | do J. Hearle, fitting lamps.....                      | 36    | 6   | 8  | 9  |
| do                          | do do ..  | do J. Mondor, wages, as Light-keeper .....            | 37    | 5   | 18 | 8  |
| do                          | 26, do .. | do J. Long, labor at Light-vessels.....               | 38    | 5   | 10 | 0  |
| do                          | 31, do .. | do Custom House, duty on lamps.....                   | 39    | 1   | 14 | 8  |
| June                        | 2, do ..  | do Treasurer, disbursements.....                      | 40    | 21  | 3  | 11 |
| do                          | 5, do ..  | do J. Clark, a pump for Light-vessel .....            | 41    | 2   | 18 | 3  |
| do                          | 8, do ..  | do D. & J. McCarthy, repairing Light-vessels..        | 42    | 100 | 0  | 0  |
| do                          | 14, do .. | do do do ..   | 43    | 94  | 11 | 6  |
| July                        | 1, do ..  | do Water Bailiff, quarter's salary.....               | 44    | 20  | 0  | 0  |
| <i>Carried forward.....</i> |           |   | £     | 986 | 13 | 0  |



TREASURER of the TRINITY HOUSE of MONTREAL in Account with HER MAJESTY'S PROVINCIAL GOVERNMENT.—(Continued.)

|           |            | DR.   | Vchr. | £    | s. | d. |
|-----------|------------|---|-------|------|----|----|
|           |            | <i>Brought forward</i> .....  |       | 986  | 18 | 0  |
| July      | 1, 1854..  | To paid Custom House, duty on oil.....                                    | 45    | 5    | 18 | 0  |
| do        | do do ..   | do L. Marcotte, repairing Light-houses.....                               | 46    | 4    | 15 | 0  |
| do        | do do ..   | do Registrar, quarter's salary.....                                       | 47    | 46   | 5  | 0  |
| do        | 8, do ..   | do Master, do .....   | 48    | 31   | 5  | 0  |
| do        | 10, do ..  | do Whittemore & Co., invoice sperm oil.....                               | 49    | 45   | 12 | 7  |
| do        | do do ..   | do Hooper & Co., invoice wicks, &c. ....                                  | 50    | 14   | 7  | 1  |
| do        | 21, do ..  | do Hearle & Dale, services fixing lamps.....                              | 51    | 17   | 17 | 6  |
| do        | 29, do ..  | do Treasurer, disbursements .....   | 52    | 14   | 8  | 4  |
| August    | 4, do ..   | do A. Caron, wages as Light-keeper.....                                   | 53    | 7    | 10 | 0  |
| do        | 7, do ..   | do J. A. Lachapelle, do do .....  | 54    | 3    | 15 | 0  |
| do        | do do ..   | do C. Rivet, do do .....  | 55    | 3    | 15 | 0  |
| do        | do do ..   | do W. Morrison, do do .....   | 56    | 15   | 0  | 0  |
| do        | 8, do ..   | do A. Lamoureux, do do .....  | 57    | 8    | 8  | 1  |
| do        | 11, do ..  | do N. J. L. Duplessis, do do .....  | 58    | 17   | 10 | 0  |
| do        | 14, do ..  | do Lamothe & Frère, quarter's rent of offic..                             | 59    | 12   | 10 | 0  |
| do        | 22, do ..  | do D. Boyer, wages as Light-keeper.....                                   | 60    | 27   | 0  | 0  |
| do        | 28, do ..  | do J. Long, do do .....   | 61    | 27   | 0  | 0  |
| September | 1, do ..   | do Fugeres & Marchand, do do .....  | 62    | 7    | 10 | 0  |
| do        | 15, do ..  | do Treasurer, disbursements .....   | 63    | 21   | 1  | 1  |
| do        | 18, do ..  | do Lamothe & Frère, invoice of oil.....                                   | 64    | 54   | 3  | 6  |
| do        | 19, do ..  | To Balance carried down.....  |       | 191  | 14 | 6  |
|           |            |   | £     | 1563 | 8  | 8  |
|           |            | CR.   |       |      |    |    |
| December  | 31, 1853.. | By Balance in Treasurer's hands, this day, as per account rendered.....   |       | 62   | 4  | 8  |
| January   | 21, 1854.. | By Warrant from Receiver General.....                                     |       | 500  | 0  | 0  |
| April     | 1, do ..   | By received from Macdonald Brothers, for six empty oil casks, at 4s ..... |       | 1    | 4  | 0  |
| May       | 18, do ..  | By Warrant from the Receiver General.....                                 |       | 500  | 0  | 0  |
| July      | 8, do ..   | By Warrant from Receiver General.....                                     |       | 500  | 0  | 0  |
|           |            |   | £     | 1563 | 8  | 8  |
| September | 19, 1853.. | By Balance in Treasurer's hands.....                                      | £     | 191  | 14 | 6  |

Errors Excepted.

JAMES HOLMES,  
*Registrar and Treasurer.*

MONTREAL, 19th September, 1854.

MONTREAL DECAYED PILOT FUND in Account Current with the  
TREASURER of the TRINITY HOUSE.

|                     |           | DR.  | Vchr. | £   | s. | d. |
|---------------------|-----------|--|-------|-----|----|----|
| January             | 2, 1854.. | To paid widow Lacoursière, 1 year's pension, to 1st instant.....                 | 1     | 2   | 10 | 0  |
| February            | 1, do ..  | do do Hamelin, 1 quarter's do to do..  | 2     | 3   | 0  | 0  |
| do                  | do do ..  | do do Denis, do do to do..   | 3     | 2   | 5  | 0  |
| do                  | 2, do ..  | do A. Belisle, do do to do..   | 4     | 3   | 0  | 0  |
| do                  | 3, do ..  | do widow Boyer, do do to do..  | 5     | 3   | 0  | 0  |
| do                  | 4, do ..  | do do Remond, do do to do..  | 6     | 3   | 0  | 0  |
| do                  | 9, do ..  | do do Belcourt, do do to do..  | 7     | 3   | 0  | 0  |
| do                  | do do ..  | do J. Morin, do do to do..   | 8     | 3   | 0  | 0  |
| do                  | do do ..  | do J. B. Gauthier, do do to do..   | 8     | 2   | 10 | 0  |
| do                  | 18, do .. | do J. Pleau, 1 year's do to do..   | 9     | 5   | 0  | 0  |
| do                  | 22, do .. | do widow Sans Souci, 1 quarter's do to do..                                      | 10    | 1   | 10 | 0  |
| March               | 13, do .. | do for Government Debentures, (Municipal Fund,) Nos. 903 and 904, £100 each..... |       |     |    |    |
|                     |           | Interest thereon from 1st January.....   | 2     | 7   | 4  |    |
|                     |           | Premium, 3¼ per cent.....  | 7     | 0   | 0  |    |
|                     |           |  |       | 209 | 7  | 4  |
| April               | 5, do ..  | To paid P. Page, 6 months' pension, to 1st February .....                        | 11    | 4   | 10 | 0  |
| May                 | 1, do ..  | do widow Hamelin, 3 months' do to 1st instant .....                              | 12    | 3   | 0  | 0  |
| do                  | do do ..  | do A. Belisle, do do to do..   | 13    | 3   | 0  | 0  |
| do                  | 2, do ..  | do widow Denis, do do to do..  | 14    | 2   | 5  | 0  |
| do                  | 3, do ..  | do do Remond, do do to do..  | 15    | 3   | 0  | 0  |
| do                  | 4, do ..  | do J. Morin, do do to do..   | 16    | 3   | 0  | 0  |
| do                  | do do ..  | do J. B. Gauthier, do do to do..   | 16    | 2   | 10 | 0  |
| do                  | 6, do ..  | do widow Boyer, do do to do..  | 17    | 3   | 0  | 0  |
| do                  | 9, do ..  | do do Belcourt, do do to do..  | 18    | 3   | 0  | 0  |
| do                  | 13, do .. | do do Sans Souci, do do to do..  | 19    | 1   | 10 | 0  |
| do                  | 26, do .. | do do Pampalon, 6 do do to do..  | 20    | 3   | 0  | 0  |
| do                  | 27, do .. | do do Dassault, 9 do do to do..  | 21    | 4   | 10 | 0  |
| do                  | do do ..  | do do Paquet, 6 do do to do..  | 22    | 6   | 0  | 0  |
| do                  | 30, do .. | do do Denis, 1 month 18 days' pension, to decease .....                          | 23    | 1   | 4  | 0  |
| July                | 11, do .. | do do Boudreau, 6 months' pension, to 1st May.....                               | 24    | 2   | 10 | 0  |
| August              | 1, do ..  | do do Hamelin, 1 quarter's do, to 1st instant .....                              | 25    | 3   | 0  | 0  |
| do                  | 2, do ..  | do do Remond, 1 do do to do..  | 26    | 3   | 0  | 0  |
| do                  | do do ..  | do A. Belisle, 1 do do to do..   | 27    | 3   | 0  | 0  |
| do                  | 3, do ..  | do widow Boyer, 1 do do to do..  | 28    | 3   | 0  | 0  |
| do                  | 4, do ..  | do do Sans Souci, 1 do do to 1st August .....                                    | 29    | 1   | 10 | 0  |
| do                  | do do ..  | do J. Morin, 1 do do to do..   | 30    | 5   | 0  | 0  |
| do                  | do do ..  | do J. B. Gauthier, 1 do do to do..   | 30    | 2   | 10 | 0  |
| do                  | 10, do .. | do widow Belcourt, 1 do do to do..   | 31    | 3   | 0  | 0  |
| September           | 4, do ..  | do Pierre Pagé, 6 do do to do..  | 32    | 4   | 10 | 0  |
| do                  | 19, do .. | To Balance carried down .....  |       | 96  | 19 | 4  |
|                     |           |  | £     | 412 | 10 | 8  |
|                     |           | CR.  |       |     |    |    |
| December 31, 1853.. |           | By Balance in Treasurer's hands, this day, as per Account rendered.....          |       | 289 | 4  | 7  |
|                     |           | Carried forward.....   | £     | 289 | 4  | 7  |

MONTREAL DECAYED PILOT FUND in Account Current with TREASURER of the TRINITY HOUSE.—(Continued.)

|                      |  | CR.                          | £   | s. | d. |
|----------------------|--|------------------------------|-----|----|----|
|                      |  | <i>Brought forward</i> ..... | 239 | 4  | 7  |
| January 13, 1854..   | By received 6 months' Interest, on £300 Harbor Bonds....                   |                              | 7   | 10 | 0  |
| do do do ..          | do do do on £400 Government Debentures.....                                |                              | 12  | 0  | 0  |
| do do do ..          | do 12 do do on £100 do do ..   |                              | 6   | 0  | 0  |
| May 9, do ..         | do 6 do do on £900 Water Works' Bonds.....                                 |                              | 27  | 0  | 0  |
| July 10, do ..       | do from Collector of Customs, poundage on pilotage, to 30th June .....     |                              | 41  | 8  | 6  |
| do 11, do ..         | do 6 months' Interest on £600 Government Debentures, to 1st instant.....   |                              | 18  | 0  | 0  |
| do do do ..          | do 6 do do on £300 Harbor Bonds, to 5th instant.....                       |                              | 7   | 10 | 0  |
| do 12, do ..         | do from Pierre Pagé, Pilot, poundage .....                                 |                              | 0   | 7  | 6  |
| August 1, do ..      | do do do do ..   |                              | 0   | 9  | 0  |
| September 7, do ..   | do do Collector of Customs, poundage on pilotage, for July and August..... |                              | 52  | 18 | 7  |
| do 11, do ..         | do do J. L. Dessareau, poundage .....                                      |                              | 0   | 7  | 6  |
|                      |  | £                            | 412 | 10 | 8  |
| September 19, 1854.. | By Balance in Treasurer's hands.....                                       | £                            | 96  | 19 | 4  |

Errors Excepted.

JAMES HOLMES,  
*Registrar and Treasurer.*

MONTREAL, 19th September, 1854.

TREASURER of the TRINITY HOUSE of MONTREAL in Account with HER MAJESTY'S GOVERNMENT.

|                   |  | DR.                       | Vchr. | £   | s. | d. |
|-------------------|--|---------------------------|-------|-----|----|----|
| January 2, 1854.. | To paid Charles Rivet, wages as Light-keeper.....                    |                           | 1     | 6   | 0  | 0  |
| do 13, do ..      | do Richelieu Company, freight, &c.....                               |                           | 2     | 1   | 13 | 8  |
| do 14, do ..      | do J. C. Simmons, repairs to Light-house, at Point St. Francis ..... |                           | 3     | 35  | 5  | 1  |
| do 21, do ..      | do Frothingham & Co., tin, nails, &c., for Light-houses.....         |                           | 4     | 12  | 16 | 5  |
| do do do ..       | do J. Macdougall, repairs to Light-houses.....                       |                           | 5     | 25  | 10 | 8  |
| do 24, do ..      | do P. Monplaisir, wages as Light-keeper.....                         |                           | 6     | 21  | 14 | 2  |
| do do do ..       | do J. E. Lanouette, do do ..   |                           | 7     | 13  | 9  | 6  |
| July 1, do ..     | do E. Masson, quarter's rent of office.....                          |                           | 8     | 8   | 15 | 0  |
| do 6, do ..       | do Treasurer, disbursements .....                                    |                           | 9     | 18  | 15 | 5  |
| do 9, do ..       | do L. Marcotte, wages as Light-keeper.....                           |                           | 10    | 40  | 8  | 8  |
| do 13, do ..      | do F. Mullins, marine stores.....                                    |                           | 11    | 8   | 7  | 4  |
| do 16, do ..      | do Custom House, duty on lamp apparatus... ..                        |                           | 12    | 6   | 8  | 6  |
| do 23, do ..      | do P. Manuel, wages as Light-keeper.....                             |                           | 13    | 18  | 12 | 4  |
| do 27, do ..      | do J. Lovell, printing .....   |                           | 14    | 14  | 18 | 9  |
| March 20, do ..   | do Treasurer, disbursements .....                                    |                           | 15    | 18  | 19 | 9  |
|                   |  | <i>Carried over</i> ..... | £     | 251 | 5  | 8  |

TREASURER of the TRINITY HOUSE of MONTREAL in Account with  
HER MAJESTY'S GOVERNMENT.—(Continued.)

|                              |           | DR.  | Vchr. | £    | s. | d. |
|------------------------------|-----------|--|-------|------|----|----|
|                              |           | <i>Brought over</i> .....  |       | 251  | 5  | 3  |
| March                        | 25, 1854. | To paid J. Young, building new Light-house at Rivière du Chêne ..... | 16    | 34   | 9  | 10 |
| do                           | 28, do    | do H. N. Hooper & Co., lamp apparatus .....                          | 17    | 49   | 19 | 10 |
| April                        | 1, do     | do Master, quarter's salary .....                                    | 18    | 31   | 5  | 0  |
| do                           | do        | do Registrar, do do .....  | 19    | 46   | 5  | 0  |
| do                           | do        | do Water Bailiff, do do .....  | 20    | 20   | 0  | 0  |
| do                           | 4, do     | do Custom House, duty on oil .....                                   | 21    | 8    | 12 | 0  |
| do                           | 10, do    | do Whittemore & Co., invoice of oil .....                            | 22    | 69   | 5  | 11 |
| do                           | 13, do    | do J. Mondor, cord-wood for Light-vessels .....                      | 23    | 10   | 16 | 0  |
| do                           | 22, do    | do H. G. Thompson, Expenses at Light-houses .....                    | 24    | 6    | 13 | 8  |
| do                           | 28, do    | do J. Clark, a pump for Light-vessel .....                           | 25    | 3    | 12 | 0  |
| May                          | 1, do     | do Treasurer, disbursements .....                                    | 26    | 19   | 18 | 4  |
| do                           | 9, do     | do Custom House, duty on oil .....                                   | 27    | 2    | 0  | 8  |
| do                           | do        | do E. Masson, rent of premises .....                                 | 28    | 8    | 15 | 0  |
| do                           | 10, do    | do H. Normand, construction of Light-houses .....                    | 29    | 40   | 0  | 0  |
| do                           | do        | do J. Young, repairing Light-house .....                             | 30    | 14   | 5  | 6  |
| do                           | 17, do    | do Custom House, duty on oil .....                                   | 31    | 6    | 19 | 0  |
| do                           | 19, do    | do V. Bourgeau, repairing Light-houses .....                         | 32    | 19   | 11 | 4  |
| do                           | do        | do A. St. Louis, mooring Light-vessels .....                         | 33    | 12   | 10 | 0  |
| do                           | do        | do Whittemore & Co., invoice of oil .....                            | 34    | 56   | 2  | 2  |
| do                           | do        | do Hooper & Co., lamp apparatus .....                                | 35    | 16   | 11 | 2  |
| do                           | 22, do    | do J. Hearle, fitting lamps, &c. ....                                | 36    | 6    | 3  | 9  |
| do                           | do        | do J. Mondor, wages as Light-keeper .....                            | 37    | 5    | 18 | 3  |
| do                           | 26, do    | do John Long, labor on Light-vessels .....                           | 38    | 5    | 10 | 0  |
| do                           | 31, do    | do Custom House, duties on lamps, &c. ....                           | 39    | 1    | 14 | 8  |
| June                         | 2, do     | do Treasurer, disbursements .....                                    | 40    | 21   | 3  | 11 |
| do                           | 5, do     | do James Clark, a pump for Light-vessel .....                        | 41    | 2    | 18 | 3  |
| do                           | 8, do     | do D. & J. McCarthy, repairing Light-vessels .....                   | 42    | 100  | 0  | 0  |
| do                           | 14, do    | do do do do .....  | 43    | 94   | 11 | 6  |
| July                         | 1, do     | do Water Bailiff, quarter's salary .....                             | 44    | 20   | 0  | 0  |
| do                           | do        | do Registrar, do do .....  | 47    | 46   | 5  | 0  |
| do                           | do        | do Custom House, duty on oil .....                                   | 45    | 5    | 13 | 0  |
| do                           | do        | do L. Marcotte, repairing Light-houses .....                         | 46    | 4    | 15 | 0  |
| do                           | 8, do     | do Master, quarter's salary .....                                    | 48    | 31   | 5  | 0  |
| do                           | 10, do    | do Whittemore & Co., invoice of sperm oil .....                      | 49    | 45   | 12 | 7  |
| do                           | do        | do Hooper & Co., invoice wicks .....                                 | 50    | 14   | 7  | 1  |
| do                           | 21, do    | do Hearle & Date, services fixing lamps .....                        | 51    | 17   | 17 | 6  |
| do                           | 29, do    | do Treasurer, disbursements .....                                    | 52    | 14   | 3  | 4  |
| August                       | 4, do     | do A. Caron, wages as Light-keeper .....                             | 53    | 7    | 10 | 0  |
| do                           | 7, do     | do A. Lachapelle, do do .....  | 54    | 3    | 15 | 0  |
| do                           | do        | do C. Rivet, do do .....   | 55    | 3    | 15 | 0  |
| do                           | do        | do W. Morrison, do do .....  | 56    | 15   | 0  | 0  |
| do                           | 8, do     | do A. Lamoureux, do do .....   | 57    | 8    | 8  | 1  |
| do                           | 11, do    | do N. L. Duplessis, do do .....                                      | 58    | 17   | 10 | 0  |
| do                           | 14, do    | do Lamothe & Frère, quarter's rent of office .....                   | 59    | 12   | 10 | 0  |
| do                           | 22, do    | do D. Boyer, wages as Light-keeper .....                             | 60    | 27   | 0  | 0  |
| do                           | 28, do    | do John Long, do do .....  | 61    | 27   | 0  | 0  |
| September                    | 1, do     | do Fugeres and Marchand, do .....                                    | 62    | 7    | 10 | 0  |
| do                           | 15, do    | do Treasurer, disbursements .....                                    | 63    | 21   | 1  | 1  |
| do                           | 18, do    | do Lamothe & Frère, invoice of oil .....                             | 64    | 54   | 3  | 6  |
| do                           | 19, do    | do L. Marcotte, wages as Light-keeper .....                          | 65    | 40   | 10 | 0  |
| October                      | 2, do     | do Registrar, quarter's salary .....                                 | 66    | 46   | 5  | 0  |
| do                           | do        | do Water Bailiff, salary from 1st July to 20th September .....       | 68    | 17   | 15 | 7  |
| do                           | do        | do Master, quarter's salary .....                                    | 67    | 81   | 5  | 0  |
| <i>Carried forward</i> ..... |           |  | £     | 1507 | 9  | 9  |

TREASURER of the TRINITY HOUSE of MONTREAL in Account with  
HER MAJESTY'S GOVERNMENT.—(Continued.)

|                           |            | DR.  | Vchr.   | £    | s. | d. |
|---------------------------|------------|--|---------|------|----|----|
|                           |            | <i>Brought forward</i> .....   |         | 1507 | 9  | 9  |
| October                   | 2, 1854..  | To paid H. Normand, repairs to Light-house.....                      | 69      | 26   | 5  | 0  |
| do                        | do do ..   | do Custom House, duty on lamp apparatus... ..                        | 70      | 2    | 0  | 8  |
| do                        | 16, do ..  | do Treasurer, disbursements .....                                    | 71      | 24   | 19 | 8  |
| do                        | 19, do ..  | do John Bell, gratuity for services.....                             | 72      | 25   | 0  | 0  |
| do                        | 26, do ..  | do H. N. Hooper & Co., lamps, reflectors, &c..                       | 73      | 16   | 13 | 9  |
| November                  | 16, do ..  | do W. & F. H. Whittemore & Co., oil for Light-houses.....            | 74      | 36   | 15 | 3  |
| do                        | do do ..   | do Custom House, duty on oil.....                                    | 75      | 4    | 11 | 0  |
| do                        | do do ..   | do Lamothe & Frère, 1 quarter's rent of office.                      | 76      | 12   | 10 | 0  |
| do                        | 24, do ..  | do Fugeres & Marchand, wages as Light-keeper                         | 77      | 17   | 0  | 0  |
| do                        | 30, do ..  | do Treasurer, disbursements .....                                    | 78      | 39   | 7  | 8  |
| December                  | 12, do ..  | do W. Morrison, wages as Light-keeper .....                          | 79      | 19   | 13 | 4  |
| do                        | do do ..   | do N. Duplessis, do .....  | 80      | 21   | 0  | 8  |
| do                        | 13, do ..  | do Joseph Mondor, salary as Agent at Sorel..                         | 81      | 30   | 0  | 0  |
| do                        | do do ..   | do Olivier Letindre, wages as Light-keeper ...                       | 82      | 17   | 17 | 4  |
| do                        | 16, do ..  | do Amable Caron, do do .....   | 83      | 10   | 5  | 0  |
| do                        | 19, do ..  | do A. Lamoureux, do do .....   | 84      | 12   | 3  | 0  |
| do                        | 20, do ..  | do J. C. Simmons, do do .....  | 85      | 32   | 0  | 5  |
| do                        | 23, do ..  | do David Bouillie, do do .....                                       | 86      | 32   | 14 | 0  |
| do                        | 26, do ..  | do widow Lachapelle, do do .....                                     | 87      | 5    | 5  | 8  |
| do                        | do do ..   | do Steamer Voyageur, removing Light-vessels.                         | 88      | 12   | 10 | 0  |
| do                        | 30, do ..  | do Charles Cunan, wages as Water Bailiff ..                          | 89      | 21   | 2  | 3  |
| do                        | do do ..   | do James Holmes, one quarter's salary as Registrar .....             | 90      | 46   | 5  | 0  |
| do                        | do do ..   | do Macdonald Bros. & Co., invoice of oil....                         | 91      | 184  | 2  | 0  |
| do                        | do do ..   | do R. Armour, one quarter's salary as Master.                        | 92      | 31   | 5  | 0  |
| do                        | do do ..   | do Treasurer, disbursements.....                                     | 93      | 30   | 8  | 7  |
| do                        | do do ..   | do Balance due per contra .....                                      |         | 411  | 8  | 8  |
|                           |            |  | £       | 2580 | 13 | 8  |
|                           |            | CR.  |         |      |    |    |
| December                  | 31, 1853.. | By Balance in Treasurer's hands, this day .....                      |         | 62   | 4  | 8  |
| January                   | 21, 1854.. | By Warrant from Receiver General .....                               |         | 500  | 0  | 0  |
| April                     | 1, do ..   | By received from Macdonald Brothers, for empty oil casks, at 4s..... |         | 1    | 4  | 0  |
| May                       | 18, do ..  | By Warrant from Receiver General .....                               |         | 500  | 0  | 0  |
| July                      | 8, do ..   | do do do .....   |         | 500  | 0  | 0  |
| October                   | 5, do ..   | By penalty in Suit Morin, vs. Lavallie.....                          | £5 0 0  |      |    |    |
|                           |            | Costs .....  | 0 7 6   |      |    |    |
|                           |            |  |         | 5    | 7  | 6  |
| do                        | 18, do ..  | By received from Macdonald Brothers, for one empty cask.             |         | 0    | 5  | 0  |
| November                  | 3, do ..   | By penalty in Suit Morin, vs. Bernier.....                           | £2 10 0 |      |    |    |
|                           |            | Costs .....  | 0 8 9   |      |    |    |
|                           |            |  |         | 2    | 18 | 9  |
| do                        | 4, do ..   | By penalty in Suit Morin, vs. Walker .....                           | £2 10 0 |      |    |    |
|                           |            | Costs.....   | 0 8 9   |      |    |    |
|                           |            |  |         | 2    | 18 | 9  |
| do                        | do do ..   | By Warrant from Receiver General .....                               |         | 500  | 0  | 0  |
| do                        | 10, do ..  | By penalty in Suit Morin, vs. Lavallie.....                          | £2 10 0 |      |    |    |
|                           |            | Costs .....  | 0 7 6   |      |    |    |
|                           |            |  |         | 2    | 17 | 6  |
| <i>Carried over</i> ..... |            |  | £       | 2077 | 16 | 2  |

TREASURER of the TRINITY HOUSE of MONTREAL in Account with  
HER MAJESTY'S GOVERNMENT.—(Continued.)

|                     |   | CR.                       |  | £      | s. | d. |
|---------------------|---|---------------------------|--|--------|----|----|
|                     |   | <i>Brought over</i> ..... |  | 2077   | 16 | 2  |
| November 10, 1854.. | By penalty in Suit Morin, vs. Robitaille .....  | £2 10 0                   |  |        |    |    |
|                     | Costs .....                                     | 0 7 6                     |  |        |    |    |
|                     |   |                           |  | 2      | 17 | 6  |
| December 30, do ..  | By Warrant from Receiver General .....          |                           |  | 500    | 0  | 0  |
|                     |   |                           |  | £ 2580 | 13 | 8  |
| December 30, 1854.. | By Balance in Treasurer's hands, this day ..... | £                         |  | 411    | 8  | 8  |

Errors Excepted.

JAMES HOLMES,  
*Treasurer, T.H.M.*

MONTREAL, 31st December, 1854.

Examined and found correct.

J. L. BEAUDRY, }  
HY. STARNES, } *Wardens.*

MONTREAL, 3rd February, 1855.

MONTREAL DECAYED PILOT FUND in Account with the TRINITY  
HOUSE of MONTREAL.

|                   |   | DR.      |  | Vchr. | £   | s. | d. |
|-------------------|---|----------|--|-------|-----|----|----|
| January 2, 1854.. | To paid widow Lacoursiere, 1 year's pension, to 1st instant .....     |          |  | 1     | 2   | 10 | 0  |
| February 1, do..  | do do Charles Hamelin, 1 quarter's do to do .....                     |          |  | 2     | 3   | 0  | 0  |
| do do do ..       | do do Denis, 1 do to do .....   |          |  | 3     | 2   | 5  | 0  |
| do 2, do ..       | do Pilot A. Belisle, 1 do to do .....                                 |          |  | 4     | 3   | 0  | 0  |
| do 3, do ..       | do widow Boyer, 1 do to do .....                                      |          |  | 5     | 3   | 0  | 0  |
| do 4, do ..       | do do Remond, 1 do to do .....  |          |  | 6     | 3   | 0  | 0  |
| do 9, do ..       | do do Belcourt, 1 do to do .....                                      |          |  | 7     | 3   | 0  | 0  |
| do do do ..       | do Joseph Morin, 1 do to do .....                                     |          |  | 8     | 3   | 0  | 0  |
| do do do ..       | do J. B. Gauthier, 1 do to do .....                                   |          |  | 8     | 2   | 10 | 0  |
| do 18, do ..      | do Joseph Pleau, 1 year's do to do .....                              |          |  | 9     | 5   | 0  | 0  |
| do 22, do ..      | do widow Sans Souci, 1 quarter's do to do .....                       |          |  | 10    | 1   | 10 | 0  |
| March 13, do ..   | Government Debentures, Municipal Fund, bought this day, No. 903 ..... | £100 0 0 |  |       |     |    |    |
|                   | do do do No. 904 .....  | 100 0 0  |  |       |     |    |    |
|                   | Interest thereon from 1st January to date .....                       | 2 7 4    |  |       |     |    |    |
|                   | Premium thereon, 3½ per cent .....                                    | 7 0 0    |  |       |     |    |    |
|                   |   |          |  |       | 209 | 7  | 4  |
| April 5, do ..    | To paid Pierre Page, 6 months' Pension, to 1st February .....         |          |  | 11    | 4   | 10 | 0  |
| May 1, do ..      | do widow C. Hamelin, 3 do do to 1st May .....                         |          |  | 12    | 3   | 0  | 0  |
| do do do ..       | do Antoine Belisle, 3 do do to do .....                               |          |  | 13    | 3   | 0  | 0  |
| do 2, do ..       | do widow Denis, 3 do do to do .....                                   |          |  | 14    | 2   | 5  | 0  |
|                   | <i>Carried forward</i> .....  |          |  | £     | 253 | 17 | 4  |

MONTREAL DECAYED PILOT FUND in Account with the TRINITY HOUSE of MONTREAL.—(Continued.)

|           |           | DR.                          |   | Vchr. | £   | s. | d. |
|-----------|-----------|------------------------------|---|-------|-----|----|----|
|           |           | <i>Brought forward</i> ..... |   |       | 253 | 17 | 4  |
| May       | 3, 1854.  | To paid                      | widow Remond, 3 months' pension, to 1st May.....    | 15    | 3   | 0  | 0  |
| do        | 4, do ..  | do                           | Joseph Morin, 3 do do to do .....                   | 16    | 3   | 0  | 0  |
| do        | do do ..  | do                           | J. B. Gauthier, 3 do do to do .....                 | 16    | 2   | 10 | 0  |
| do        | 6, do ..  | do                           | widow Boyer, 3 do do to do .....                    | 17    | 3   | 0  | 0  |
| do        | 9, do ..  | do                           | do Belcourt, 3 do do to do .....                    | 18    | 3   | 0  | 0  |
| do        | 13, do .. | do                           | do S. Souci, 3 do do to do .....                    | 19    | 1   | 10 | 0  |
| do        | 26, do .. | do                           | do Pampalon, 6 do do to do .....                    | 20    | 3   | 0  | 0  |
| do        | 27, do .. | do                           | do Dussault, 9 do do to do .....                    | 21    | 4   | 10 | 0  |
| do        | do do ..  | do                           | do Paquet, 6 do do to do .....                      | 22    | 6   | 0  | 0  |
| do        | 30, do .. | do                           | do Denis, 1 month 18 days' pension, to decease..... | 23    | 1   | 4  | 0  |
| July      | 11, do .. | do                           | do Boudreau, 6 months' do to 1st May.....           | 24    | 2   | 10 | 0  |
| August    | 1, do ..  | do                           | do C. Hamelin, 1 quarter's do to 1st August .....   | 25    | 3   | 0  | 0  |
| do        | 2, do ..  | do                           | do Romond, 1 do do to do .....                      | 26    | 3   | 0  | 0  |
| do        | do do ..  | do                           | Antoine Belisle, 1 do do to do .....                | 27    | 3   | 0  | 0  |
| do        | 3, do ..  | do                           | widow Boyer, 1 do do to do .....                    | 28    | 3   | 0  | 0  |
| do        | 4, do ..  | do                           | do S. Souci, 1 do do to do .....                    | 29    | 1   | 10 | 0  |
| do        | do do ..  | do                           | Joseph Morin, 1 do do to do .....                   | 30    | 5   | 0  | 0  |
| do        | do do ..  | do                           | J. B. Gauthier, 1 do do to do .....                 | 30    | 2   | 10 | 0  |
| do        | 10, do .. | do                           | widow Belcourt, 1 do do to do .....                 | 31    | 3   | 0  | 0  |
| September | 4, do ..  | do                           | do Pierre Page, 6 months' do to do .....            | 32    | 4   | 10 | 0  |
| do        | 22, do .. | do                           | do widow Paquet, 1 quarter's do to do ..            | 33    | 3   | 0  | 0  |
| October   | 26, do .. | do                           | do A. Hamelin, 1 do do to 1st November .....        | 34    | 3   | 8  | 4  |
| November  | 1, do ..  | do                           | do C. Hamelin, 1 do do to do ..                     | 35    | 3   | 15 | 0  |
| do        | do do ..  | do                           | A. Belisle, 1 do do to do .....                     | 36    | 4   | 10 | 0  |
| do        | 3, do ..  | do                           | widow S. Souci, 1 do do to do .....                 | 37    | 2   | 5  | 0  |
| do        | 4, do ..  | do                           | do Boyer, 1 do do to do .....                       | 38    | 3   | 15 | 0  |
| do        | 6, do ..  | do                           | do Belcourt, 1 do do to do .....                    | 39    | 3   | 15 | 0  |
| do        | 7, do ..  | do                           | Joseph Morin, 1 do do to do .....                   | 40    | 5   | 0  | 0  |
| do        | 9, do ..  | do                           | widow Reymond, 1 do do to do .....                  | 41    | 3   | 15 | 0  |
| do        | do do ..  | do                           | do Pampalon, 6 months' do to do..                   | 42    | 4   | 10 | 0  |
| do        | 10, do .. | do                           | do Dussault, 6 do do to do..                        | 43    | 4   | 10 | 0  |
| do        | 21, do .. | do                           | do Boudreau, 6 do do to do..                        | 44    | 3   | 15 | 0  |
| do        | 29, do .. | do                           | do Paquet, 3 do do to do..                          | 45    | 3   | 15 | 0  |
| December  | 31, do .. | Balance per contra.....      |   |       | 185 | 0  | 8  |
|           |           |                              |   | £     | 550 | 5  | 4  |

|                           |           | CR.   |  |   | £   | s. | d. |
|---------------------------|-----------|---|--|---|-----|----|----|
| December                  | 31, 1853. | By Balance in Treasurer's hands, this day, as per Account rendered..... |  |   | 239 | 4  | 7  |
| January                   | 13, 1854. | By received 6 months' interest on £300 Harbor Bonds.....                |  |   | 7   | 10 | 0  |
| do                        | do do ..  | do 6 do do on £400 Government Debentures .....                          |  |   | 12  | 0  | 0  |
| do                        | do do ..  | do 12 do do on £100 do do ..  |  |   | 6   | 0  | 0  |
| May                       | 9, do ..  | do 6 do do on £900 Water Works Bonds .....                              |  |   | 27  | 0  | 0  |
| July                      | 10, do .. | do from Collector of Customs, poundage on Pilotage to 30th June.....    |  |   | 41  | 3  | 6  |
| <i>Carried over</i> ..... |           |   |  | £ | 382 | 18 | 1  |

MONTREAL DECAYED PILOT FUND in Account with the TRINITY HOUSE of MONRETAL.—(Continued.)

|                     |   |  | CR.                       | £   | s.  | d.  |
|---------------------|---|--|---------------------------|-----|-----|-----|
|                     |   |  | <i>Brought over</i> ..... | 332 | 18  | 1   |
| July                | 11, 1854..                                      | By received 6 months' interest on £600 Government Debentures, to 1st instant. ....                       |                           | 18  | 0   | 0   |
| do                  | do do ..  | do 6 do do on £300 Harbor Bonds, to 5th instant. ....  |                           | 7   | 10  | 0   |
| do                  | 21, do ..                                       | do from P. Pagé, Pilot, poundage .....   |                           | 0   | 7   | 6   |
| August              | 1, do ..  | do do, do, do .....  |                           | 0   | 9   | 0   |
| September           | 7, do ..  | do do Collector of Customs, poundage on pilotage, for July and August. ....                              |                           | 52  | 18  | 7   |
| do                  | 11, do ..                                       | do do J. L. Dussureau, poundage. ....  |                           | 0   | 7   | 6   |
| October             | 3, do ..  | do do Collector of Customs, poundage for September .....   |                           | 17  | 16  | 0   |
| do                  | 23, do ..                                       | do do J. Beaudry, poundage on wages, £105. . .   |                           | 5   | 5   | 0   |
| do                  | 31, do ..                                       | do poundage on pilotage of Schooners Providence, Garland, and Rambler .....                              |                           | 1   | 2   | 4   |
| November            | 2, do ..  | do poundage on pilotage of schooner Sultan. ....   |                           | 0   | 7   | 6   |
| do                  | 3, do ..  | do penalty in Suit Morin, vs. Abelle .... £2 10 0  |                           |     |     |     |
|                     |   |  | Costs. ....               | 0   | 8   | 9   |
| do                  | do do ..  | By received interest on Mortgage of Real Estate, Great St. James Street .....                            |                           | 2   | 18  | 9   |
| do                  | 29, do ..                                       | do from C. Paquet, poundage on wages, £125. . .  |                           | 18  | 0   | 0   |
| do                  | do do ..  | do 6 months' interest on £900 Water Works Bonds. ....  |                           | 6   | 5   | 0   |
| December            | 18, do ..                                       | do half-yearly interest to 30th November, on Mortgage of Real Estate, Great St. James street, £600. .... |                           | 27  | 0   | 0   |
| do                  | 30, do ..                                       | do from Collector of Customs, poundage collected from 1st October to close of Navigation. . .            |                           | 18  | 0   | 0   |
|                     |   |  |                           | 41  | 0   | 1   |
|                     |   |  |                           | £   | 550 | 5 4 |
| December 31, 1854.. | By Balance in Treasurer's hands, this day ..... |  |                           | £   | 185 | 0 8 |

STATEMENT OF FUNDS.

|   | £   | s.   | d.  |
|---|-----|------|-----|
| Montreal Water Works Bonds .....  | 900 | 0    | 0   |
| do Harbor Bonds. ....   | 300 | 0    | 0   |
| Bailleur de Fonds on Real Estate. ....  | 600 | 0    | 0   |
| Government Debentures .....   | 500 | 0    | 0   |
| Debentures of Municipalities, Canada West, (interest guaranteed by Government.) | 200 | 0    | 0   |
| Cash in Treasurer's hands. ....   | 185 | 0    | 8   |
|   | £   | 2685 | 0 8 |

Errors Excepted.

JAMES HOLMES,

Treasurer, T.H.M.

MONTREAL, 31st December, 1855.

Examined and found correct.

J. L. BEAUDRY, }  
HY. STARNES, } Wardens.

MONTREAL, 3rd February, 1855.



# ACCOUNTS OF THE TRINITY HOUSE OF QUEBEC,

FOR THE YEAR ENDING 31<sup>ST</sup> DECEMBER,

## 1854.

THE TRINITY HOUSE of QUEBEC in Account with ALEXANDER LEMOINE, TREASURER.

| DR.   |  | £    | s. | d. | £       | s. | d. |
|-------|--|------|----|----|---------|----|----|
| 1854. | To paid Bank of Upper Canada, for a Bill of Exchange on London, for £45 Sterling, at 10 per cent. premium, to remit Mr. Markland, for balance of his Account Current with this Corporation, to 1st January, 1854 . . . . .   |      |    |    | 55      | 0  | 0  |
|       | do the several Officers, Clerks, and Messenger, of the Trinity House of Quebec, (the Master excepted,) allowances or gratuities authorized by the Board, similar to those granted to the Clerks, &c., of the several other Public Civil Departments, in consideration of the high price of all necessaries of life . . . . . |      |    |    | 697     | 5  | 6  |
|       | Amount of the following Abstracts, viz:—   |      |    |    |         |    |    |
|       | No. 1.—Contingencies . . . . .   | 554  | 0  | 7  |         |    |    |
|       | 2.—Harbor Office . . . . .   | 329  | 7  | 8  |         |    |    |
|       | 3.—Buoys . . . . .   | 478  | 0  | 4  |         |    |    |
|       | 4.—Beacons . . . . .   | 0    | 13 | 10 |         |    |    |
|       | 5.—Oil Account . . . . .   | 910  | 17 | 8  |         |    |    |
|       | 6.—Quarantine . . . . .  | 2    | 7  | 6  |         |    |    |
|       | 7.—Provision Depôts . . . . .  | 769  | 9  | 9  |         |    |    |
|       | 8.—Light Ship . . . . .  | 642  | 0  | 4  |         |    |    |
|       | 9.—Steamer "Doris" . . . . .   | 1853 | 15 | 10 |         |    |    |
|       | 10.—South Pillar Light-house . . . . .   | 26   | 12 | 11 |         |    |    |
|       | 11.—Red Island do . . . . .  | 20   | 2  | 7  |         |    |    |
|       | 12.—Green Island do . . . . .  | 22   | 18 | 9  |         |    |    |
|       | 13.—Biquet do . . . . .  | 26   | 6  | 6  |         |    |    |
|       | 14.—Point des Monts do . . . . .   | 47   | 2  | 3  |         |    |    |
|       | 15.—S. W. P. Anticosti do . . . . .  | 15   | 7  | 4  |         |    |    |
|       | 16.—E. E. Anticosti do . . . . .   | 1008 | 9  | 11 |         |    |    |
|       | 17.—Portneuf do . . . . .  | 78   | 15 | 5  |         |    |    |
|       | 18.—St. Croix do . . . . .   | 47   | 9  | 9  |         |    |    |
|       | 19.—St. Antoine do . . . . .   | 204  | 7  | 11 |         |    |    |
|       | 20.—Interest do . . . . .  | 586  | 12 | 2  |         |    |    |
|       | 21.—Salaries, Trinity House Officers . . . . .   | 1861 | 2  | 2  |         |    |    |
|       | 22.— do Light-house keepers . . . . .  | 1213 | 14 | 0  |         |    |    |
|       | 23.—Pensions . . . . .   | 650  | 0  | 0  |         |    |    |
|       | 24.—Stores . . . . .   | 18   | 5  | 3  |         |    |    |
|       | Balance . . . . .  |      |    |    | 10863   | 0  | 5  |
|       |  |      |    |    | 95      | 5  | 10 |
|       |  |      |    |    | £ 11710 | 11 | 9  |

THE TRINITY HOUSE of QUEBEC in Account with ALEXANDER LEMOINE, TREASURER.—(Continued.)

| Cr.   |  | £    | s. | d. | £     | s. | d. |
|-------|--|------|----|----|-------|----|----|
| 1854. | By Balance in the hands of the Treasurer, on the 31st December, 1853, as per account of that date.....   |      |    |    | 316   | 16 | 2  |
|       | By received from the Clerk of the Trinity House of Quebec, fees for registering Pilot Branches.....  |      |    |    | 11    | 2  | 0  |
|       | do from John Smith, balance of his Account of Disbursements, for the Steamer "Doris".....  |      |    |    | 1     | 18 | 11 |
|       | do from R. N. Lindsay, Keeper of the Light-house at Green Island, the proportion due the Trinity House on salvage of Rigging, and other materials, belonging to the Schooner "Marguerite," wrecked on the westward of the Light-house in November, 1845..... |      |    |    | 15    | 4  | 3  |
|       | do from do for price of an old boat.....   |      |    |    | 5     | 0  | 0  |
|       | do from Harbor Master, one-third of net amount of proceeds of sale of Anchors, Chains, and Timber, picked up in the River St. Lawrence.....  |      |    |    | 30    | 2  | 9  |
|       | do from do, price of an old boat, belonging to the "Anchor Hoy".....   |      |    |    | 4     | 1  | 11 |
|       | do proceeds of sale of old Provisions.....   |      |    |    | 38    | 19 | 11 |
|       | do do do of refused Oil.....   |      |    |    | 10    | 18 | 4  |
|       | do amount of General Rowan's Warrant, No. 1048.....  | 1600 | 0  | 0  |       |    |    |
|       | do do of do do, No. 1894..   | 3250 | 0  | 0  |       |    |    |
|       | do do of Lord Elgin's do, No. 89..   | 1700 | 0  | 0  |       |    |    |
|       | do do of do do, No. —..  | 3500 | 0  | 0  |       |    |    |
|       | do do of Sir E. Head's do, No. 4..   | 600  | 0  | 0  |       |    |    |
|       | do do of Lord Elgin's do, No. 972..  | 300  | 0  | 0  |       |    |    |
|       | do do of Sir E. Head's do, No. 2..   | 326  | 7  | 6  |       |    |    |
|       |  |      |    |    | 11276 | 7  | 6  |
|       |  |      |    | £  | 11710 | 11 | 9  |

E. E.

A. LEMOINE,  
Treasurer.

QUEBEC, 30th December, 1854.

Sworn to, as being correct, at Quebec,  
this 23rd January, 1855, before me,

H. LEMESURIER, J.P.

Examined the Balance in the Treasurer's hands, being Ninety-five pounds five shillings and ten-pence.

H. LEMESURIER,  
Master.

## Abstract No. 1.

ACCOUNT of CONTINGENT DISBURSEMENTS attending the  
TRINITY HOUSE of QUEBEC, during the year 1854, viz.:

|                           |  | Vchr. | £   | s. | d. |
|---------------------------|--|-------|-----|----|----|
| February 23, 1854..       | Paid N. Colvin's account for sawing and splitting fire-wood .....  | 1     | 3   | 5  | 0  |
| March 14, do .. do        | A. Miller, for moving the snow from the Trinity House premises during the present winter.  | 2     | 9   | 0  | 0  |
| April 4, do .. do         | J. B. Auger's account for cleaning the privies.  | 3     | 6   | 0  | 0  |
| do 5, do .. do            | A. Miller, extra allowance for removing the snow from Trinity House premises during the present winter .....                             | 4     | 2   | 0  | 0  |
| do do do .. do            | B. S. Lafleur, Water Bailiff, allowance made him by the Board .....  | 5     | 20  | 0  | 0  |
| do 29, do .. do           | J. Moisan, for labor .....   | 6     | 1   | 5  | 0  |
| May 1, do .. do           | A. Martel's account of disbursements for the Office from 1 January last to this day .....  | 7     | 7   | 7  | 4  |
| June 8, do .. do          | do do for white-washing of out-buildings .....   | 8     | 1   | 10 | 0  |
| July 15, do .. do         | J. Donahue & Co's do for advertizements in the "Daily Colonist" .....  | 9     | 1   | 12 | 8  |
| do 16, do .. do           | Thos. Fraser's do for engraving .....  | 10    | 1   | 5  | 0  |
| August 19, do .. do       | F. Blais, do for Captain Alleyn's expenses on board of Steamer "Doris" .....   | 11    | 1   | 11 | 6  |
| September 28, do .. do    | J. Paquet's do for 28½ cords firewood .....  | 12    | 54  | 6  | 0  |
| do 29, do .. do           | D. Kinnear & Co's subscription to the "Montreal Herald," to 27th February, 1854 .....  | 13    | 3   | 7  | 6  |
| October 16, do .. do      | Duvernay's account for advertizements and subscription to the "Minerve," to 25th January, 1855 .....                                     | 14    | 3   | 6  | 0  |
| October 23, do .. do      | J. B. Baudet's account for a plan of Quebec ..   | 15    | 0   | 12 | 6  |
| November 9, do .. do      | C. Poston's do for 1 chaldron coals and cartage .....  | 16    | 2   | 13 | 9  |
| December 15, do .. do     | W. J. Newton's do for the entries at the Custom House .....  | 17    | 1   | 13 | 4  |
| do 16, do .. do           | T. Cary's do for printing and stationery ..  | 18    | 9   | 3  | 0  |
| do do do .. do            | C. St. Michel's do for publishing Bye Laws in the "Quebec Chronicle" .....   | 19    | 5   | 3  | 5  |
| do do do .. do            | A. Coté & Co. for do and other advertizements in the "Journal de Quebec," and one year's subscription to that paper to 30th ult.         | 20    | 20  | 14 | 6  |
| do do do .. do            | E. R. Frechette, for do in the "Canadien," and one year's subscription to 5th November last .....  | 21    | 20  | 0  | 7  |
| do do do .. do            | R. Middleton, for do in the "Quebec Gazette," and one year's subscription to 30th April last .....                                       | 22    | 16  | 11 | 2  |
| do 21, do .. do           | The Honble F. W. Primrose, solicitor's account for professional services .....   | 23    | 19  | 11 | 2  |
| do 26, do .. do           | J. Haram's do for cartage .....  | 24    | 2   | 13 | 6  |
| do 28, do .. do           | J. B. Frechette's do for a suit of clothes for messenger for attending the meeting of the Board, and also for sundries for offices ..... | 25    | 12  | 0  | 8  |
| do do do .. do            | J. Jolicœur, blacksmith's account .....  | 26    | 1   | 16 | 9  |
| do do do .. do            | City Corporation, assessment for the current year .....  | 27    | 4   | 12 | 11 |
| do 29, do .. do           | C. Brocklesby's account for a chart .....  | 28    | 1   | 0  | 0  |
| <i>Carried over</i> ..... |  | £     | 234 | 3  | 3  |



## ABSTRACT No. 3.—(Continued.)

|                     |   | Vchr.                        | £   | s. | d. |
|---------------------|---|------------------------------|-----|----|----|
|                     |   | <i>Brought forward</i> ..... |     |    |    |
| July 18, 1854..     | Paid Calvert & McMaugh' account, for sinkers, &c.                   | 4                            | 145 | 16 | 4  |
| September 23, do .. | do do blacksmith's account.....                                     | 5                            | 36  | 6  | 4  |
| October 5, do ..    | do Walker & Berry's account, for freight of chain per "Ellida"..... | 6                            | 48  | 12 | 10 |
| November 6, do ..   | do S. R. Grave's do, for a chain.....                               | 7                            | 2   | 0  | 1  |
| December 5, do ..   | do J. McManus and others account, for painting buoys.....           | 8                            | 32  | 7  | 0  |
| do 26, do ..        | do J. Haram's account, for cartage.....                             | 9                            | 1   | 8  | 0  |
| do 28, do ..        | do Babineau & Gaudry's do for a chain.....                          | 10                           | 8   | 2  | 3  |
| do do do ..         | do F. Grenier's do, for new buoys and cooper-<br>age.....           | 11                           | 6   | 15 | 7  |
| do 29, do ..        | do Calvert & McMaugh, blacksmiths account....                       | 12                           | 156 | 1  | 6  |
| do 30, do ..        | do Chinic, Simard & Co., hardwares account....                      | 13                           | 31  | 13 | 1  |
|                     |   |                              | 8   | 18 | 1  |
|                     |   | £                            | 478 | 0  | 4  |

## Abstract No. 4.

ACCOUNT of DISBURSEMENTS attending BEACONS, during the year 1854, viz. :

|                     |   | Vchr. | £ | s. | d. |
|---------------------|---|-------|---|----|----|
| December 28, 1854.. | Paid John Smith's account, for pine boards..... | 1     | 0 | 11 | 8  |
| do 30, do ..        | do Chinic, Simard & Co's. do, for nails.....    | 2     | 0 | 2  | 2  |
|                     |   | £     | 0 | 13 | 10 |

## Abstract No. 5.

ACCOUNT of DISBURSEMENTS attending the OIL DEPARTMENT, during the year 1854, viz. :

|                    |   | Vchr.                     | £   | s. | d. |
|--------------------|---|---------------------------|-----|----|----|
| April 1, 1854..    | Paid R. N. Lindsay, keeper of the Light-house at Green Island, account for extra trouble and services in purchasing, receiving, and delivering oil during several years past..... | 1                         | 12  | 10 | 0  |
| June 5, do ..      | do Jos. Rouleau's account, for 20 gallons Porpoise oil, at 3s. 9d.....  | 2                         | 3   | 15 | 0  |
| do 21, do ..       | do Perron & Harvey's do, for 48½ do do, at 5s   | 3                         | 12  | 2  | 6  |
| July 28, do ..     | do U. Bouchard's do, for 414½ do do, at 5s  | 4                         | 108 | 12 | 6  |
| August 19, do ..   | do B. Tremblay's do, for 44½ do do, at 5s   | 5                         | 11  | 2  | 6  |
| September 2, do .. | do L. Harvey's do, for 323 do do, at 5s   | 6                         | 80  | 15 | 0  |
| do 6, do ..        | do B. Tremblay's do, for 874 do do, at 5s<br>and cartage.....   | 7                         | 219 | 10 | 6  |
| do 7, do ..        | do O. Caron's do, for 40 do do, at<br>3s. 9d.....   | 8                         | 7   | 10 | 0  |
|                    |   | £                         | 450 | 17 | 6  |
|                    |   | <i>Carried over</i> ..... |     |    |    |

ABSTRACT No. 5.—(Continued.)

|                       |   | Vchr.                     | £   | s. | d. |
|-----------------------|---|---------------------------|-----|----|----|
|                       |   | <i>Brought over</i> ..... |     |    |    |
| September 15, 1854..  | Paid Joseph Collurd's account, for 75 gallons Porpoise oil, at 4s. 6d.....                      | .....                     | 450 | 17 | 6  |
| do 25, do .. do       | H. J. Noad & Co's do, for 751 do Seal oil, at 8s. 5d.....                                       | 9                         | 16  | 17 | 6  |
| do 27, do .. do       | Geo. Harvey's do, for 247 do Porpoise oil, at 5s.....   | 10                        | 128 | 5  | 11 |
| do do do .. do        | Jos. Maclure's do, for 88½ do do at 3s. 9d.....   | 11                        | 61  | 17 | 6  |
| do 31, do .. do       | Thos. Fraser's do, for 42 do Olive oil, at 6s. 9d.....  | 12                        | 16  | 12 | 9  |
| October 23, do .. do  | E. Hammond's do, for 84½ Porpoise oil, at 4s. 6d.....   | 13                        | 14  | 3  | 6  |
| do 25, do .. do       | M. Boucher's do, for 73 do do at 3s. 9d.....  | 14                        | 19  | 0  | 3  |
| do 27, do .. do       | B. Lemeunier's do, for 275 do Seal oil, at 3s. 2d.....  | 15                        | 13  | 13 | 9  |
| November 16, do .. do | Jos. Rouleau's do, for 28 do Porpoise oil, at 8s. 9d.....                                       | 16                        | 43  | 10 | 10 |
| do do do .. do        | R. N. Lindsay's commission for purchasing oil for this corporation during the present year..... | 17                        | 5   | 5  | 0  |
| December 2, do .. do  | C. H. Tetu's account, for 837 gallons Porpoise oil, at 5s.....                                  | 18                        | 4   | 0  | 6  |
| do 26, do .. do       | J. Haram's do, for cartage.....   | 19                        | 84  | 5  | 0  |
| do 28, do .. do       | F. Grenier's do, for cooperage.....   | 20                        | 6   | 8  | 9  |
| do 29, do .. do       | B. Coté's do, for boxes.....  | 21                        | 43  | 19 | 6  |
|                       |   | 22                        | 1   | 19 | 5  |
|                       |   | £                         | 910 | 17 | 8  |

Abstract No. 6.

ACCOUNT of DISBURSEMENTS incurred by the TRINITY HOUSE of QUEBEC, for enforcing the QUARANTINE REGULATIONS, during the year 1854, viz.:

|                     |   | Vchr. | £ | s. | d. |
|---------------------|---|-------|---|----|----|
| December 16, 1854.. | Paid T. Cary's account, for printing regulations to Pilots, and binding the same..... | 1     | 2 | 7  | 6  |
|                     |   | £     | 2 | 7  | 6  |

Abstract No. 7.

ACCOUNT of DISBURSEMENTS attending the PROVISION DEPOTS, during the year 1854, viz.:

|                   |  | Vchr. | £  | s. | d. |
|-------------------|--|-------|----|----|----|
| May 27, 1854..    | Paid Babineau & Gaudry's account, for provisions..               | 1     | 41 | 18 | 6  |
| June 14, do .. do | do A. Noel's do, for a dingy for the depôt at Shallop Creek..... | 2     | 8  | 0  | 0  |
|                   |  | £     | 49 | 18 | 6  |

*Carried forward*.....



## ABSTRACT No. 9.—(Continued.)

|          |           |   | Vchr.                     | £    | s. | d. |
|----------|-----------|---|---------------------------|------|----|----|
|          |           |   | <i>Brought over</i> ..... |      |    |    |
| April    | 4, 1854.. | Paid O. Charretier, his fee for inspecting the hull of this vessel in conformity with the Provincial statute .....  | 150                       | 0    | 0  |    |
| do       | 18, do .. | do J. Jones' account, for wharfage of coals in 1852. ....   | 3                         | 2    | 10 | 0  |
| do       | 19, do .. | do Bank of Upper Canada, for a draft on New York for £268 4s. 3d, at three-quarter's per cent. premium, to remit Mr. Leary for premium, to Insurance effected on this vessel for the present season. .... | 4                         | 8    | 0  | 0  |
| do       | 21, do .. | do R. Neil, on account of his contract for repairing the boiler of this vessel .....  | 5                         | 270  | 4  | 6  |
| do       | 25, do .. | do J. Smith, on account of disbursements for this vessel .....  | 6                         | 45   | 0  | 0  |
| May      | 15, do .. | do Calvert & McMaugh's account, for repairs to the engine .....   | 7                         | 50   | 0  | 0  |
| do       | 17, do .. | do Fulton & Alexander, boat-builders account ..   | 8                         | 47   | 1  | 0  |
| do       | 19, do .. | do J. E. Oliver's account, for wintering of this vessel in dock, and sundry repairs to the hull .....   | 9                         | 1    | 17 | 6  |
| do       | 20, do .. | do R. Neil, balance of his account for repairing the boiler .....   | 10                        | 280  | 2  | 4  |
| June     | 5, do ..  | do Chinic, Simard & Co., hardwares account .....  | 11                        | 181  | 0  | 0  |
| do       | 6, do ..  | do Galt & Crawford's account, for coals .....   | 12                        | 41   | 9  | 5  |
| do       | 12, do .. | do Withall & Hood's do, for tallow .....  | 13                        | 4    | 19 | 0  |
| do       | 14, do .. | do P. Regan, tinsmith's do, .....   | 14                        | 9    | 17 | 5  |
| October  | 16, do .. | do Tessier & Ledroit's do, for provisions .....   | 15                        | 4    | 7  | 11 |
| do       | 17, do .. | do T. Parke, baker's do, .....  | 16                        | 8    | 9  | 3  |
| November | 6, do ..  | do C. & W. Wurtell's account, for a chain .....   | 17                        | 1    | 1  | 6  |
| December | 20, do .. | do R. Swindell, blacksmith's do .....   | 18                        | 28   | 1  | 3  |
| do       | 26, do .. | do T. Kane, tinsmith's do .....   | 19                        | 1    | 18 | 0  |
| do       | 28, do .. | do W. Hunt, sailmakers's do .....   | 20                        | 6    | 5  | 2  |
| do       | do do ..  | do G. & A. Davie's account, for double sheets felt .....  | 21                        | 9    | 10 | 2  |
| do       | do do ..  | do F. Grenier's do, for cask .....  | 22                        | 3    | 3  | 0  |
| do       | 29, do .. | do C. Brocklesby & Co., shipchandler's account ..   | 23                        | 14   | 5  | 0  |
| do       | do do ..  | do R. Greig, blockmaker's account .....   | 24                        | 30   | 0  | 2  |
| do       | do do ..  | do Calvert & Barclay's do, for surveying the boiler .....   | 25                        | 0    | 9  | 1  |
| do       | 30, do .. | do B. Hinton's account, for repairing the compass ..  | 26                        | 5    | 0  | 0  |
| do       | do do ..  | do McDonald & Logan's account, for rags .....   | 27                        | 0    | 3  | 6  |
|          |           | do Wages to the crew of this vessel, during the present year .....  | 28                        | 0    | 18 | 8  |
|          |           |   | 29                        | 155  | 2  | 0  |
|          |           |   | £                         | 1853 | 15 | 10 |

## Abstract No. 10.

ACCOUNT of EXPENSES attending the PILLAR LIGHT, during the year 1854, viz. :

|      |            |  | Vchr. | £  | s. | d. |
|------|------------|--|-------|----|----|----|
| June | 24, 1854.. | Paid C. Julyan's account of disbursements for this Light House ..... | 1     | 17 | 5  | 9  |
|      |            | <i>Carried forward</i> .....   | £     | 17 | 5  | 9  |



## ABSTRACT No. 10.—(Continued.)

|                    |  | Vchr. | £  | s. | d. |
|--------------------|--|-------|----|----|----|
|                    |  |       | 17 | 5  | 9  |
| August 5, 1854..   | Paid F. Baby's account, for passage of Mr. Roach and family on board of Steamer "Doris"..... | 2     | 4  | 4  | 0  |
| December 28, do .. | do J. B. Frechette's account, for flannel.....   | 3     | 0  | 18 | 6  |
| do 29, do ..       | do C. Brocklesby & Co., shipchandler's account.....  | 4     | 1  | 5  | 7  |
| do do do ..        | do R. Greig's account, for a pair of oars.....   | 5     | 0  | 15 | 0  |
| do 30, do ..       | do Chinic, Simard & Co., hardwares account.....  | 6     | 2  | 4  | 1  |
|                    |  | £     | 26 | 12 | 11 |

## Abstract No. 11.

ACCOUNT of DISBURSEMENTS attending the LIGHT HOUSE on RED ISLAND, during the year 1854, viz.:

|                    |   | Vchr. | £  | s. | d. |
|--------------------|---|-------|----|----|----|
| October 20, 1854.. | Paid H. Fraser's account of disbursements for this Light..... | 1     | 1  | 15 | 0  |
| do 24, do ..       | do G. E. Pare's do, for soap.....                             | 2     | 0  | 11 | 4  |
| do do do ..        | do C. Lefrancois' do, for a graplin.....                      | 3     | 1  | 7  | 6  |
| December 26, do .. | do J. Kane's do, for oil tank.....                            | 4     | 4  | 5  | 0  |
| do 29, do ..       | do C. Brocklesby's account, for soap.....                     | 5     | 1  | 3  | 9  |
| do 30, do ..       | do Chinic, Simard & Co., hardwares account...                 | 6     | 11 | 0  | 0  |
|                    |   | £     | 20 | 2  | 7  |

## Abstract No. 12.

ACCOUNT of DISBURSEMENTS attending the LIGHT HOUSE on GREEN ISLAND, during the year 1854, viz.:

|                    |  | Vchr. | £  | s. | d. |
|--------------------|--|-------|----|----|----|
| July 1, 1854..     | Paid R. N. Lindsay's account of disbursements for the Tower..... | 1     | 2  | 7  | 6  |
| October 7, do ..   | do M. Potras' account, for 1 barrel lime.....                    | 2     | 0  | 7  | 0  |
| November 9, do ..  | do C. Poston's do, for two chaldrons of coals and cartage.....   | 3     | 5  | 0  | 0  |
| do 16, do ..       | do Jos. Rouleau's do, for a stove.....                           | 4     | 4  | 10 | 0  |
| December 26, do .. | do J. Haram's do, for cartage.....                               | 5     | 0  | 11 | 0  |
| do do do ..        | do J. Kane's do, for stove-pipes &c.....                         | 6     | 2  | 2  | 10 |
| do 28, do ..       | do J. B. Frechette's do, for cotton.....                         | 7     | 0  | 8  | 2  |
| do do do ..        | do W. Hunt's do, for canvas bags.....                            | 8     | 2  | 10 | 0  |
| do 29, do ..       | do C. Brocklesby & Co's account, for soap.....                   | 9     | 0  | 18 | 10 |
| do 30, do ..       | do Chinic, Simard & Co., hardwares account....                   | 10    | 4  | 0  | 11 |
| do do do ..        | do J. Musson's do, for castor oil.....                           | 11    | 0  | 2  | 6  |
|                    |  | £     | 22 | 18 | 9  |

## Abstract No. 13.

ACCOUNT of DISBURSEMENTS attending the LIGHT HOUSE on BIQUET ISLAND, during the year 1854, viz.:

|          |           | Vchr.   | £ | s. | d. |    |
|----------|-----------|---|---|----|----|----|
| April    | 1, 1854.. | Paid J. E. Hammond's account, for fuel for heating the lantern..... | 1 | 1  | 10 | 0  |
| October  | 7, do ..  | do M. Poitras' account, for deals.....                              | 2 | 1  | 11 | 6  |
| December | 26, do .. | do J. Haram's do, for cartage.....                                  | 3 | 1  | 12 | 6  |
| do       | do do ..  | do J. Kane's do, for repairing lamp racks ..                        | 4 | 0  | 6  | 3  |
| do       | 28, do .. | do J. B. Frechette's do, for flannel &c.....                        | 5 | 10 | 12 | 11 |
| do       | do do ..  | do W. Hunt's do, for powder bags .....                              | 6 | 2  | 12 | 6  |
| do       | do do ..  | do F. Grenier's do, for three barrels lime ....                     | 7 | 0  | 16 | 9  |
| do       | 29, do .. | do C. Brocklesby & Co., ship chandler's account                     | 8 | 2  | 12 | 11 |
| do       | 30, do .. | do Chinic, Simard & Co., hardwares account ....                     | 9 | 4  | 11 | 2  |
|          |           |   | £ | 26 | 6  | 6  |

## Abstract No. 14.

ACCOUNT of DISBURSEMENTS attending the LIGHT HOUSE at POINTE DES MONTS, during the year 1854, viz.:

|           |            | Vchr.  | £  | s. | d. |   |
|-----------|------------|--|----|----|----|---|
| August    | 29, 1854.. | Paid N. Noel's account, for a dingy .....                | 1  | 8  | 10 | 0 |
| September | 6, do ..   | do W. H. Roy's do, for 36 bushels oats .....             | 2  | 6  | 15 | 0 |
| do        | 14, do ..  | do Z. Bedard, keeper's yearly allowance for hay.         | 3  | 6  | 5  | 0 |
| October   | 7, do ..   | do M. Poitras' account, for deals.....                   | 4  | 6  | 2  | 6 |
| do        | 24, do ..  | do C. Lefrançois' do, for a graplin .....                | 5  | 1  | 12 | 3 |
| November  | 9, do ..   | do C. Poston's do, for 1 chaldron coals and cartage..... | 6  | 2  | 10 | 0 |
| December  | 26, do ..  | do J. Haram's do, for cartage.....                       | 7  | 0  | 5  | 0 |
| do        | 28, do ..  | do J. B. Frechette's do, for cotton .....                | 8  | 0  | 17 | 6 |
| do        | 29, do ..  | do C. Brocklesby & Co., ship chandler's account.         | 9  | 4  | 4  | 4 |
| do        | 30, do ..  | do Chinic, Simard & Co., hardwares do ..                 | 10 | 10 | 0  | 8 |
|           |            |  | £  | 47 | 2  | 3 |

## Abstract No. 15.

ACCOUNT of DISBURSEMENTS attending the LIGHT HOUSE on South-west Point of ANTICOSTI, during the year 1854, viz.:

|           |           | Vchr.  | £ | s. | d. |   |
|-----------|-----------|--|---|----|----|---|
| September | 6, 1854.. | Paid W. H. Roy's account, for 36 bushels oats .... | 1 | 6  | 15 | 0 |
| October   | 8, do ..  | do P. Dery's do, for a harness .....               | 2 | 3  | 10 | 0 |
| December  | 26, do .. | do J. Kane's do, for stove-pipes .....             | 3 | 2  | 13 | 0 |
| do        | 29, do .. | do C. Brocklesby & Co., ship chandler's account.   | 4 | 1  | 0  | 4 |
| do        | 30, do .. | do Chinic, Simard & Co., hardwares do ..           | 5 | 1  | 9  | 0 |
|           |           |  | £ | 15 | 7  | 4 |

## Abstract No. 16.

ACCOUNT of DISBURSEMENTS attending the LIGHT HOUSE on the East End of ANTICOSTI, during the year 1854, viz. :

|           |           |   |  | Vchr. | £    | s. | d. |
|-----------|-----------|---|--|-------|------|----|----|
| March     | 1, 1854.. | Paid M. Poitras, on account of his contract for clap-boarding the Tower.....  |  | 1     | 100  | 0  | 0  |
| July      | 12, do .. | do J. W. Leaycraft's do, for fire bricks.....   |  | 2     | 45   | 0  | 0  |
| do        | 13, do .. | do Ed. Gingras' do, for bricks .....  |  | 3     | 10   | 0  | 0  |
| August    | 15, do .. | do F. Baby's do, for passage of Mr. July-<br>an and family on board of steamer "Doris."                                 |  | 4     | 7    | 0  | 0  |
| do        | do do ..  | do M. Poitras, on account of his contract for clap-boarding the Tower.....  |  | 5     | 50   | 0  | 0  |
| September | 6, do ..  | do W. H. Roy's account, for 36 bushels oats....   |  | 6     | 6    | 15 | 0  |
| October   | 7, do ..  | do M. Poitras, balance of his account for clap-boarding the Tower, and for sundry repairs to the Tower and Lantern..... |  | 7     | 649  | 13 | 8  |
| do        | do do ..  | do M. Poitras' account, for tools left to the keeper.....   |  | 8     | 0    | 19 | 0  |
| December  | 12, do .. | do C. Richard's do, for do do ..  |  | 9     | 1    | 8  | 4  |
| do        | 26, do .. | do J. Kane's do, for oil tank, and stove-pipes.....   |  | 10    | 7    | 6  | 6  |
| do        | 28, do .. | do J. B. Frechette's do, for linen and flannel..  |  | 11    | 0    | 19 | 6  |
| do        | 29, do .. | do C. Brocklesby & Co., shiphandler's account.  |  | 12    | 1    | 8  | 2  |
| do        | 30, do .. | do Chinic, Simard & Co., hardwares account....  |  | 13    | 127  | 19 | 19 |
|           |           |   |  | £     | 1008 | 9  | 11 |

## Abstract No. 17.

ACCOUNT of DISBURSEMENTS attending the LIGHTS at PORT-NEUF, during the year 1854, viz. :

|          |           |  |  | Vchr. | £  | s. | d. |
|----------|-----------|--|--|-------|----|----|----|
| January  | 5, 1854.. | Paid F. Rodrigue's account of disbursements for fire-wood.....         |  | 1     | 1  | 9  | 6  |
| do       | do do ..  | do F. X. Germain's do, for ground rent, for the year 1853.....         |  | 2     | 1  | 7  | 6  |
| do       | 11, do .. | do J. Delisle's do, for window sash.....                               |  | 3     | 5  | 2  | 6  |
| April    | 1, do ..  | do Hearle & Date's account, for two new lamps and fixing the same..... |  | 4     | 33 | 0  | 3  |
| do       | 4, do ..  | do L. Bourget's do, for soap and candles ..                            |  | 5     | 0  | 13 | 11 |
| do       | 5, do ..  | do L. Campeau, tinsmith's account .....                                |  | 6     | 0  | 8  | 0  |
| August   | 22, do .. | do F. Rodrigue's account of disbursements for this Light .....         |  | 7     | 3  | 5  | 0  |
| October  | 31, do .. | do H. Germain's do, for making a gallery..                             |  | 8     | 3  | 0  | 0  |
| November | 7, do ..  | do L. Coulombe's do, for cutting trees ob-structing the Lights.....    |  | 9     | 3  | 0  | 0  |
| do       | 23, do .. | do Hearle & Date's account, for reflectors &c.,...                     |  | 10    | 11 | 10 | 1  |
| December | 25, do .. | do J. B. Frechette's do, for linen and cotton..                        |  | 11    | 1  | 2  | 9  |
| do       | 30, do .. | do Chinic, Simard & Co., hardwares account ..                          |  | 12    | 9  | 15 | 11 |
|          |           |  |  | £     | 73 | 15 | 5  |

## Abstract No. 18.

ACCOUNT of DISBURSEMENTS attending the LIGHT HOUSE at ST. CROIX, during the year 1854, viz.:

|                    |  | Vchr. | £  | s. | d. |
|--------------------|--|-------|----|----|----|
| April 1, 1854..    | Paid Hearle & Date's account, for 1 new lamp.....        | 1     | 21 | 9  | 6  |
| November 23, do .. | do do do do for reflectors.....                          | 2     | 23 | 0  | 3  |
| December 29, do .. | do Jas Thurber's do of disbursements for this Light..... | 3     | 3  | 0  | 0  |
|                    |  | £     | 47 | 9  | 9  |

## Abstract No. 19.

ACCOUNT of DISBURSEMENTS attending the LIGHT HOUSE at ST. ANTOINE, during the year 1854, viz.:

|                    |   | Vchr. | £   | s. | d. |
|--------------------|---|-------|-----|----|----|
| August 1, 1854..   | Paid Captain Armstrong's travelling expenses to St. Antoine.....                      | 1     | 3   | 7  | 1  |
| do 22, do ..       | do do do do do do ..  | 2     | 1   | 11 | 10 |
| October 27, do ..  | do do do do do do ..  | 3     | 1   | 13 | 0  |
| November 17, do .. | do M. Poitras, amount of his contract for erecting the Tower and for extra works..... | 4     | 176 | 9  | 8  |
| do do do ..        | do Hearle & Date's account, for reflectors, &c... ..                                  | 5     | 11  | 10 | 2  |
| do 25, do ..       | do J. H. Galbraith's do, for a stove.....   | 6     | 1   | 2  | 6  |
| December 29, do .. | do Jas. Thurber's fee as arbitrator for valuing the ground of the Light.....          | 7     | 5   | 1  | 6  |
| do 30, do ..       | do C. Baillarge's account, for a plan and specifications.....                         | 8     | 2   | 10 | 0  |
| do do do ..        | do Chinic, Simard & Co., hardwares account.....                                       | 9     | 1   | 2  | 2  |
|                    |   | £     | 204 | 7  | 11 |

## Abstract No. 20.

ACCOUNT of MONEYS PAID for INTEREST, during the year 1854, on BONDS Due by the TRINITY HOUSE of QUEBEC, viz.:

|  |  | Vchr. | £   | s. | d. |
|--|--|-------|-----|----|----|
| To Quebec P. and S. Bank, 1 year's interest on £6,500 to 3rd September, 1854.....  |  |       | 390 | 0  | 0  |
| To S. Scott's estate, 1 year's interest on £500 to 30 September, 1854.....   |  |       | 30  | 0  | 0  |
| To Josephite Guerout, interest on £1350, to do ..  |  |       | 79  | 5  | 0  |
| To Lucy Guerout, 1 year's interest on £818, viz., on £370 to 15th May, 1854, on £148, to 10th August, 1854, and on £300, to 24th August, 1854..... |  |       | 49  | 1  | 7  |
| To George Taylor, 1 year's interest on £638, to 1st October, 1854.....   |  |       | 38  | 5  | 7  |
|  |  | £     | 586 | 12 | 2  |

## Abstract No. 21.

ACCOUNT of SALARIES Paid to the OFFICERS of the TRINITY HOUSE of QUEBEC, during the year 1854, viz.:

|   | Vchr. | £    | s. | d. |
|---|-------|------|----|----|
| To H. LeMesurier, 1 year's Salary as Master, to 30th September, 1854..... |       | 250  | 0  | 0  |
| To J. D. Armstrong, 1 do do as Harbor Master, to 30th do, do.....         |       | 400  | 0  | 0  |
| To R. Julyan, 1 do do as Assistant do do, to do, do.....                  |       | 111  | 2  | 2  |
| To F. Gordeau, 1 do do as Senior of Pilots, do, to do, do.....            |       | 175  | 0  | 0  |
| To J. Smith, 1 do do as Junior do, do, to do, do.....                     |       | 175  | 0  | 0  |
| To A. LeMoine, 1 do do as Treasurer, to do, do.....                       |       | 350  | 0  | 0  |
| To E. B. Lindsay, 1 do do as Clerk, to do, do.....                        |       | 300  | 0  | 0  |
| To B. S. Lafleur 1 do do as Water Baliff, to do, do.....                  |       | 100  | 0  | 0  |
|   | £     | 1861 | 2  | 2  |

## Abstract No. 22.

ACCOUNT of SALARIES and ALLOWANCES, Paid to the LIGHT HOUSE KEEPERS, during the year 1854, viz.:

|   | Vchr. | £    | s. | d. |
|---|-------|------|----|----|
| To C. Julyan, 9 months' salary as Keeper of the Light-house on South Pillar, to 30th June, 1854.....                          |       | £ 93 | 15 | 0  |
| Balance of his allowance for fuel and water, to do.....   |       | 3    | 6  | 8  |
| To do 3 months salary and allowances as Keeper of the Light-house on the East End, Anticosti.....                             |       | 41   | 6  | 8  |
|   |       | 138  | 8  | 4  |
| To Thomas Roche, 1 year's salary and allowances as Keeper of the Light-house on the East End, Anticosti, to 30th June, 1854.. |       | £158 | 6  | 8  |
| To do 3 months' do as do of the Light-house on the South Pillar, 30th September, 1854.....                                    |       | 41   | 5  | 0  |
|   |       | 199  | 11 | 8  |
| To H. Fraser, Keeper of the Light-house on Red Island, 1 year's salary and allowances, to 30th September, 1854.....           |       | 140  | 0  | 0  |
| To R. N. Lindsay, do do on Green Island, 1 do, to do.....   |       | 140  | 0  | 0  |
| To J. E. Hammond, do do on Biquet Island, 1 do, to do.....  |       | 165  | 0  | 0  |
| <i>Carried over</i> .....   | £     | 788  | 0  | 0  |

## ABSTRACT No. 22.—(Continued.)

|  | Vchr. | £    | s. | d. |
|--|-------|------|----|----|
| <i>Brought over</i> .....  |       | 783  | 0  | 0  |
| To Z. Bedard, Keeper of the Light-house on Pointe des Monts, 1 year's salary and allowances, to 30th September, 1854 ..... |       | 120  | 0  | 0  |
| To E. Pope, do do on South West Point, Anticosti, 1 do, to do .....  |       | 200  | 0  | 0  |
| To F. Rodrigue, do do on Portneuf, 1 do, to do .....   |       | 50   | 0  | 0  |
| To Jas. Thurber for attending the Light-house at St. Croix, from 3rd May to 5th December, 1854, at £3 per month.....       |       | 28   | 4  | 0  |
| To J. Mitchell, (Gunner) at Biquet, 1 year's, to 30th September, 1854 .....  |       | 32   | 10 | 0  |
|  | £     | 1213 | 14 | 0  |

## Abstract No. 23.

ACCOUNT of MONEYS Paid to PENSIONED OFFICERS of the TRINITY HOUSE of QUEBEC, during the year 1854, viz. :

|  | Vchr. | £   | s. | d. |
|--|-------|-----|----|----|
| To the Honorable J. Stewart, 1 year's pension, as late Master, to 30th September, 1854 ..... |       | 250 | 0  | 0  |
| To J. Lambly, 1 do do to do, as late Harbor Master .....                                     |       | 275 | 0  | 0  |
| To R. Young, 1 do do to do, as late Senior of Pilots .....                                   |       | 125 | 0  | 0  |
|  | £     | 650 | 0  | 0  |

## Abstract No. 24.

ACCOUNT of STORES, in 1854, viz. :

|  | Vchr. | £  | s. | d. |
|--|-------|----|----|----|
| June 14, 1854.. Paid Hearle & Date's account, for Lamp Cylinders &c..... | 1     | 6  | 0  | 6  |
| do 24, do .. do J. Aubé's account, for waxed wicks.....                  | 2     | 0  | 15 | 9  |
| December, 28, do .. do J. B. Frechette's do, for towels.....             | 3     | 11 | 9  | 0  |
|  | £     | 18 | 5  | 3  |

E. E.

A. LEMOINE,

Treasurer.

Quebec, 30th December, 1854.

Examined.

H. LEMESURIER.

THE DECAYED PILOT'S FUND in ACCOUNT with ALEXANDER LEMOINE, TREASURER, of the TRINITY HOUSE of QUEBEC.

| DR.  |  | £   | s. | d. | £      | s. | d. |
|--|--|-----|----|----|--------|----|----|
| <i>For the following Sums and Pensions paid during the year 1854:—</i>         |  |     |    |    |        |    |    |
| 1854.  | To arrears of Pensions, up to 31st December, 1853, as per list .....   | 30  | 12 | 0  |        |    |    |
|  | To amount of Pension List, for quarter ending 31st January, 1854 .....   | 482 | 9  | 0  |        |    |    |
|  | do of do, for do do 30th April, do .....   | 476 | 9  | 2  |        |    |    |
|  | do of do, for do do 31st July, do .....  | 455 | 5  | 8  |        |    |    |
|  | do of do, for do do 31st October, do .....   | 442 | 9  | 8  |        |    |    |
|  | do granted as relief .....   | 93  | 10 | 0  | 1980   | 16 | 0  |
| <i>For the following Sums invested:—</i>                                       |  |     |    |    |        |    |    |
|  | To paid for £500 of Quebec Turnpike Road Trustees Debentures, and Interest accrued thereon .....                   |     |    |    | 518    | 19 | 7  |
| <i>For the following Sums paid:—</i>   |  |     |    |    |        |    |    |
|  | To Charles Lespérance, for assisting the Treasurer in the collection of the Pilot Fund, during the year 1854 ..... | 95  | 0  | 0  |        |    |    |
|  | E. R. Frechette, for publishing in the "Canadien" the annual statement of the Fund .....                           | 3   | 6  | 8  |        |    |    |
|  | To R. Middleton, for do in the "Quebec Gazette" .....  | 2   | 19 | 4  |        |    |    |
|  | To A. Coté, for do in the "Journal de Quebec," and for printing blanks .....                                       | 7   | 9  | 6  |        |    |    |
|  | To William Jarvis, expenses of interment of James English, Pilot .....   | 2   | 10 | 0  |        |    |    |
|  | Balance .....  |     |    |    | 111    | 5  | 6  |
|  |  |     |    |    | 1531   | 10 | 5  |
|  |  |     |    |    | £ 4187 | 11 | 6  |
| CR.  |  | £   | s. | d. | £      | s. | d. |
| 1854.  | By Balance in the hands of the Treasurer, on the 31st December, 1853 .....   |     |    |    | 1087   | 7  | 10 |
| <i>Capital and Interest received from the following, during the year 1854.</i> |  |     |    |    |        |    |    |
|  | From Quebec Road Trustees, Interest on £5200, to 1st July, 1854 .....  | 297 | 0  | 0  |        |    |    |
|  | do A. C. Taschereau, 1 year's Interest on £200, to 13th October, 1853 .....  | 12  | 0  | 0  |        |    |    |
|  | do Minister and Trustees, St. Andrew's Church, 1 do do on £500, to 18th November, do .....                         | 30  | 0  | 0  |        |    |    |
|  | do John Jones, 1 year's Interest on £500, to 16th May, 1854 .....  | 30  | 0  | 0  |        |    |    |
|  | <i>Carried over.....</i> £   | 869 | 0  | 0  | 1087   | 7  | 10 |

## THE DECAYED PILOT'S FUND, &amp;c.—(Continued.)

| CR.                       |   | £   | s. | d. | £      | s. | d. |
|---------------------------|---|-----|----|----|--------|----|----|
| <i>Brought over</i> ..... |   | 369 | 0  | 0  | 1087   | 7  | 10 |
| 1854.                     | <i>Capital and Interest received from the following, during the year 1854.—(Continued.)</i> |     |    |    |        |    |    |
|                           | From James Prendergast, 1 year's Interest on £200, to 13th September, 1853 .....            | 12  | 0  | 0  |        |    |    |
|                           | do P. Boisseau, 1 do do on £875, to 26th January, 1854 .....                                | 52  | 10 | 0  |        |    |    |
|                           | do Quebec City Corporation, 1 do do on £2000, to 1st November, do .....                     | 136 | 10 | 0  |        |    |    |
|                           | do Provincial Government, 1 do do on £400, to 1st October, do .....                         | 24  | 0  | 0  |        |    |    |
|                           | do Sir James Stuart, 1 do do on £1000, to 9th May, do .....                                 | 60  | 0  | 0  |        |    |    |
|                           | do C. H. Tétu, 1 do do on £400, to 17th March, do .....                                     | 24  | 0  | 0  |        |    |    |
|                           | do Joseph Cary, 1 do do on £300, to 20th May, do .....                                      | 18  | 0  | 0  |        |    |    |
|                           | do O. L. Richardson, 1 do do on £500, to 16th June, do .....                                | 30  | 0  | 0  |        |    |    |
|                           | do Joseph Pepin, 1 do do on £9 3s. 1d., to 4th December, do .....                           | 0   | 11 | 0  |        |    |    |
|                           | do Estate, J. McKenzie, amount of obligation, of 18th April, 1847..... £400 0 0             |     |    |    |        |    |    |
|                           | Interest to 18th April, 1854..... 24 0 0  |     |    |    |        |    |    |
|                           | From Estate, P. Bouchard, amount of obligation .....  | 424 | 0  | 0  |        |    |    |
|                           | Interest to 10th April, 1854..... £100 0 0  |     |    |    |        |    |    |
|                           | From Estate, V. Godreau, on account of his obligation..... 7 10 0                           | 107 | 10 | 0  |        |    |    |
|                           | <i>Poundage.</i>  |     |    |    |        |    |    |
|                           | Amount received during the year 1854. ....  |     |    |    | 1259   | 1  | 0  |
|                           | <i>Fines and Costs.</i>   |     |    |    |        |    |    |
|                           | Amount received from J. B. Raimond, Pilot, amount of fine awarded in the year 1853. ....    |     |    |    | 10     | 0  | 0  |
|                           |   |     |    |    | £ 4137 | 11 | 6  |

E. E.

A. LEMOINE,

Treasurer.

Quebec, 30th December, 1854.

Sworn to, as being correct and true, at Quebec,  
this 16th January, 1855, before me,H. LEMESURIER, *J.P., Master.*Examined Balance in hand, Fifteen hundred and thirty-one pounds ten shillings  
and five-pence.H. LEMESURIER, *Master.*



# RETURN

To an Address from the Legislative Assembly, to His Excellency the Governor General, dated the 14th instant, praying His Excellency to cause to be laid before the House, a copy of any Lease or Patent, leasing certain Landed Property at or near the Rondeau, including Fishing grounds, to John Prince, Esq., Queen's Counsel; and of the Orders in Council authorizing said Lease, the Petition, if any, and any correspondence, on file, in the Executive Council Office, or Crown Land Department, relative to the same.

By Command,

PIERRE J. O. CHAUVEAU

Secretary's Office,

Secretary.

Quebec, 27th Sept., 1854.

John Prince, M.P.

On his Petition, &c.

The Petitioner prays that he may receive a Lease, for a term of years, of the locality in front of the Township of Harwich, known as "Point aux Pins," for the purpose of forming a Fishing Establishment.

Point aux Pins is the south-eastern boundary of the Rondeau Harbour on Lake Erie, and extends, from the boundary between the Townships of Howard and Harwich, a distance westward of between six and seven miles. Mr. Burwell's plan represents it as timbered with small white pine and red cedar, and appears to vary in breadth from about three-eighths of a mile to one mile and an eighth.

It may be inadvisable to let to one individual the whole tract, and probably the shore might be divided into six or seven fishing berths, and to be leased for a term of ten years at a rental (annually payable to the District Agent) of ten pounds; and, to afford all persons who might be desirous of acquiring privileges, it is conceived that the Leases should be disposed of at Public Sale, to be offered at an upset price of twelve pounds ten shillings.

C. L. D., 6th Dec., 1847.

(Signed,)

D. B. PAPINEAU, C. C. L.

W. S.

*Extract from a Report of a Committee of the Honorable the Executive Council on Land Application, dated 28th January, 1848, approved by His Excellency, the Governor General, in Council, on the same day.*

On the Petition (dated 15th Nov., 1847) of John Prince, Esq., of Sandwich, praying that a Lease may be granted him of a certain neck of Wild Land, between six and seven miles in length and one in breadth, at a place called Rondeau, on the shores of Lake Erie, and of the Waters adjoining thereto, for the establishment of a Fishery, and for other purposes.

The Government have not the power which the applicant appears to suppose they have, of leasing the waters on the shores of Lake Erie for fishing or for any other purposes. If, notwithstanding, Mr. Prince desires to lease the land, the Committee humbly recommend that it be leased to him for five years, at such annual rent as may be agreed upon between himself and the Commissioner of Crown Lands.

Certified.

(Signed)

J. JOSEPH.

To the Commissioner of Crown Lands.

*In Council, 28th February, 1848.*

On the application of John Prince, Esquire, M.P.P., praying that he be allowed a Lease of that part of the shore of Lake Erie in front of the Rondeau, for the purposes of a Fishery, for a period of twenty-one years, terminable by the Executive, or himself, at the end of the first seven or fourteen years, on giving one year, previous notice, to either of the parties, and at a nominal rent for the first seven years, at the end of which time the rent to be fixed at a rate corresponding to the proved value of the tract as a Fishery, or surrendered by the applicant to the Crown.

The Committee recommend that a Lease be granted to Petitioner of the tract in question, down to low-water mark, on the terms mentioned by him, at a nominal rent of five shillings for the first year, and subsequently at such increased rent as may be agreed upon between the Commissioner of Crown Lands and the Petitioner.

(Certified.)

(Signed)

J. JOSEPH.

C. E. C.

*To His Excellency the Right Honorable James Earl of Elgin and Kincardine, Governor General of British North America, in Council.*

THE HUMBLE PETITION OF JOHN PRINCE, OF THE PARK FARM, NEAR SANDWICH, IN CANADA WEST, ESQUIRE.

SHEWETH—

That there is, in the Township of Harwich, in Canada West, a large tract of waste land called "Land Guard" or "Point aux Pins," lying between Lake Erie and the waters of the Rondeau, as shown upon the plan accompanying this Petition. That it is low, sandy and sterile, and, in its nature and appearance, very similar to the

strip of land opposite the City of Toronto, called the "Peninsula," but without any timber upon it, except here and there some stunted oaks and small pine, the larger trees having been all used up in building the Rondeau Harbour. That your Petitioner is lessee under the Crown of the land in question, as will appear by his Lease which is left herewith, but which Lease is useless to him in the present form as he respectfully begs leave to explain. His object in seeking for that Lease was to establish an extensive Fishery along the shore of Lake Erie, and also to cultivate a wide portion of the land by seeding it down, and raising thereon horses, cattle and sheep of the best breeds, upon a large scale, (and such is still his intention, and the intention of his friends, if the prayer of his Petition be granted,) but after having incurred considerable expense in regard to the Fishery, he discovered that a much larger capital was required to develop and carry it out than he could command, and his friends are unwilling to join in the enterprise unless his occupancy be enlarged, and your Excellency be graciously pleased to grant him a fresh Lease upon more liberal terms; (that is to say) for thirty-one years absolutely, or more to your Excellency should seem fit, (because the longer the term the greater will be the encouragement to your Petitioner to begin and continue his enterprise with spirit,) and at the same rent as is reserved in the present Lease for the first year, and the annual rent thereafter to be governed by the amount of fish taken annually, a faithful account whereof Petitioner will bind himself to render under pain of forfeiting his Lease.

Your Petitioner also shews, that as far back as the year 1823, a License to occupy three hundred acres (part of the land in question) was given to one John Craford, by the Crown, as will appear by the copy of the License left herewith—that Craford never improved the place, but left it many years ago, and has since died, and the land remains waste and unoccupied, nor does any person but your Petitioner occupy any portion of the lands in question, and your Petitioner is desirous of having these three hundred acres included in his own Lease, as they form part of the Landguard, and are the natural boundary thereof on the Howard side.

Your Petitioner also shews, that in no part of Lake Erie, or of our Western Waters, above Niagara Falls, are to be found those nutritious and delicious fish called Eels, and your Petitioner being satisfied that the sheet of still water called the Rond Eau (as shown on the plan) is admirably adapted to those fish, and that he can turn them, in a few years, to be a source of profit, he is most desirous that his Lease should embrace that Water, he undertaking to stock it with these fish within two years.

Your Petitioner, lastly, shews unto your Excellency, that he has hitherto reaped no advantage whatever from his present Lease, but on the contrary has sustained loss, and that if a new Lease be granted to him upon the terms prayed for, it is the intention of his friends and himself to enter into a full development of the Lake's productions, and (should it turn out that fish of a superior kind can be taken in these waters to any adequate amount) to establish a Fishery there, and also to convert the present barren, waste, and useless tract of land into an extensive sheep-walk, and to grow wool on a large scale, and to raise horses and cattle of superior breeds, all which doings, which your Petitioner respectfully submits, will be of infinite advantage to the country, without in the smallest degree interfering with the rights or interests of the Crown, or in any way prejudicing any of Her Majesty's subjects.

Your Petitioner, therefore, humbly prays your Excellency to cancel his old Lease and to grant him a new one of the lands comprised therein, and to include in said new Lease the three hundred acres formerly occupied by the deceased John Craford, and also the land covered with the waters of the Rond Eau, for the term of thirty-one years, or for such other longer period as your Excellency may be graciously pleased to direct. And your Petitioner will ever pray, &c.

(Sign d)

JOHN PRINCE.

*Copy of a Report, from the Commissioner of Crown Lands, upon the application of Colonel Prince, relative to a Tract of Land, &c., at the Rondeau, Lake Erie.*

In this application Colonel Prince prays, that in lieu of the Lease which he obtained under direction of an Order in Council of 28th January, 1848, for a period of twenty-one years, terminable at the expiration of seven or fourteen years, after due notice given, which he now holds, embracing upwards of three thousand acres of land in front of the Township of Harwich, and situate between the Rondeau and Lake Erie, a Lease absolute may be granted him for a period of thirty-one years, at the same nominal rental for the first year, namely five shillings, and as he designs to establish Fisheries on the shores that, subsequently, the rental may be in proportion to the fish taken. He further states his desire that the Lease which he now prays for, may be made to comprehend a tract of three hundred acres of land for which a Licence of occupation in favor of John Craford issued in the year 1823. And he explains that, upon the Tracts in question, he proposes to establish sheep-walks and pastures for cattle and horses, in the raising of which he and his friends are desirous of embarking on a large scale.

This application, it will be observed, does not contain any proposition to pay during the period of thirty-one years, over which he desires the Lease may extend, any annual rent for the Tracts in question, and were the Fisheries to remain unproductive, the land apparently might be held rent free.

A Draft of Lease has, however, been recently received, in which provision is made for fixing the rent, after the two years, by the Commissioner of Crown Lands, and for terminating the Lease at the expiration of the first, seventh, fourteenth, or twenty-first year, on two years notice "being previously given," upon the Lessee being compensated for his expenditure and improvements. It also contains a clause authorizing the Lessee to use the waters of the Rondeau for watering stock, shooting and fishing; the said Draft is placed herewith. Also an Affidavit by David W. Barnum and Thomas Craford, made 4th February, 1852, from which it appears that, with the exception of a small frame house and premises erected by the first named deponent as tenant under Colonel Prince, there are no buildings or improvements on either Tract.

In conferring peculiar privileges in regard to fishing, upon any individual by lease, the preservation of the timber upon the Tract, sought to be obtained, ought especially to be kept in view, and a restriction should be inserted prohibiting the felling of any timber whatsoever. And as there may arise public reasons which would render the resumption of the Tracts advisable, the power should be in the hands of the Government of terminating the Lease at the expiration of each successive period of seven years, and were the objects, in consideration of which the former and still existing Lease was granted, not to be realized, the Government ought to be at liberty to exercise a power of cancelling the Lease. If, therefore, at the expiration of three years, no adequate progress in fulfilling those objects which Colonel Prince states he contemplates, or should, during the continuance of any Lease which may be granted, two successive years occur during which either of the two principal objects denoted—Fishing and Grazing—shall be either wholly or nearly discontinued, such Lease should apparently be regarded as having lapsed.

The understanding for which Colonel Prince contends, namely, that he should be compensated in the event of a termination to the Lease he desires, being put to it before the expiration of the full term of thirty-one years, involves a serious demand, when it is considered that a very limited amount of advantage in the way of annual rental may probably become payable, and consequently were the value of any improvements to be chargeable against the Government, they ought not to be undertaken without an estimate of their expense being first submitted and approved by the Government.

Colonel Prince desires, of course honorably, to fulfil any obligations into which he enters, but there ought, apparently, a stipulation to be inserted in all leases granted under special circumstances providing that no assignment thereof should take place except with the sanction of Government.

But little objection would appear to attach to recommending the conceding to a Company duly incorporated, and constituted in a manner similar to those contemplated by the Act 14th and 15th Victoria, chap. 28; were one formed and of which the applicant might be a member, the fishing advantages which are supposed to exist in the vicinity of the Rondeau, and the use of the peninsula which forms its southern boundary, upon an engagement being entered into that the amount of the annual rent should be estimated at the expiration of each year by the Municipal Council of the County, and established by the Governor General in Council; such rent to be paid over to the County Treasurer, and thereby operating as a set-off against the grant of the exclusive privileges which the passage of a Lease would convey.

In reporting the application of Colonel Prince to His Excellency, in Council, no recommendation as to a decision thereon is offered, in the existing Lease the public interests do not seem to have been very amply guarded, and the case is submitted in the light in which it has been placed, that in the event of its appearing and being deemed more advantageous to those interests to do so, the existing Lease may be superseded by one in which shall be inserted covenants which have been herein suggested.

(Signed)

JOHN ROLPH.

Crown Land Department,  
Quebec, 30th March, 1852.  
W. S.

*(Copy of Affidavit of Messrs. Barnum and Craford.)*

David W. Barnum, of the Township of Harwich, in the County of Kent, yeoman, and Thomas Craford, of the Township of Raleigh, in the same County, yeoman, severally make oath and say that they are well acquainted with the land and premises in the Township of Harwich aforesaid, lying between Lake Erie and the waters of the Rondeau, called Point aux Pins, leased by the Government to John Prince, of Sandwich, Esquire, and containing three thousand and three hundred acres, and that there is no building or improvement thereon on any part thereof, or on the three hundred acres lying next to the Township of Howard, in the said County of Kent aforesaid, formerly held by one John Craford, except a small frame house and premises lately erected by this deponent, David W. Barnum, upon a part of the said Land which he rents from the said John Prince, at the yearly rent of one shilling, and which the said John Prince permits him to occupy chiefly for the purpose of protecting the timber on the said tract of land and premises from depredation. And deponents say, that deponent Thomas Craford is the son of old John Craford, who formerly held about three hundred acres of the said Point aux Pins under a License from the Crown, and that he the said John Craford departed this life about four years ago, having quitted and abandoned the said three hundred acres many years before his death, and gone to live in the Township of Raleigh, in Kent, where he died. And deponents lastly say, that nobody occupies any part of the said lands so leased to the said John Prince, except the said John Prince and deponent, David W. Barnum.

Sworn at Chatham, in Kent, this  
4th day of February, 1852,  
before me,

(Signed)

D. W. BARNUM,  
THOMAS CRAFTORD.

(Signed) GEO. DUCK,  
J.P., County of Kent.

*Extract from a Report of a Committee of the Honorable the Executive Council, on Land Applications, dated 2nd July, 1852, approved by His Excellency the Governor General in Council on the same day.*

On the Report of the Commissioner of Crown Lands, embodying the remarks of Colonel Prince on the proposed new Lease of the Rondeau point.

The Committee have considered Colonel Prince's suggestions, and they recommend that the Lease be granted as prayed for, for a period of thirty-five years from the 1st January next, determinable upon two years notice at the expiration of any seven years of the term, and the Lessee being compensated for his expenditure and improvements according to the Crown Lands memorandum. The Committee further recommend that the prohibition against felling timber be so far modified, as to allow the Lessee to cut such timber as may be necessary for carrying on his business, and for fuel. The other suggestions of Colonel Prince appear to be of little importance, and may be made the subject of Departmental arrangement.

Certified.

(Signed)

W. A. HIMSWORTH.

To the Honorable The Commissioner of Crown Lands,  
&c. &c. &c.

*Copy of Lease to John Prince, Esquire.*

ELGIN AND KINCARDINE.

PROVINCE OF CANADA.

|  |  |
|--|--|
| Lease to John Prince, Esq., for }<br>3600 acres in the Township of Har- }<br>wich, in the County of Kent. }<br>Recorded 10th Sept., 1852. }<br>THOS. AMIOT, <i>Dep. Registrar.</i> } | VICTORIA, by the Grace of God, of the United<br>Kingdom of Great Britain and Ireland, Queen,<br>Defender of the Faith :<br>To all to whom these Presents shall come ;<br>Greeting. |
|--|--|

WHEREAS our loving subject John Prince, of the Township of Sandwich, in the County of Essex, in that part of our Province of Canada called Upper Canada, Esquire, by his petition in that behalf, hath humbly represented unto us to grant, demise, lease and farm let unto him the said John Prince, his executors, administrators and assigns, two certain parts of a certain Tract or Parcel of Land situate and being in the Township of Harwich, in the County of Kent, in our said Province of Canada, lying between the waters of the Rondeau and Lake Erie, and known as Point aux Pins, as hereinafter more particularly described, and for the purposes hereinafter detailed. And whereas our Governor General of our said Province, by and with the advice of our Executive Council of our said Province, hath judged it reasonable and advisable that we should grant, demise, lease and to farm let unto the said John Prince, his executors, administrators and assigns, the said two parts of the said Tract of Land as hereinafter more particularly described, and for the said purposes as hereinafter more particularly detailed.

Now know ye, that for and in consideration of the rent hereby reserved, and of the conditions hereinafter contained, and which on the part and behalf of the said John Prince, his executors, administrators and assigns, are to be paid, done, and performed, We have granted, demised, leased and to farm let, and by these presents do grant, demise, lease and to farm let unto the said John Prince, his executors, administrators and assigns, those two parts of a certain Tract or parcel of Land situate in the Township of Harwich, in the County of Kent aforesaid, lying between the Rondeau and Lake Erie, known as "Point aux Pins," and which

are abutted and bounded as follows, that is to say,—Firstly, commencing at the water's edge of Lake Erie at the distance of one hundred and seventeen chains, on a south-westerly course from the western limits of the allowance for Road between the Townships of Howard and Harwich: thence south-westerly and westerly following the said water's edge five miles and three-quarters, more or less, to within the distance of one hundred yards from the Light House or other buildings and premises thereunto attached; then north twenty degrees west to the water's edge of the Rondeau; then north-easterly following the water's edge of the Rondeau four miles and a quarter, more or less, to the point at which a line drawn north forty-five degrees west from the place of beginning strikes the said water's edge of the Rondeau, then south forty-five degrees east fifty chains, more or less, to the place of beginning. And secondly, commencing at the water's edge of Lake Erie, in the south-western limit of the allowance for Road between the Townships of Howard and Harwich, then south westerly following the said water's edge one hundred and seventeen chains, then north forty-five degrees west fifty chains, more or less, to the water's edge of the Rondeau, then north-easterly along the same to the eastern extremity of the said Rondeau, then in a straight line to the place of beginning. The said two parts of the said Tract or parcel of Land containing together, by admeasurement, three thousand six hundred acres, be the same more or less, to have and to hold the said parts of the said Tract or parcel of Land hereby demised and granted unto the said John Prince, his executors, administrators and assigns, for the purposes of a Fishery and Farm, for and during the term of thirty-five years from the first day of January now next ensuing, at the yearly rent following, that is to say, the rent of five shillings of lawful current money of our said Province for each of the first and second years of the said term; and the same rent yearly and every year afterwards until our Commissioner of Crown Lands of and for our said Province shall fix a certain additional rent according to the just and equitable yearly value of the said premises, to the said John Prince, his executors, administrators and assigns, to be agreed upon by and between the said John Prince, his executors, administrators or assigns and our said Commissioner of Crown Lands; and in case the said parties shall not agree on the amount of rent so to be fixed, then the said additional rents shall be fixed by arbitrators, to be named, one by our said Commissioner of Crown Lands for the time being, another by the said John Prince, his executors, administrators or assigns, and the third by the two first-named arbitrators, and the decision of the said arbitrators, or any two of them, shall be final as to the amount of the said rent, and the said rent shall by the said John Prince, his executors, administrators and assigns, be paid to our said Commissioner of Crown Lands for the time being, on or within twenty-one days after the first day of January in each and every year during the continuance of the term hereby granted. And we do hereby give and grant unto the said John Prince, his executors, administrators and assigns, full permission and authority during the continuance of the Lease hereby granted, to use the waters of the said Rondeau for the purpose of watering cattle and other farm stock, and for other lawful purposes; and to shoot and fish in the said Rondeau at the will and pleasure of the said John Prince, his executors, administrators or assigns. Provided always, that in so using the said waters of the Rondeau, he or they do not nor shall in any way interfere with or interrupt the free use of the said waters of the said Rondeau by Her Majesty's subjects for the navigation thereof and other lawful purposes. And provided further, that our said grantee, his executors, administrators and assigns, do and shall at all times during the continuance of the said Lease, allow free access both to the shores of Lake Erie and the Rondeau for all vessels, boats and persons, for all lawful purposes, save and except for fishing with seines, hooks or nets therein. And we do hereby further give and grant unto the said John Prince, his executors, ad-

ministrators and assigns, full permission and authority, during the continuance of the time hereby granted, to fell, cut down and use such number of trees on either of the said parts of the said tract or parcel of Land hereby demised and granted, as may be necessary for fuel, fencing and the construction of buildings requisite for carrying on the operations for which their present Lease is granted: Provided always, and these our Letters Patent are granted upon the express conditions, that if the said John Prince, his executors, administrators or assigns, during the continuance of the said Lease, discontinue during a period of two years at any one time to carry out the two principal objects for which this present Lease is granted, that is to say, fishing and grazing, then and in that case these our Letters Patent, and everything herein contained, shall cease and be absolutely void, and the said parts of the said tract or parcel of land hereby granted and demised unto the said John Prince, his executors, administrators and assigns, shall revert to us, our heirs and successors, and become the absolute property of us or them, as if these presents had never been made, anything herein contained to the contrary in anywise notwithstanding: Provided further, and these our Letters Patent are granted upon the further expressed condition, that the Lease hereby granted may be terminated by us, our heirs and successors, at the end of the first seven, fourteen, twenty-one, or twenty-eight years of the said term, by a notice in writing to be given to the said John Prince, his executors, administrators or assigns, at least two years before the expiration of each of the said periods, the said notice for and on behalf of us, our heirs and successors, to be given by our said Commissioner of Crown Lands for the time being; and in case the said notice to terminate the said Lease within any one of the said periods, shall be so given for and on behalf of us, our heirs and successors, by our Commissioner of Crown Lands aforesaid, then and in such case, our said Lessee, his executors, administrators and assigns, shall be entitled to receive from us, our heirs or successors, the fair value of the improvements by him or them made to and on the said Lands hereby demised and granted: Provided always, that he or they shall, previously to making such improvements, have obtained the consent in writing of our said Commissioner of Crown Lands so to do, the said value to be estimated and established by the award of arbitrators to be chosen in the same manner as the arbitrators hereinbefore mentioned, whose decision, or that of any two of them, in the matter, shall be final: Provided further, and these our Letters Patent are granted upon the further express condition, that our said Lessee, his executors or administrators, shall not make over or assign the said Letters Patent, the Lands hereby demised and granted nor any part thereof, nor any right or privilege by these our Letters Patent granted, without the express permission in writing of our said Commissioner of Crown Lands for the time being, previously obtained. And we do hereby give and grant unto the said John Prince, his executors, administrators and assigns, full permission to terminate on his or their part the Lease hereby granted, at the end of any one of the aforesaid periods, by giving notice in writing to our Commissioner of Crown Lands for the time being, at least two years before the expiration of such period: Provided always, that in such case the said John Prince, his executors, administrators and assigns, shall not be entitled to nor receive any indemnity or compensation for the improvements by him or them then made to and on the said Lands hereby demised and granted: Provided always, further, and these our Letters Patent are granted upon the further express condition, that if the said John Prince, his executors, administrators or assigns, shall not annually, during the continuance of this Lease, on the first day of January, or within twenty-one days thereafter, pay to our Commissioner of Crown Lands the aforesaid rent, the sum having been first demanded by a notice in writing signed by or on behalf of our Commissioner of Crown Lands, for the time being, to be served by putting the same into the Post Office, at the place where the Office of our Commissioner of Crown Lands may for the time being be situated, addressed to the said John Prince, his executors, administrators or assigns, at his or their usual plac



abode, or shall not at all times hereafter during the continuance of the Lease hereby granted, observe, perform, fulfil and keep the several conditions hereinbefore expressed and contained, then, and in any such case, these our Letters Patent, the grant and demise hereby made, and every matter and thing herein contained, shall be and become null and void, and the said parts of the said tract or parcel of Land, and the said Fishery, shall revert to and become vested in us, our heirs and successors, in like manner as if these our Letters Patent had never been granted as aforesaid.

Given under the Great Seal of our Province of Canada: Witness our right trusty and right well-beloved cousin James, Earl of Elgin and Kincardine, Knight of the Most Ancient and Most Noble Order of the Thistle, Governor General of British North America, and Captain General and Governor-in-Chief in and over our Provinces of Canada, Nova Scotia, New Brunswick, and the Island of Prince Edward, and Vice Admiral of the same, &c., &c., &c.

At Quebec, this sixth day of September, in the year of Our Lord one thousand eight hundred and fifty-two, and in the sixteenth year of Our Reign.

JOHN ROLPH,  
Commissioner of Crown Lands.

By Command of His Excellency, In Council.

A. N. MORIN,  
Secretary.

No. 1685 Lease.

H. J. J.

PROVINCIAL REGISTRAR'S OFFICE,  
QUEBEC, 19th September, 1854.

I hereby certify, that the foregoing is a true and correct copy of the Record of the original Letters Patent or Lease, as entered upon the Records of this Office, in Lib. AG. folio 389.

PIERRE J. O. CHAUVEAU,  
Registrar.

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Q U E B E C ;  
PRINTED BY LOVELL & LAMOUREUX,  
1854.

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# COUNTY REGISTRARS, UPPER CANADA.

## RETURNS

From REGISTRARS of the following COUNTIES in UPPER CANADA, received in pursuance of the Order of this House, of the 14th September, 1854.

No. 1.—BRANT.  
 No. 2.—DUNDAS.  
 No. 3.—ELGIN.  
 No. 4.—ESSEX.  
 No. 5.—FRONTENAC.  
 No. 6.—GLENGARRY.  
 No. 7.—GRENVILLE.  
 No. 8.—HALDIMAND.  
 No. 9.—HASTINGS.  
 No. 10.—HURON AND BRUCE.  
 No. 11.— Ditto.  
 No. 12.—KENT.  
 No. 13.—LAMBTON.  
 No. 14.—LANARK.  
 No. 15.—LEEDS.  
 No. 16.—LENNOX AND AD-  
 DINGTON.

No. 17.—LINCOLN.  
 No. 18.—MIDDLESEX.  
 No. 19.—NORFOLK.  
 No. 20.—NORTHUMBERLAND.  
 No. 21.—ONTARIO.  
 No. 22.—PEEL.  
 No. 23.—PETERBOROUGH AND  
 VICTORIA.  
 No. 24.— Ditto.  
 No. 25.—PRESCOTT.  
 No. 26.—PRINCE EDWARD.  
 No. 27.—RUSSELL.  
 No. 28.—SIMCOE.  
 No. 29.—WATERLOO.  
 No. 30.—WELLAND.  
 No. 31.—WELLINGTON.  
 No. 32.—YORK.

## No. 1.

REGISTRY OFFICE, BRANTFORD, C. W.,

October 2nd., 1854.

Sir,—I am in receipt of your circular of the 14th September, and note its contents.

I am not aware that my Office is one requiring "periodical Statements to the House," nor do I know the nature of the "statement" required; but supposing it to be the amount of fees of my Office for the last year, I send it below; and should not this prove correct, you will please advise me, and I shall be most happy to give any additional information in my power.

The amount of fees from all sources for the year 1853 was £458, this year being the first year in which a Registry Office was opened in the County, it occasioned an unusual quantity of instruments to come in during the first two or three months. The number of instruments recorded within a few of 1000. Think the value of the property thus recorded will average £200 or £250 each: total, £200,000 or £250,000. Myself and Deputy constantly employed from 9 A. M. to 5 A. M., during which time the Office is kept open. Since 1853 the fees of the Office have been much reduced.

I have the honor to be, Sir,  
Your most Obedient Servant,

T. S. SHENSTON.

W. B. LINDSAY, Esquire,  
Clerk, House of Assembly,  
Quebec City, Canada East.

## No. 2.

RETURN of DEEDS and other DOCUMENTS registered in the REGISTER OFFICE for the COUNTY of DUNDAS, showing the FEES paid thereon; also, the Amount received for Searches, from the first day of January to the twenty-first day of September, 1854, inclusive.

| TOWNSHIP OF WILLIAMSBURGH. |       | £  | s. | d. |
|----------------------------|-------|----|----|----|
| 65 Memorials, at 8s. 9d.   | ..... | 28 | 8  | 9  |
| 11 do, at 6s. 3d.          | ..... | 8  | 8  | 9  |
| 10 do, at 2s. 6d.          | ..... | 1  | 5  | 0  |
| 1 do, at 12s. 6d.          | ..... | 0  | 12 | 6  |
| Searches                   | ..... | 0  | 18 | 9  |
| TOWNSHIP OF MATILDA.       |       | £  | s. | d. |
| 31 Memorials, at 8s. 9d.   | ..... | 18 | 11 | 3  |
| 11 do, at 6s. 3d.          | ..... | 8  | 8  | 9  |
| 4 do, at 2s. 6d.           | ..... | 0  | 10 | 0  |
| Searches                   | ..... | 0  | 12 | 6  |
| Carried forward            |       | £  | 52 | 11 |
|                            |       |    |    | 3  |

## No. 2.—(Continued.)

|   | £  | s. | d.  |
|---|----|----|-----|
| <i>Brought forward</i> .....                              | 52 | 11 | 3   |
| TOWNSHIP OF MOUNTAIN.                                     |    |    |     |
| 20 Memorials. at 8s. 9d. ....                             | 8  | 15 | 0   |
| 13 do, at 6s. 3d. ....                                    | 4  | 1  | 3   |
| 1 do, at 2s. 6d. ....                                     | 0  | 2  | 6   |
| Searches .....  | 0  | 11 | 3   |
| TOWNSHIP OF WINCHESTER.                                   |    |    |     |
| 17 Memorials, at 8s. 9d. ....                             | 7  | 8  | 9   |
| 6 do, at 6s. 3d. ....                                     | 1  | 17 | 6   |
| 5 do, at 2s. 6d. ....                                     | 0  | 12 | 6   |
| 1 do .....  | 0  | 12 | 6   |
| Searches .....  | 0  | 16 | 3   |
| 5 Certificates of Judgment registered in the County ..... | 0  | 12 | 6   |
|   | £  | 78 | 1 3 |

ALEXANDER McDONELL,  
*Registrar.*

## No. 3.

STATEMENT for the HOUSE OF ASSEMBLY, as ordered 15th instant, and made in accordance with 16th Vic. cap. 187, section 9th, "An Act "to amend the Registry Laws of Upper Canada," from 1st January to 30th September, 1854.

|  | £   | s.  | d.  |
|--|-----|-----|-----|
| Sums received for Registering Memorials .....  | 304 | 14  | 3   |
| do for Certificates and other Documents .....  | 51  | 19  | 9   |
| do for Searches .....  | 16  | 4   | 3   |
| Total Receipts .....   | £   | 373 | 8 3 |
| LESS—Disbursements, viz:—  |     |     |     |
| Paid for services of Clerk .....   | £75 | 0   | 0   |
| Incidental Expenses, Firewood, Stationery, Rent of Office, (6 months, from 1st January to 30th June) ..... | 80  | 0   | 0   |
| Nett Receipts .....  | £   | 268 | 8 3 |

Certified.

J. McKAY,  
*Registrar, Elgin.*

REGISTER OFFICE, COUNTY OF ELGIN,  
St. Thomas, 30th September, 1854.

## No. 4.

RETURN of the EMOLUMENTS of the OFFICE of REGISTRAR of the COUNTY of ESSEX, for the year A.D., 1854, agreeable to the 9th section of the Registry Act.

|                                  | £   | s.    | d.  | £  | s. | d. |
|----------------------------------|-----|-------|-----|----|----|----|
| Number of Deeds registered ..... | 498 | 185   | 19  | 0  |    |    |
| do of Mortgages .....            | 128 | 47    | 7   | 2  |    |    |
| Satisfaction Pieces .....        | 8   | 1     | 0   | 0  |    |    |
| Discharge of Mortgages .....     | 30  | 5     | 7   | 6  |    |    |
| Judgments .....                  | 30  | 3     | 15  | 0  |    |    |
| Bonds .....                      | 1   | 0     | 11  | 3  |    |    |
| Wills .....                      | 7   | 3     | 12  | 6  |    |    |
| Bars of Dower .....              | 1   | 0     | 8   | 9  |    |    |
| Power of Attorneys .....         | —   | 0     | 8   | 9  |    |    |
| Searches and Extracts .....      | 1   | 32    | 11  | 7½ |    |    |
|                                  | 699 | £ 281 | 11  | 8  |    |    |
| Paid for Clerk Hire, &c .....    |     | 43    | 17  | 6  |    |    |
| Nett .....                       |     | £     | 287 | 14 | 2  |    |

SANDWICH, 10th February, 1855.

JAMES ASKIN, Registrar,  
County Essex.

## No. 5.

RETURN of FEES and EMOLUMENTS received by JAMES DURAND, REGISTRAR for the COUNTY of FRONTENAC, from the 1st January, A.D., 1854, up to the 1st of September, 1854, 8 months, agreeable to the amended Registry Law of 1853, viz:—

|  | £   | s. | d. | £   | s. | d. |
|--|-----|----|----|-----|----|----|
| 513 Conveyances and other Documents, consisting of Deeds, Mortgages, Wills, Assignments of Mortgages, Leases, Powers of Attorney, &c., at 6s. 3d. each ..... | 160 | 6  | 3  |     |    |    |
| 50 Certificates of Affidavits of the Execution of some of the above Documents, at 2s. 6d. each .....   | 6   | 5  | 0  |     |    |    |
| 42 Releases of Mortgages, at 2s. 6d. ....  | 5   | 5  | 0  |     |    |    |
| 23 Judgments and Satisfactions, at 2s. 6d. ....  | 2   | 17 | 6  |     |    |    |
| 346 Single Searches and Extracts, at 1s. 3d. ....  | 21  | 12 | 6  |     |    |    |
| 20 General Searches into Titles, at 10s. ....  | 10  | 0  | 0  |     |    |    |
| Searches and Extracts for the Grand Trunk Railroad Company .....   | 7   | 10 | 0  |     |    |    |
| Extra Fees on Conveyances, including Ministers' Certificates, and copies of Documents to the amount of £3 11s. 8d. ....                                      | 3   | 11 | 8  |     |    |    |
|  |     |    |    | 217 | 7  | 11 |
| Carried forward .....  |     |    | £  | 217 | 7  | 11 |

## No. 5.—(Continued.)

|  | £  | s. | d. | £   | s. | d. |
|--|----|----|----|-----|----|----|
| <i>Brought forward</i> .....                                   |    |    |    | 217 | 7  | 11 |
| <b>DISBURSEMENTS.</b>  |    |    |    |     |    |    |
| Paid Clerk or Deputy for 8 months, at 40s per month, £40 ..... | 40 | 0  | 0  |     |    |    |
| Wood and Stationery .....                                      | 5  | 0  | 0  | 45  | 0  | 0  |
| Proceeds of 8 months, Provincial Currency. ....                |    |    | £  | 172 | 7  | 11 |

JAMES DURAND,

KINGSTON 1st September, 1854.

*Registrar.*

## No. 6.

The following is a statement of the FEES and EMOLUMENTS received by me by virtue of my Office as REGISTRAR of the COUNTY of GLENGARRY from the 1st day of January, 1854, to the 25th day of September, 1854.

|   | £  | s. | d. | £  | s. | d. |
|---|----|----|----|----|----|----|
| Registering 51 Memorials, at 6s. 3d. ....       | 15 | 18 | 9  |    |    |    |
| do 10 do, at 10s. 0d. ....                      | 5  | 0  | 0  |    |    |    |
| do 78 do, at 8s. 9d. ....                       | 34 | 2  | 6  |    |    |    |
| do 2 do, at 22s. 6d. ....                       | 2  | 5  | 0  |    |    |    |
| do 2 do, at 12s. 3d. ....                       | 1  | 4  | 6  |    |    |    |
| do 1 do, at 9s. 3d. ....                        | 0  | 9  | 3  |    |    |    |
| do 5 do, at 7s. 6d. ....                        | 1  | 17 | 6  |    |    |    |
| do 10 Wills, at 8s. 9d. ....                    | 4  | 7  | 6  | 60 | 17 | 6  |
| do 2 do, at 6s. 3d. ....                        | 0  | 12 | 6  |    |    |    |
| do 1 do, at 12s. 6d. ....                       | 0  | 12 | 6  |    |    |    |
| do 2 do, at 10s. 0d. ....                       | 1  | 0  | 0  |    |    |    |
| do 1 Bar of Dower, at 5s. ....                  | 0  | 5  | 0  |    |    |    |
| do 1 Certificate of Induction .....             | 0  | 5  | 0  |    |    |    |
| do 7 Certificates of Judgments, at 2s. 6d. .... | 0  | 17 | 6  |    |    |    |
| do 5 Relinquishments, at 2s. 6d. ....           | 0  | 12 | 6  |    |    |    |
| do 1 Certificate of Marriage .....              | 0  | 2  | 6  |    |    |    |
| Copies of 2 Deeds, at 8s. 9d. ....              | 0  | 17 | 6  | 1  | 12 | 6  |
| do 2 Wills, at 7s. 6d. ....                     | 0  | 15 | 0  |    |    |    |
| do 1 Will, at 10s. 0d. ....                     | 0  | 10 | 0  |    |    |    |
| do 1 do, at 12s. 6d. ....                       | 0  | 12 | 6  |    |    |    |
| do 1 do, at 6s. 3d. ....                        | 0  | 6  | 3  |    |    |    |
| do 1 do, at 8s. 9d. ....                        | 0  | 8  | 9  |    |    |    |
| do 2 Mortgages, each 7s. 6d. and 8s. 9d. ....   | 0  | 16 | 3  |    |    |    |
| do 71 Searches and Extracts, &c. ....           | 7  | 9  | 3  |    |    |    |
|   |    |    | £  | 11 | 15 | 6  |
|   |    |    |    | 81 | 8  | 0  |

DONALD MACGILLIS, *Deputy Registrar,*  
County of Glengarry.

No. 7.

RETURN of the FEES of the REGISTRAR of the COUNTY of GRENVILLE, for the half-year, between the 1st day of January and the 30th day of June, 1854, both days inclusive.

|   | £     | s. | d. |
|---|-------|----|----|
| For drawing 31 Affidavits of Execution of Instruments and Memorials, including Swearing and all Certificates thereof, at 2s. 6d.....            | 3     | 17 | 6  |
| For recording 275 Deeds, Conveyances, Wills, Powers of Attorney, or Agreement, including all necessary Entries and Certificates, at 6s. 3d..... | 85    | 18 | 9  |
| For Registering 2 Certificates of Judgment, at 2s. 6d.....  | 0     | 5  | 0  |
| For entering 38 Certificates of Payment of Mortgage Money, including all Entries and Certificates thereof, at 2s. 6d.....                       | 4     | 15 | 0  |
| For drawing 1 Affidavit of the Execution of a Certificate of Mortgage, money paid, including the Swearing of the Witnesses.....                 | 0     | 2  | 6  |
| For 131 Searches into Records, relating to the Titles to Lots, or parcels of land, at 1s. 3d.....   | 8     | 3  | 9  |
| For Extracts furnished by me, including Certificates.....   | 3     | 3  | 0  |
| For Registering 4 Sheriffs' Deeds of land sold, to pay Assessments, at 2s. 6d....   | 0     | 10 | 0  |
| For Registering 5 Deeds to the Brockville and Ottawa Railway Co., at 2s. 6d....   | 0     | 12 | 6  |
| Total .....   | £ 107 | 8  | 0  |

JOHN PATTON, Registrar,  
County of Grenville.

PRESCOTT, October 20, 1854.

No. 8.

RETURN of all FEES and EMOLUMENTS received by the REGISTRAR of the COUNTY of HALDIMAND, from the 14th June, A.D., 1853, to the 14th day of June, A.D., 1854, inclusive, as required by the Act 16th Vic. cap. 187.

| PERIOD.   | Fees for Memorials. |    |    | Fees for Certificates, &c. |    |    | Fees for Searches. |    |    | Total Fees. |    |    |
|---|---------------------|----|----|----------------------------|----|----|--------------------|----|----|-------------|----|----|
|   | £                   | s. | d. | £                          | s. | d. | £                  | s. | d. | £           | s. | d. |
| From the 14th day of June, 1853, to the 31st December, 1853, per old Tariff.....                      | 181                 | 19 | 4  | 5                          | 15 | 9  | 23                 | 1  | 6  | 210         | 16 | 7  |
| From the 1st day of January, 1854, to the 14th day of June, 1854, per 16 Vic. cap. 187, section 8.... | 117                 | 0  | 3  | 4                          | 16 | 3  | 7                  | 19 | 7  | 129         | 16 | 1  |
| £   | 298                 | 19 | 7  | 10                         | 12 | 0  | 31                 | 1  | 1  | 340         | 12 | 8  |

E. E.

AGNEW P. FARRELL,

REGISTER OFFICE,  
Cayuga, 25th September, 1854.

Registrar.



## No. 9.

RETURN of FEES and EMOLUMENTS received by the REGISTRAR of the COUNTY of HASTINGS, from the 15th day of May, A.D., 1854, to the 31st day of December, A.D., 1854; rendered in detail, pursuant to the Statute 16 Vic. cap. 187, section 9.

| Description of Documents, &c.       | No. | Fees. |    |    | Amount. |    |    |
|-------------------------------------|-----|-------|----|----|---------|----|----|
|                                     |     | £     | s. | d. | £       | s. | d. |
| Registration of Deeds .....         | 420 | 0     | 6  | 3  | 181     | 5  | 0  |
| do of Mortgages .....               | 100 | 0     | 6  | 3  | 31      | 5  | 0  |
| Certificates of Judgment .....      | 171 | 0     | 2  | 6  | 21      | 7  | 6  |
| Releases of Judgment .....          | 17  | 0     | 2  | 6  | 2       | 2  | 6  |
| do of Mortgages .....               | 35  | 0     | 2  | 6  | 4       | 7  | 6  |
| Drawing and taking Affidavits ..... | 40  | 0     | 2  | 6  | 5       | 0  | 0  |
| Searches .....                      | 588 | 0     | 1  | 3  | 36      | 15 | 0  |
| Extra Folios .....                  | 167 | 0     | 0  | 8  | 5       | 11 | 4  |
|                                     |     |       |    | £  | 287     | 13 | 10 |

## No. 10.

STATEMENT of all FEES and EMOLUMENTS received by JOHN GALT, as REGISTRAR for the UNITED COUNTIES of HURON and BRUCE, during the year 1853, furnished in terms of the Statute 16 Vic. cap. 187.

|                                      |     | £   | s.  | d.  |
|--------------------------------------|-----|-----|-----|-----|
| Number of Memorials recorded .....   | 589 | 289 | 8   | 7   |
| do of Certificates do .....          | 47  | 11  | 18  | 9   |
| do of Searches made .....            | 224 | 79  | 0   | 6   |
| do of other Documents recorded ..... | 4   | 2   | 1   | 8   |
|                                      |     | £   | 382 | 9 1 |

I certify the above to be a correct Statement.

JOHN GALT, Registrar,  
Counties of Huron and Bruce.

GODERICH, 28th January, 1854.

## No. 11.

RETURN from the REGISTRAR of the UNITED COUNTIES of HURON and BRUCE, of the FEES and EMOLUMENTS of his OFFICE, from 1st January to 1st October, 1854, made in pursuance of Order received from the Legislative Assembly, of date 14th September, 1854.

|                                   | £   | s. | d. | £   | s. | d. |
|-----------------------------------|-----|----|----|-----|----|----|
| Fees derived from Memorials ..... | 331 | 10 | 3  |     |    |    |
| do from Searches .....            | 20  | 7  | 9  |     |    |    |
| do from Judgments .....           | 1   | 7  | 6  |     |    |    |
| Release of Mortgages .....        | 7   | 7  | 6  |     |    |    |
| Satisfactions of Judgments .....  | 0   | 5  | 0  |     |    |    |
| Total .....                       |     |    | £  | 360 | 18 | 0  |

JOHN GALT, *Registrar,*  
*United Counties of Huron and Bruce.*

GODERICH, 16th October, 1854.

## No. 12.

REPORT of ALEXANDER KNAPP, REGISTRAR of the COUNTY of KENT, of Fees received by him as such Registrar, agreeably to the Order of the Legislative Assembly, dated 14th of September, 1854.

I Report that I assumed the duties of Registrar for the said County, on the thirtieth day of May last. That I have since that period, up to the thirtieth day of September, instant, received the following amount of Fees, viz.:—For Recording Memorials, the sum of One hundred and twenty-three pounds one shilling and three-pence, for recording Certificates of Judgments, and Discharges of Mortgages, the sum of Nine pounds three shillings and eight-pence; and for making Searches, the sum of Twenty-one pounds thirteen shillings and six-pence, making in all the sum of One hundred and fifty-three pounds eighteen shillings and seven-pence—all of which is respectfully submitted.

Dated this 30th day of September, A.D., 1854.

ALEXANDER KNAPP, *Registrar,*  
*County of Kent.*

GEORGE WILLIAMS,  
*Deputy Registrar.*

## No. 13.

RETURN showing the EMOLUMENTS of the REGISTRAR of the COUNTY of LAMBTON, from 1st January, 1854, to 23rd September, 1854, inclusive, and the date of his appointment to Office.

|  | £     | s. | d. |
|--|-------|----|----|
| Fees for Registration of Memorials .....   | 289   | 6  | 0  |
| do Certificates, and other Documents ..... | 11    | 6  | 8  |
| do Searches .....                          | 14    | 17 | 6  |
| Total Emoluments .....                     | £ 315 | 10 | 0  |

Date of Appointment to Office, 8rd October, 1853.

H. GLASS, *Registrar.*

REGISTRY OFFICE, COUNTY of LAMBTON,  
Port Sarnia, 23rd September, 1854.

## No. 14.

RETURN of DEEDS and other DOCUMENTS registered, and FEES received by the REGISTRAR of the COUNTY of LANARK, for the year 1854, made in pursuance of the Provincial Statute, 16th Vic. cap. 187.

|   | £   | s. | d. |
|---|-----|----|----|
| 443 Deeds Registered, (including drawing, Affidavits, &c., when done) ..... | 178 | 15 | 0  |
| 133 Mortgages do, do, do, do .....  | 54  | 13 | 9  |
| 27 Wills do, do, do, do .....   | 15  | 2  | 9  |
| 2 Powers of Attorney, &c., do, do, do .....                                 | 0   | 18 | 0  |
| 55 Discharges of Mortgage, do, do, do .....                                 | 9   | 2  | 6  |
| 53 Railway Deeds .....  | 6   | 12 | 6  |
| 1 Sheriff's Deed .....  | 0   | 8  | 6  |
| 20 Certificates of Judgment .....   | 2   | 10 | 0  |
| 2 Satisfaction pieces .....   | 0   | 5  | 0  |
| 1 Instrument of Incorporation of Plank Road Company .....                   | 0   | 2  | 6  |
| 1 Plan of Village fyled .....   | 0   | 2  | 6  |
| Searches, Extracts, and Certificates .....                                  | 8   | 1  | 8  |
| do, do, do, for Railway Company .....                                       | 18  | 12 | 5  |
| £   | 290 | 1  | 8  |

JAMES BELL, *Registrar,*  
*County of Lanark.*

REGISTRY OFFICE,  
Perth, 15th February, 1855.

## No. 15.

A RETURN of the FEES and EMOLUMENTS of the OFFICE of REGISTRAR for the COUNTY of LEEDS, for the year ending the 31st December, 1854.

|   | £     | s. | d. |
|---|-------|----|----|
| For Registering Memorials .....           | 194   | 7  | 6  |
| do Certificates and other Documents ..... | 14    | 15 | 0  |
| For Searches .....                        | 10    | 3  | 6  |
|   | £ 219 | 6  | 8  |

The amount of Fees for a number of Searches made for a Railway Company, not having been received, is not included, but will be in next Return.

DAVID JONES, *Register,*  
*County of Leeds.*

REGISTRY OFFICE,  
Brockville, 31st December, 1854.

No. 16.

RETURN OF OFFICES, EMOLUMENTS, &c., for the year 1853.

| Name of Officer. | Designation of Office, (or of Offices, where more than one is held.)                           | Date of Appointment to each Office. | By whom Appointed.   | Annual Salary attached to each Office, in Currency |       | Gross Amount of Fees received where such are Allowed. |       | Allowances for Clerks, Rent, Stationery, &c. |       | Deductions paid by you. |       | Nett Income for the year 1853. |     | If the Office be held by a Military or Naval Officer, whether upon full or half Military or Naval Pay the total amount of Pay and allowances of every kind actually received by him in addition to the profits of his Office. | Whether duties are performed by Chief or Deputy. | Period during which the Officer has been absent from the Colony during the year 1853. | Date of first Appointment under the Colonial Government, and what Office. |
|------------------|--|-------------------------------------|--|--|-------|---|-------|--|-------|-------------------------|-------|--------------------------------|-----|---|--|---|---|
|                  |  |                                     |  | £  | s. d. | £   | s. d. | £  | s. d. | £                       | s. d. |                                |     |   |  |   |   |
| Isaac Fraser.    | Registrar of the Counties of Lennox and Addington.   | December 1846                       | Earl Cathcart, Governor General.                           | no   | n e.  | 242   | 0 0   | no   | n e.  | 30                      | 0 0   | 212                            | 0 0 | { No other Office of profit, except as herein stated.   | By Principal, occasionally by Deputy.            | Has not been absent during 1853.  | December 29, 1846.  |
| Isaac Fraser.    | Registrar of the Surrogate Courts, of the United Counties of Frontenac, Lennox, and Addington. | September 1828                      | Sir Peregrine Maitland, Lieutenant Governor, Upper Canada. | no   | n e.  | 52  | 0 0   | no   | n e.  | 6                       | 0 0   | 46                             | 0 0 | { No other Office of profit, except as above stated.  | By Principal.                                    | Has not been absent during 1853.  | September 8th, 1828.  |

No. 16.—(Continued.)

REMARKS.

N. B.—The Names, Appointments, Salaries, &c., of all Deputies, Clerks, &c., attached to any Office, are to be given.—*Deputy*, CHARLES FRASER.

Insert the amount of Security, if any is required, with the names of the Sureties.—MICHAEL ASSELSTINE and CHARLES FRASER, Esquires, in £1000 Currency.

All Officers are requested to be very particular in filling up the last column of this Return.

I hereby declare that the above Return is just and true, to the best of my knowledge and belief.

ISAAC FRASER.

No. 17.

RETURN from the REGISTRAR of the COUNTY of LINCOLN, required by Statute 16 Vic. cap. 187, section 9, from the 1st January to the 31st August, 1854.

|                | Deeds, Mortgages, &c. |    |    | Discharges of Mortgages, &c. |    |    | Searches. |       |       | Judgments. |    |    |
|----------------|-----------------------|----|----|------------------------------|----|----|-----------|-------|-------|------------|----|----|
|                | £                     | s. | d. | £                            | s. | d. | £         | s.    | d.    | £          | s. | d. |
| January .....  | 28                    | 19 | 3  | 1                            | 2  | 6  | 2         | 2     | 0     | 0          | 7  | 6  |
| February ..... | 19                    | 15 | 6  | 1                            | 12 | 6  | 2         | 3     | 9     | 0          | 2  | 6  |
| March .....    | 28                    | 17 | 7  | 0                            | 15 | 0  | 1         | 1     | 3     | 0          | 15 | 0  |
| April .....    | 26                    | 12 | 2  | 0                            | 5  | 0  | 0         | 11    | 3     |            |    |    |
| May .....      | 22                    | 6  | 6  | 0                            | 7  | 6  | 1         | 7     | 6     |            |    |    |
| June .....     | 23                    | 14 | 6  | 0                            | 15 | 0  | 0         | 5     | 3     | 0          | 5  | 0  |
| July .....     | 19                    | 17 | 11 | 0                            | 12 | 6  | .....     | ..... | ..... | 0          | 2  | 6  |
| August .....   | 11                    | 18 | 7  | 0                            | 2  | 6  | 0         | 13    | 9     | 0          | 5  | 0  |
| £              | 182                   | 2  | 0  | 5                            | 12 | 6  | 8         | 4     | 9     | 1          | 17 | 6  |

RECAPITULATION.

|                               |   |     |      |
|-------------------------------|---|-----|------|
| Deeds and Mortgages .....     | £ | s.  | d.   |
| Discharges of Mortgages ..... | 5 | 12  | 6    |
| Searches .....                | 8 | 4   | 9    |
| Judgments .....               | 1 | 17  | 6    |
| Total Fees .....              | £ | 197 | 16 9 |

Certified.

JOHN POWELL,  
*Registrar, Lincoln.*

REGISTRY OFFICE,  
County of Lincoln, September 20, 1854.

## No. 18.

A RETURN of the FEES and EMOLUMENTS of the REGISTER OFFICE for the COUNTY of MIDDLESEX, from the 1st day of January to the 30th day of September, 1854, inclusive, made according to the terms of 16 Vic. cap. 187, section 9, and in pursuance of a letter from the Clerk of the Honorable the Legislative Assembly, dated 14th September, 1854.

| —  | Memorials. |    |    | Certificates. |       |       | Searches. |       |       | Other Documents. |    |    |
|--|------------|----|----|---------------|-------|-------|-----------|-------|-------|------------------|----|----|
|  | £          | s. | d. | £             | s.    | d.    | £         | s.    | d.    | £                | s. | d. |
| From 1st January to 30th September, 1854, inclusive..... | 973        | 0  | 7  | 8             | 2     | 6     | 46        | 12    | 10    | 15               | 4  | 9  |
| Total.....   | .....      |    |    | .....         |       |       | .....£    |       |       | 1046             | 0  | 8  |
| Less—paid to William C. L. Gill, Deputy Registrar.       | 292        | 16 | 4  |               |       |       |           |       |       |                  |    |    |
| Less—paid to Henry Palmer, late Clerk.....               | 40         | 16 | 8  |               |       |       |           |       |       |                  |    |    |
| Less—paid to Richard Moore, Clerk.....                   | 82         | 16 | 8  |               |       |       |           |       |       |                  |    |    |
| Less—paid to F. O. Templeton, Clerk.....                 | 28         | 0  | 0  |               |       |       |           |       |       |                  |    |    |
| Less—paid to W. T. Bernard.....                          | 8          | 12 | 0  |               |       |       |           |       |       |                  |    |    |
| Less—Office Expenses.....                                | 9          | 7  | 9  | .....         | ..... | ..... | .....     | ..... | ..... | 471              | 9  | 0  |
| Total.....£  | 471        | 9  | 0  | Nett          | pro   | ce    | eds..     | ..... | £     | 574              | 11 | 8  |

H. BURWELL,  
Registrar.

REGISTRY OFFICE,  
LONDON, October 2nd, 1854.

No.  
RETURN OF OFFICES, EMOLU-

| Name of Officer.        | Designation of Office or Offices, where more than one is held. | Date of Appointment to each Office.                 | By whom Appointed.                        | Detailed Statement of all Fees and Emoluments received from each Office, in Currency.   | Deductions paid on account of Offices, in 1854.   | Nett Income for the year 1854. (No date.) |    |    |
|-------------------------|--|---|---|---|---|---|----|----|
|                         |  |   |   |   |   | £   | s. | d. |
| Francis Legh Walsh..... | Registrar of the County of Norfolk.                            | Last Appointment to said Office, February 16, 1848. | The Earl of Elgin, &c., Governor General. | Received for Registering Memorials, £240 6s. 3d.<br>Received for Registering Certificates and other Documents, £12 15s. 9½d.<br>Received for Searches £8 1s. 1½d.<br>Received for Registering judgments, and satisfactions of Judgments, £5.<br>Received, collected in 1854, being Fees due the Office in previous years, £30 14s. 5½d.<br>The above Items make a total of £296 17s. 5½d. | Paid for Assistance in said Office, during the year aforesaid, £148.<br><br>Paid on Account of additional Safes or Cases, procured for the Office during the same period, £3.<br><br>Total, £151. | 145                                       | 17 | 5½ |

Name of Deputy Registrar.—AQUILA WALSH, has been Deputy in said Office, 7 years. Allowance WILSON has been one month employed in said Office, within the present year. WALTER WALSH has Principal for performance of duties of the Office, One thousand pounds. Names of Sureties—PETER

I hereby declare that the above Return is just

REGISTRY OFFICE, COUNTY OF NORFOLK  
Simcoe, September 28th, 1854.

19.  
-MENTS, &c., for the year 1854.

| Whether the Principal be allowed a House for his personal residence, or what allowance, if any, for House Rent, or quarters, Stationery, or other purposes.  | If the Office be held by a Military or Naval Officer, whether upon full, half, or Military, or Naval pay. Total amount of Pay and Allowances of every kind, actually received by him, in addition to the profits of his Office. | Whether duties are performed by Chief or Deputy.       | Period during which the Officer has been absent from the Colony, during the year 1854.                                      | Whether the Principal enjoys any, and what other advantage and profit, not required to be stated in the preceding columns. | Date of first Appointment, under the Colonial Government, and to what Office. |
|--|---|--|---|--|---|
| Is not allowed a House for his personal residence, neither has he any allowance for House Rent, or quarters, Stationery, or other purpose, except being furnished by the County Municipality, with Blank Register Books, for use in said Office. |   | The Office is not held by a Military or Naval Officer. | The duties have been performed by the Registrar, requiring also the assistance of a Copying Clerk, during the present year. | Has not been absent from the Colony in 1854.   | None.....   |
| Fourth day of April, 1810, Registrar of the County of Norfolk, (aforesaid,) having been previously Clerk, and then Deputy in the same Office, for several years.   |   |  |   |  |   |

of Salary for the present year, has been at the rate of £15 per month. Names of Clerks—JOHN been eight months employed in the Office, within the present year. Amount of Security given by W. RAPELJE, and PETER E. YOUNG, Esquires.

and true, to the best of my knowledge and belief.

F. L. WALSH,  
Registrar.



## No. 20.

ANNUAL RETURN to the Legislature of the EMOLUMENTS of the  
REGISTRY OFFICE of the COUNTY of NORTHUMBERLAND.

| Amount of Fees on Registry of Deeds and Wills, between the first day of January, 1854, and first day of January, 1855. |    |    | Amount of Fees on the Registry of Judgments for the same period. |    |    | Amount of Fees on the Registry of Discharges of Judgments and Mortgages for the same period. |    |    | Amount of Fees for Searchers and Abstracts furnished during the same period. |      |      |     |    |   |
|--|----|----|--|----|----|--|----|----|--|------|------|-----|----|---|
| £  | s. | d. | £  | s. | d. | £  | s. | d. | £  | s.   | d.   |     |    |   |
| 339  | 1  | 3  | 11   | 12 | 6  | 10   | 12 | 6  | 43   | 8    | 9    |     |    |   |
|  |    |    |  |    |    |  |    |    | Total..  | .... | .. £ | 404 | 15 | 0 |

From the above amount the Salary of a Deputy, £60, and the expenses of Fuel and Stationery and Office Rent, £40, should be deducted to shew Nett Income.

(Signed,) G. S. BOULTON.

COBOURG, 31st January, 1855.

## No. 21.

RECEIPTS and DISBURSEMENTS, from 17th October, 1853, to 1st  
January, 1854.

|   | £   | s.  | d.   |
|---|-----|-----|------|
| Fees for Registering Memorials of Deeds, Mortgages, Wills, Judgments, &c. &c. | 146 | 11  | 3    |
| Searches and Certificates.....  | 7   | 8   | 1    |
|   | £   | 153 | 14 4 |
| LESS.   |     |     |      |
| Paid for Clerks.....  | £12 | 0   | 0    |
| Office Rent.....  | 7   | 10  | 0    |
| Stationery, Fuel, &c.....   | 5   | 0   | 0    |
|   |     | 24  | 10 0 |
| Total.....  | £   | 129 | 4 4  |

I certify the above to be correct, to the best of my knowledge and belief.

J. HAM. PERRY,  
*Registrar.*

REGISTRY OFFICE, COUNTY of ONTARIO,  
WHITBY, 20th September, 1854.

## No. 22.

RETURN of FEES received at the REGISTRY OFFICE for the COUNTY of PEEL, from 1st of January to 30th September, 1854.

|                               | £     | s. | d. |
|-------------------------------|-------|----|----|
| Deeds, Bargain and Sale ..... | 164   | 0  | 0  |
| Mortgages .....               | 52    | 10 | 0  |
| Discharges .....              | 7     | 5  | 0  |
| Judgments .....               | 1     | 12 | 6  |
| Affidavits .....              | 11    | 5  | 0  |
| Searches .....                | 7     | 10 | 0  |
| Wills .....                   | 3     | 0  | 0  |
| Total .....                   | £ 247 | 2  | 6  |

I certify that the above is a correct Return of Fees received at this Office from the 1st day of January to the 30th September, 1854, to the best of my knowledge and belief.

S. BREGA,  
Registrar, County of Peel.

REGISTRY OFFICE,  
Brompton, 30th September, 1854.

## No. 23.

A RETURN from the REGISTRY OFFICE of the UNITED COUNTIES of PETERBOROUGH and VICTORIA, of Fees paid on account of Memorials, Searches, Judgments, Discharges of Mortgage, Extracts, and Certificates, from the 1st day of January to the 30th day of September, 1854, inclusive.

| Number of Memorials. | Fees paid on Memorials. |    |    | Fees paid on Searches, Judgments, Discharges of Mortgage, Extracts, and Certificates. |    |    | TOTAL. |    |    |
|----------------------|-------------------------|----|----|---|----|----|--------|----|----|
|                      | £                       | s. | d. | £   | s. | d. | £      | s. | d. |
| 1824.....            | 425                     | 7  | 4  | 68  | 15 | 8  | 494    | 3  | 0  |

CHAS. RUBIDGE,  
Registrar.

REGISTRY OFFICE,  
Peterborough, 5th October, 1854.

No. 24.

A RETURN of FEES and EMOLUMENTS received by CHARLES RUBIDGE, as REGISTRAR of the UNITED COUNTIES of PETERBOROUGH and VICTORIA, between the 1st day of January, 1854, and the 31st day of December, 1854.

| Number of Memorials. | Searches, Abstracts, and Certificates. |   | Judgments, and Satisfaction Pieces. |       | Discharges of Mortgages, Affidavits, &c. |       | Total Amount of Fees Received. |       | Remarks.                        |
|----------------------|--|---|-------------------------------------|-------|--|-------|--------------------------------|-------|---------------------------------|
|                      | £                                      | s. d.   | £                                   | s. d. | £  | s. d. | £                              | s. d. |                                 |
| 1520                 | 467                                    | 13 3  | 8                                   | 0 0   | 23                                       | 18 0  | 467                            | 13 3  |                                 |
|                      |  | Searches, Abstracts, and Certificates...                    | 64                                  | 0 0   | 150                                      | 0 0   | 74                             | 12 7  | 1520 Memorials, Searches, &c... |
|                      |  |   |                                     |       |  |       | 8                              | 0 0   | 64 Judgments, &c...             |
|                      |  |   |                                     |       |  |       |                                |       | 150 Discharges of Mortgages.    |
|                      |  |   |                                     |       |  |       | £                              | 574   | 3 10                            |
|                      |  | Out of Total Amount paid by Registrar to Deputy and Clerks. |                                     |       |  |       | 225                            | 0 0   |                                 |
|                      |  | do for Stationery, Books, Fuel, &c...                       |                                     |       |  |       | 46                             | 4 3   |                                 |
|                      |  |   |                                     |       |  |       | 271                            | 4 3   |                                 |
|                      |  |   |                                     |       |  |       | £                              | 302   | 19 7                            |

CHARLES RUBIDGE,  
Registrar.

PETERBOROUGH, January 20th, 1855.

No. 25.

RETURN of OFFICE EMOLUMENTS for the half-year commencing on the first day of January, 1854, to the thirtieth day of June, as per Order, dated fourteenth day of September, 1854.

George Decimus Reed, Registrar for the County of Prescott. The following Instruments having been recorded in said Office:—Number Deeds, Seventy-seven; Three Quit Claims; Seventy-three Mortgages; Two Judgments; Four Wills; Two Appointments of Trustees, (of the Honorable Peter McGill); Four Certificates of Redemption, Three Leases, Four Wills, Ten Discharges of Mortgages; Two Assignment of Mortgages; Three Leases; Number of Acres contained in Deeds and Quit Claims is Seventeen Thousand six hundred Acres.

Amount of Fees received in the Registry Office is Twenty-four pounds ten shillings. My first appointment as Registrar for the United Counties of Prescott and Russell, on the twenty-sixth day of October, 1842, by the Right Honorable Sir Charles Bagot, G.C.B., one of Her Majesty's Most Honorable Privy Council, Governor General of British North America. Names of my securities for Registrar,—Myself in the sum of One thousand pounds, of lawful money of Canada, four Securities in the sum of Two hundred and fifty pounds, viz:—William Wait, Esquire, Peter Friel, Esquire, William Moody and James Murray, Gentlemen, since which I have executed fresh securities in this year for the County of Prescott.

Given under my hand at the Registry Office for the County of Prescott, this ninth day of October, One thousand eight hundred and fifty-four.

G. D. REED,  
*Registrar.*

No. 26.

RETURN of FEES and EMOLUMENTS received by JOHN P. ROBLIN, Esquire, Registrar of the COUNTY of PRINCE EDWARD, CANADA WEST, for the year 1854.

|  | £     | s. | d. |
|--|-------|----|----|
| For Registration of Memorials, &c.....     | 164   | 8  | 5  |
| do of Judgments .....                      | 4     | 7  | 6  |
| For Searches.....                          | 7     | 4  | 4½ |
| These are the Gross Receipts for 1854..... | £ 176 | 0  | 8½ |

JOHN P. ROBLIN,  
*Registrar.*

REGISTRY OFFICE, COUNTY P.E.,  
Picton, March 10th, 1855.

No. 27.

RETURN from the REGISTRAR of the COUNTY of RUSSELL, shewing the EMOLUMENTS of the OFFICE, from the 1st day of January to the 3rd day of October, 1854, and the various sources thereof.

| Fees received on the Enregistration of Deeds, Mortgages, Power of Attorney, and Wills. |    |    | Fees for Affidavits. |    |    | Fees received on the Enregistration of Discharges of Mortgages. |    |    | Fees received on the Enregistration of Judgments. |       |       | Fees received for Certificates of Taxes paid County Treasurer. |    |    | Fees received for Searches. |    |    |
|--|----|----|----------------------|----|----|---|----|----|---|-------|-------|--|----|----|-----------------------------|----|----|
| £  | s. | d. | £                    | s. | d. | £   | s. | d. | £   | s.    | d.    | £  | s. | d. | £                           | s. | d. |
| 25   | 3  | 6  | 4                    | 5  | 0  | 0   | 15 | 0  | .....   | ..... | ..... | 2  | 5  | 0  | 1                           | 5  | 0  |
|  |    |    |                      |    |    |   |    |    |   |       |       | To tal. ....£  |    |    | 33                          | 13 | 6  |

JAMES REAYS, *Registrar,*  
*County of Russell.*

No. 28.

RETURNS shewing the SUMS received in the year 1854, for Registering MEMORIALS, CERTIFICATES, and other DOCUMENTS, and for SEARCHES, in the REGISTRY OFFICE for the COUNTY of SIMCOE, in pursuance of the Act of the Legislature of this Province, 16 Vic. cap. 187, section 9, viz.:

|  | £     | s. | d. |
|--|-------|----|----|
| Received for Registry of Memorials, Certificates, and other Documents..... | 725   | 18 | 4  |
| do for Searches and Certificates .....                                     | 109   | 14 | 9  |
|  | £ 885 | 18 | 1  |

I certify the above is a correct Account of the Fees and Emoluments of this Office, for the year 1854.

GEORGE LOUNT, *Registrar,*  
*County of Simcoe*

January 5, 1855.



## No. 30.

STATEMENT of FEES received by the REGISTRAR of the COUNTY of WELLAND, from the 1st day of January to the 1st day of October, 1854, made in conformity with the Order of the Legislative Assembly, of 14th September last.

|  | £     | s. | d. |
|--|-------|----|----|
| For Registering Deeds, Mortgages, Discharges, &c ..... | 202   | 5  | 2  |
| For Searches, Abstracts, and Certificates .....        | 10    | 0  | 8  |
|  | £ 212 | 5  | 10 |

Certified.

D. D'EVERARDO,

*Deputy Registrar.*

REGISTRY OFFICE,

Welland, October 21st, 1854.

The above Statement includes considerable Sums not yet received.

D. D'E., *Deputy.*

## No. 31.

## COUNTY OF WELLINGTON.

RETURN of FEES and EMOLUMENTS received by the REGISTRAR of the COUNTY of WELLINGTON, by virtue of his Office, from the 1st day of January to the 23rd day of September, both inclusive, in the year One thousand eight hundred and fifty-four, as the same appear on the Fee Books, by him kept.

|  | £  | s. | d. | £   | s. | d. |
|--|----|----|----|-----|----|----|
| Gross Amount received for Registering 878 Memorials of Deeds, Mortgages, &c., &c .....                                       |    |    |    | 306 | 9  | 6  |
| do do for Registering 74 Certificates in Discharge of Mortgage; 23 Certificates of Judgment, and 7 Satisfaction Pieces ..... |    |    |    | 16  | 8  | 9  |
| do do do for Searches and Certificates .....   |    |    |    | 87  | 11 | 6  |
|  |    |    | £  | 360 | 9  | 9  |
| DISBURSEMENTS out of the same, namely:—  |    |    |    |     |    |    |
| Allowance paid to Deputy .....   | 93 | 15 | 0  |     |    |    |
| do paid to 2 Copying Clerks .....  | 62 | 10 | 0  |     |    |    |
| Fuel, Stationery, &c., &c., for Office .....   | 4  | 10 | 0  |     |    |    |
|  |    |    |    | 160 | 15 | 0  |
| Nett Income .....  |    |    | £  | 199 | 14 | 9  |

H. W. PETERSON, *Registrar,**County of Wellington, Canada West.*

REGISTRY OFFICE,

Guelph, September 25th, 1854.

## No. 32.

STATEMENT of FEES received by the REGISTRAR for the COUNTY of YORK, under 16 Vic. cap. 187, from 1st January to 19th September, 1854, inclusive.

|   | £      | s. | d. |
|---|--------|----|----|
| For Recording 2415 Memorials.....                                       | 802    | 2  | 7  |
| do 501 Certificates, and other Documents.....                           | 64     | 10 | 0  |
| For making Searches into 1218 Titles, including Certified Extracts..... | 151    | 8  | 11 |
|   | £ 1018 | 1  | 6  |

SAML. RIDOUT,

*Registrar,*

REGISTRY OFFICE,

County of York, September 19, 1854.



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# R E T U R N S

From the following Religious and Philanthropic, Educational and Literary, and Scientific Incorporations, received in pursuance of the Order of this House, of the 14th September, 1854.

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- No. 1.—BERTHIER ACADEMY.
- No. 2.—CANADA BAPTIST MISSIONARY SOCIETY.
- No. 3.—CANADA MILITARY ASYLUM.
- No. 4.—CANADIAN INSTITUTE of TORONTO.
- No. 5.—FRIENDS' SEMINARY at HALLOWELL, CANADA WEST.
- No. 6.—HAMILTON and GORE MECHANICS' INSTITUTE.
- No. 7.—KINGSTON GENERAL HOSPITAL.
- No. 8.—MONTREAL FIREMENS' BENEVOLENT ASSOCIATION.
- No. 9.—MECHANICS' INSTITUTE of MONTREAL.
- No. 10.—MECHANICS' INSTITUTE of TORONTO.
- No. 11.—QUEBEC LIBRARY ASSOCIATION.
- No. 12.—SISTERS of the CONGREGATION of NOTRE-DAME DE MONTREAL.
- No. 13.—SISTERS of STE. CROIX.
- No. 14.—SISTERS of CHARITY of QUEBEC.
- No. 15.—SISTERS of MERCY, for the Management of the MONTREAL LYING-IN-HOSPITAL.
- No. 16.—STE. MARY'S COLLEGE at MONTREAL.
- No. 17.—TORONTO GENERAL HOSPITAL.
- No. 18.—L'ACADEMIE INDUSTRIELLE DE ST. LAURENT.

## No. 1.

BERTHIER, September 18th, 1854.

Sir,—In accordance with your request, dated Legislative Assembly, the 14th ultimo, I hasten to lay before you a Statement of the Accounts of our Academy at Berthier, for the three years of Administration of this Institution by the Directors.

I did not know to whom I should have addressed these Statments of Accounts, before receiving your letter ; nevertheless, I sent a Statement of these Accounts to the three branches of the Legislature, at the commencement of the year, and a similar Statement was sent on or about the 11th ultimo.

You will remark on reference to the Statement of Moneys received during the third year, that the grant of One hundred pounds was not received, and that in consequence, our Professors were paid out of our own revenues.

I remain, Sir,  
Your very obedient Servant,

J. F. G. COUTU,  
*Secretary Treasurer of the Berthier Academy.*

W. B. LINDSAY, Esquire,  
&c., &c., &c., Quebec.

CONDENSED STATEMENT of the ACCOUNTS of the Administration  
of the Directors of the ACADEMY of BERTHIER.

## Schedule A.

| August 30, 1851. | RECEIPTS FOR THE YEAR 1852.  | £     | s. | d. |
|------------------|--|-------|----|----|
| No. 1.....       | Government Allowance.....  | 100   | 0  | 0  |
| No. 2.....       | Annual payment of 60 Scholars.....<br>(Out of 75 Scholars 15 receive a gratuitous education in<br>the English and French languages.) | 46    | 1  | 8  |
|                  | 1st year, Total.....   | £ 146 | 1  | 8  |

(Signed,) JOHN McBEAN,  
*President.*

“ J. F. G. COUTU,  
*Secretary-Treasurer.*

BERTHIER, 30th August, 1852.

(True Copy.)

J. F. G. COUTU,  
*Secretary-Treasurer.*

## SCHEDULE A.—(Continued.)

| August 30, 1852. | RECEIPTS FOR THE YEAR 1853.   | £     | s. | d. |
|------------------|---|-------|----|----|
| No. 1.....       | Government Allowance.....   | 100   | 0  | 0  |
| No. 2.....       | Annual Contribution of 72 Scholars.....<br>(Out of 88 Scholars 16 have received, during the said year, a gratuitous education in the French and English languages.) | 49    | 12 | 6  |
|                  | 2nd year, Total.....  | £ 149 | 12 | 6  |

(Signed,) JOHN McBEAN, *President.*  
“ J. F. G. COUTU, *Secretary-Treasurer.*

BERTHIER, 30th August, 1853.

J. F. G. COUTU, *Secretary-Treasurer.*

## Schedule B.

| August 30, 1851. | EXPENDITURE<br>From the 30th August, 1851, to the 30th August, 1852. | £     | s. | d. |
|------------------|--|-------|----|----|
| No. 1.....       | Two Professors, at £60 each.....                                     | 120   | 0  | 0  |
| No. 2.....       | One Professor, at £75.....   | 75    | 0  | 0  |
| No. 3.....       | Firewood for the Academy.....  | 15    | 0  | 0  |
| No. 4.....       | Light for the Academy.....   | 10    | 10 | 0  |
| No. 5.....       | Contingent Expenses, Stationery, trifling repairs, &c. &c..          | 7     | 10 | 0  |
|                  | Total for the year ending the 30th August, 1852.....                 | £ 228 | 0  | 0  |

(Signed,) JOHN McBEAN, *President.*  
“ J. F. G. COUTU, *Secretary-Treasurer.*

BERTHIER, 30th August, 1852.

(True Copy.)

J. F. G. COUTU, *Secretary-Treasurer.*

| August 30, 1852. | EXPENSES<br>For the year ending the 30th August, 1853.   | £     | s. | d. |
|------------------|--|-------|----|----|
| No. 1.....       | One Professor, at £60.....   | 60    | 0  | 0  |
| No. 2.....       | One Professor, at £75.....   | 75    | 0  | 0  |
| No. 3.....       | Firewood.....  | 12    | 10 | 0  |
| No. 4.....       | Light.....   | 6     | 10 | 0  |
| No. 5.....       | Contingencies. &c., &c.....  | 4     | 17 | 6  |
|                  | Total expenditure of 1853, that is to say, from the 30th August, 1852, to the 30th August, 1853..... | £ 158 | 17 | 6  |

(Signed,) JOHN McBEAN, *President.*  
“ J. F. G. COUTU, *Secretary-Treasurer.*

BERTHIER, 30th August, 1853.

(True Copy.)

J. F. G. COUTU, *Secretary-Treasurer.*

No. 1.—(Continued.)

## RECAPITULATION.

|  | £   | s. | d. |
|--|-----|----|----|
| Total expenditure for the two years.....                   | 386 | 17 | 6  |
| Total amount received during the two years .....           | 295 | 18 | 9  |
| Therefore the expenditure exceeds the amount received by £ | 91  | 8  | 9  |
| Expenditure for purchase of books for prizes .....         | 10  | 15 | 9  |
| £  | 101 | 19 | 6  |

(Signed,) JOHN McBEAN,  
*President.*“ J. F. G. COUTU,  
*Secretary-Treasurer.*

BERTHIER, 30th August, 1853.

(True Copy.)

J. F. G. COUTU,  
*Secretary-Treasurer.*

## STATEMENT OF ACCOUNTS.—(Continued.)

## Schedule A.

| RECEIPTS.        |   | £     | s. | d. |
|------------------|---|-------|----|----|
| August 30, 1853. | Amount received during the year ending the 30th August, 1854.                                 |       |    |    |
| No. 1.....       | Government Allowance .....  | 100   | 0  | 0  |
| No. 2.....       | Annual Contributions of 78 Scholars .....   | 52    | 10 | 0  |
|                  | (14 Scholars have received their Education in the French and English languages gratuitously.) |       |    |    |
|                  | Total.....  | £ 152 | 10 | 0  |

(Signed,) LS. J. MOELL,  
*President.*“ J. F. G. COUTU,  
*Secretary-Treasurer.*

BERTHIER, 30th August, 1854.

(True Copy.)

J. F. G. COUTU,  
*Secretary-Treasurer.*

No. 1.—(Continued.)

**Schedule B.**

| EXPENDITURE       |   | £     | s. | d. |
|-------------------|---|-------|----|----|
| August 30, 1853.. | From the 30th August, 1853, to the 30th August, 1854. |       |    |    |
| No. 1.....        | One Professor, at £75 .....                           | 75    | 0  | 0  |
| No. 2.....        | One Professor, at £65 .....                           | 65    | 0  | 0  |
| No. 3.....        | Firewood for the Academy .....                        | 12    | 10 | 0  |
| No. 4.....        | Light .....   | 5     | 10 | 0  |
| No. 5.....        | Contingencies, &c., &c., &c.....                      | 3     | 18 | 3  |
|                   | Total .....   | £ 161 | 18 | 3  |

(Signed,) L. J. MALL,  
*President.*

“ J. F. G. COUTU,  
*Secretary-Treasurer.*

BERTHIER, 30th August, 1854.

(True Copy.)

J. F. G. COUTU,  
*Secretary-Treasurer.*

## RECAPITULATION.

|  | £     | s. | d. |
|--|-------|----|----|
| The Expenditure amounts to the sum of.....               | 161   | 18 | 3  |
| The Amount received amounts to the sum of .....          | 152   | 10 | 0  |
| Therefore the Expenditure exceeds the Receipts in .... £ | 9     | 8  | 3  |
| Deficit on the first two years.....                      | 101   | 19 | 6  |
| Total.....   | £ 111 | 7  | 9  |

(Signed,) LS. J. MALL,  
*President.*

“ J. F. G. COUTU,  
*Secretary-Treasurer.*

BERTHIER, 30th August, 1854.

(True Copy.)

J. F. G. COUTU,  
*Secretary-Treasurer.*

**No. 2.**

MONTREAL, September 18, 1854.

Sir,—In answer to the Order of the Legislative Assembly of the 14th instant, transmitted through you, we beg to state, that the "Canada Baptist Missionary Society" does not possess any property whatever.

We are, Sir,  
Yours respectfully,

BENJAMIN DAVIES, *Secretary.*  
JAMES HEARLE, *Treasurer.*

W. B. LINDSAY, Esquire,  
*Clerk, Legislative Assembly.*

**No. 3.**

FINANCIAL TRANSACTIONS of CANADA MILITARY ASYLUM,  
for year ending June 30, 1854.

| Dr.                                     | £   | s. | d. | Cr.                 | £   | s. | d. |
|---|-----|----|----|---------------------|-----|----|----|
| By Balance from the preceding year..... | 162 | 13 | 9  | By Expenditure..... | 664 | 9  | 2  |
| By Income, various.....                 | 754 | 7  | 5  | By Balance.....     | 253 | 2  | 0  |
| £                                       | 917 | 11 | 2  | £                   | 917 | 11 | 2  |

Present ASSETS of CANADA MILITARY ASYLUM.

|  | £   | s. | d. |
|--|-----|----|----|
| By Cash in Banker's hands.....   | 172 | 7  | 10 |
| By Investment in Government Debentures, and accumulated Interest thereon,<br>(Building Fund,) Premises occupied as Asylum..... | 221 | 13 | 5  |

N.B.—Present Expenditure, £60 to £70 per month.

THOMAS BLATHERWICK,  
*Treasurer.*

## No. 4.

STATEMENT of the EXPENDITURE of the ANNUAL GRANTS of the PROVINCIAL LEGISLATURE, in Aid of the CANADIAN INSTITUTE, for two years, 1852 and 1853.

|                          |   | £ | s. | d. | £   | s. | d.              |
|--------------------------|---|---|----|----|-----|----|-----------------|
| FURNITURE . . . . .      | Long pine Table with drawers . . . . .  | 1 | 10 | 0  |     |    |                 |
|                          | 10 light Cottage Chairs, 85s; 2 light Cottage Arm Chairs, 16s . . . . .   | 2 | 11 | 0  |     |    |                 |
|                          | 2 Office Chairs, 20s; repairing a Table, 7s. 6d.; repairing a Ballot Box, 2s. 6d. . . . .   | 1 | 10 | 0  |     |    |                 |
|                          |   |   |    |    | 5   | 11 | 0               |
| HOUSE EXPENSES . . . . . | Removal to present Rooms . . . . .  | 6 | 1  | 3  |     |    |                 |
|                          | Gas Fittings and alterations in old Government House . . . . .  | 1 | 9  | 0  |     |    |                 |
|                          | Stove Pipes and fittings . . . . .  | 3 | 3  | 5  |     |    |                 |
|                          | House-keeper . . . . .  | 6 | 0  | 0  |     |    |                 |
|                          | Rent, previous to removal . . . . .   | 3 | 15 | 0  |     |    |                 |
|                          |   |   |    |    | 20  | 8  | 8               |
| LIBRARY . . . . .        | Expense of Books and Maps purchased, Binding, &c., &c. . . . .  |   |    |    | 251 | 9  | 1 $\frac{1}{2}$ |
| OFFICE . . . . .         | Books for Records and Accounts . . . . .  |   |    |    | 12  | 18 | 6               |
| JOURNAL . . . . .        | Expenses of Journal,* for free distribution to Foreign Societies, and for Exchange, (Vol. I. 900; Vol. II. 550 Copies) . . . . .  |   |    |    | 95  | 0  | 0               |
| MISCELLANEOUS . . . . .  | Publications in furtherance of the objects of the Institute, Victoria Bridge, Logan's Geological Map, and Section Printing for the Institute, (Circulars, &c) . . . . . |   |    |    | 49  | 12 | 6               |
| SALARY . . . . .         | Assistant Secretary, from 17th September, 1852, to 30th June, 1854. . . . .   |   |    |    | 55  | 5  | 0               |
|                          |   |   |    | £  | 490 | 4  | 9 $\frac{1}{2}$ |
|                          | Balance . . . . .   |   |    |    | 9   | 15 | 2 $\frac{1}{2}$ |
|                          | Grant for 2 years . . . . .   |   |    | £  | 500 | 0  | 0               |

\* NOTE.—Expenses of Journal to Members and Subscribers defrayed out of the Annual Subscriptions.

HENRY CROFT, S.C.L.,  
Vice-President of Canadian Institute.

JAMES JOHNSON,  
Assistant Secretary, Canadian Institute.

TORONTO, August 25, 1854.

## No. 5.

To the Legislative Council, and the Legislative Assembly of the  
Province of Canada.

In accordance with the Act 10 & 11 Vic. cap. 104, section 3, we present the following STATEMENT of the PROPERTY and INCOME thereof, belonging to FRIENDS' SEMINARY, at HALLOWELL, CANADA WEST.

|   | £    | s. | d.  |
|---|------|----|-----|
| The total Amount of Property, Real and Personal, as per Inventory.....        | 1678 | 18 | 9   |
| Debts due to the School.....  | 262  | 8  | 8   |
| (Of this Sum, however, about £95 must be reckoned at considerably below par.) |      |    |     |
| Debts due by the School, about.....   | 25   | 0  | 0   |
| For the past year, the Account stands thus:—                                  |      |    |     |
| Paid Salaries of Superintendents and Teachers.....                            | 176  | 8  | 4½  |
| do for Labor on the Farm and in the House.....                                | 71   | 14 | 6   |
| do for Provisions and Groceries.....  | 312  | 6  | 8   |
| do for Fuel.....  | 16   | 14 | 6   |
| do for Repairs and Furniture.....   | 98   | 4  | 10½ |
| Total.....£   | 675  | 8  | 6   |
| (Exclusive of the Income of the Farm.)  |      |    |     |
| Receipts for the same time:—  |      |    |     |
| For Board and Tuition.....  | 851  | 7  | 2½  |
| For Produce sold.....   | 4    | 4  | 10  |
| Total.....£   | 855  | 12 | 0   |
| (Showing an excess of Receipts for the year, of £180 8s. 6d.)                 |      |    |     |

You will perceive that almost the entire Produce of the Farm has been consumed in the family, which, with the Interest of the Property, will nearly or quite balance the Account.

By a careful examination of the Affairs of the Institution, we believe the above Statement to be correct, and as such it is respectfully submitted by

LEVI VARNEY,  
for the Trustees.

BLOOMFIELD, 9th month, 15th, 1854.



**No. 6.**

**STATEMENT OF AFFAIRS of the HAMILTON and GORE MECHANICS' INSTITUTE, from 22nd February, 1853, to 30th September, 1854.**

*Dr.*

*Cr.*

| RECEIPTS. |       | EXPENDITURE. |       | BALANCE |       |
|-----------|-------|--------------|-------|---------|-------|
| £         | s. d. | £            | s. d. | £       | s. d. |
| 201       | 6 2   | 1764         | 5 6   | 2812    | 1 11  |
| 1510      | 15 9  | 687          | 1 6   |         |       |
| 1000      | 0 0   | 201          | 15 0  |         |       |
| 100       | 0 0   | 182          | 11 10 |         |       |
|           |       | 6            | 8 1   |         |       |
|           |       |              |       | 2812    | 1 11  |

| FLOATING LIABILITIES. |       | AVAILABLE ASSETS. |       | PERMANENT LIABILITIES. |       | UNAVAILABLE ASSETS. |       |
|-----------------------|-------|-------------------|-------|------------------------|-------|---------------------|-------|
| £                     | s. d. | £                 | s. d. | £                      | s. d. | £                   | s. d. |
| 394                   | 12 4  | 6                 | 8 1   | 2735                   | 0 0   |                     |       |
|                       |       | 30                | 17 1  |                        |       | 6000                | 0 0   |
|                       |       | 238               | 16 3  |                        |       |                     |       |
|                       |       | 100               | 0 0   |                        |       |                     |       |
|                       |       | 376               | 1 5   |                        |       | 6000                | 0 0   |
|                       |       |                   |       |                        |       |                     |       |

Incorporated Members, 181; Subscribers 376: Total 557.

I certify that to the best of my belief this is a correct Statement.

**E. CARTWRIGHT THOMAS,**  
*President, H. and G.M.I.*

**HAMILTON, 30th September, 1854**

No. 7.

KINGSTON, April 20, 1855.

Sir,—I am directed by the Trustees of the Kingston General Hospital, to enclose you an Account of the Receipts and Disbursements of that Institution, for the year ending the 31st day of December, 1854.

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

M. FLANAGAN,  
Secretary, Kingston General Hospital.

WILLIAM B. LINDSAY, Esquire,  
Clerk, Legislative Assembly, Quebec.

KINGSTON GENERAL HOSPITAL, per Contra.

|                    |   | DR. | £   | s.   | d.    |
|--------------------|---|-----|-----|------|-------|
| January 13, 1854.. | To Cash, from County Council.....                     |     | 50  | 0    | 0     |
| December do do ..  | do, Government Grant for 1854 .....                   |     | 600 | 0    | 0     |
| do 31, do ..       | To Balance due Sundries.....                          |     | 554 | 13   | 4½    |
|                    |   |     | £   | 1204 | 13 4½ |
|                    |   | CR. | £   | s.   | d.    |
| January 1, 1854..  | By Balance, overdrawn Account due Bank Upper Canada.. |     | 84  | 12   | 9     |
| do 4, do ..        | By Cash, P. M. King, Rations.....                     |     | 42  | 12   | 2     |
| do 7, do ..        | do, J. Watkins & Co., Hardware .....                  |     | 1   | 6    | 10    |
| do 13, do ..       | do, Dr. Baker, Medicine .....                         |     | 5   | 9    | 7     |
| do 21, do ..       | do, William Craig, Insurance .....                    |     | 6   | 15   | 0     |
| February 4, do ..  | do, P. M. King, Rations.....                          |     | 38  | 13   | 7     |
| do 10, do ..       | do, A. J. O'Laughlin, Coffins .....                   |     | 6   | 10   | 0     |
| do 11, do ..       | do, P. M. King, Wood.....                             |     | 4   | 7    | 6     |
| do 17, do ..       | do, William Allen, Sundries .....                     |     | 24  | 19   | 6     |
| March 1, do ..     | do, G. Sheman, Wood .....                             |     | 42  | 7    | 9     |
| do do do ..        | do, P. M. King, Rations.....                          |     | 44  | 18   | 10    |
| April 1, do ..     | do, do .....  |     | 33  | 6    | 3     |
| do 6, do ..        | do, A. J. O'Laughlin, Coffins, &c.....                |     | 6   | 3    | 9     |
| May do do ..       | do, P. M. King, Rations.....                          |     | 34  | 1    | 6     |
| June do do ..      | do, do .....  |     | 30  | 0    | 11    |
| July do do ..      | do, do .....  |     | 49  | 9    | 11    |
| do 8, do ..        | do, A. J. O'Laughlin, Coffins.....                    |     | 7   | 10   | 0     |
| August do do ..    | do, P. M. King, Rations.....                          |     | 48  | 16   | 3     |
| Carried over ..... |   |     | £   | 512  | 2 1   |

## No. 7.—(Continued.)

|                     |  | CR.—(Continued.)          | £      | s. | d.  |
|---------------------|--|---------------------------|--------|----|-----|
|                     |  | <i>Brought over</i> ..... | 512    | 2  | 1   |
| September 8, 1854.. | By Cash, P. M. King, Rations.....            |                           | 54     | 8  | 10  |
| do 26, do ..        | do, W. J. Goodeve, Dry-Goods .....           |                           | 12     | 14 | 9   |
| October do do ..    | do, P. M. King, Rations.....                 |                           | 48     | 7  | 8   |
| November do do ..   | do, do, do .....                             |                           | 36     | 13 | 0   |
| December do do ..   | do, E. W. Palmer, Medicine, &c.....          |                           | 40     | 18 | 6   |
| do do do ..         | do, A. J. O'Laughlin, Coffins .....          |                           | 21     | 2  | 0   |
| do do do ..         | do, H. W. Benson, Soap, Candles, &c .....    |                           | 19     | 9  | 4   |
| do do do ..         | do, S. Muckleston, Hardware .....            |                           | 5      | 7  | 4   |
| do do do ..         | do, William Allen, Sundries .....            |                           | 18     | 8  | 9   |
| do do do ..         | do, M. Clark, Milk .....                     |                           | 17     | 3  | 3   |
| do do do ..         | do, S. Gaw, repairing Fence .....            |                           | 0      | 11 | 3   |
| do do do ..         | do, advanced by D. Gates, for Sundries.....  |                           | 85     | 16 | 0   |
| do do do ..         | do, William Wilson's Account, Dry-Goods..... |                           | 17     | 16 | 8   |
| do do do ..         | do, James Shaw, Candles, &c.....             |                           | 9      | 14 | 11  |
| do do do ..         | do, A. Suynth, Sundries.....                 |                           | 1      | 10 | 2   |
| do do do ..         | do, George Hunter .....                      |                           | 2      | 10 | 0   |
| do do do ..         | do, C. H. Linter, Interments.....            |                           | 17     | 10 | 0   |
| do do do ..         | do, Hugh Scott, Groceries .....              |                           | 40     | 3  | 10½ |
| do do do ..         | do, Salary, House Surgeon .....              |                           | 100    | 0  | 0   |
| do do do ..         | do, do, Hospital Steward.....                |                           | 50     | 0  | 0   |
| do do do ..         | do, Wages, Nurses and Cooks .....            |                           | 60     | 0  | 0   |
| do do do ..         | do, do, Orderly.....                         |                           | 25     | 0  | 0   |
| do do do ..         | do, Interest, &c., on Notes discounted.....  |                           | 7      | 10 | 0   |
|                     |  |                           | £ 1204 | 13 | 4½  |
| January 1, 1855..   | By Balance from 31st December, 1854.....     | £                         | 554    | 13 | 4½  |

In addition to above Statement, the City has paid out of its Treasury, the Sum of £260 15 10 to assist in defraying the Expenses of the Hospital during prevalence of Epidemic, last Summer.

There are sundry outstanding Accounts due by Hospital, not yet furnished, say.... 75 0 0  
 Various contributions in Provisions and Clothing have been received, amounting to.. 80 0 0

£415 15 10

## No. 8.

MONTREAL, 2nd May, 1855.

Sir,—I have the honor to transmit to you the subjoined Annual Statement of the "Montreal Firemen's Benevolent Association," for the year ending 31st December, 1854, for the purpose of having the same laid before the Honorable the Legislative Assembly, in accordance with the Act 8 Vic. cap. 93.

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

JOHN FLETCHER, *Secretary,*  
*M.F.B.A.*

Hon. L. V. SICOTTE, *Speaker,*  
*Legislative Assembly.*

STATEMENT of the MONTREAL FIREMEN'S BENEVOLENT  
ASSOCIATION, for the year 1854.

| BENEFIT FUND.  |       |    |    |
|--|-------|----|----|
| DR.  |       |    |    |
|  | £     | s. | d. |
| To balance from 1853 .....   | 83    | 0  | 4  |
| do Dues from Fire Companies .....  | 65    | 16 | 8  |
| do Donation from Honorable C. Wilson .....                                   | 10    | 0  | 0  |
| do Interest on Contingent Fund for two years, £150 in City Corporation ..... | 18    | 0  | 0  |
| do Interest on Cash in Bank .....  | 4     | 19 | 7  |
| do Balance from Pic Nic .....  | 5     | 0  | 0  |
| Total .....  | £ 186 | 16 | 2  |
| CR.  |       |    |    |
|  | £     | s. | d. |
| By paid Sick Benefits .....  | 44    | 16 | 1  |
| do Contingencies .....   | 15    | 7  | 11 |
| do Balance to next year .....  | 126   | 12 | 2  |
| Total .....  | £ 186 | 16 | 2  |
| WIDOW'S AND ORPHAN'S FUND.   |       |    |    |
| DR.  |       |    |    |
|  | £     | s. | d. |
| To amount from last year .....   | 138   | 0  | 7  |
| do Dues from Fire Companies .....  | 21    | 18 | 9  |
| do Fines and arrears from do .....   | 18    | 7  | 6  |
| do Interest .....  | 8     | 5  | 7  |
| Total .....  | £ 187 | 4  | 11 |

## No. 8.—(Continued.)

| WIDOW'S AND ORPHAN'S FUND.—(Continued.) |       |    |    |
|---|-------|----|----|
|   | £     | s. | d. |
| CR.                                     |       |    |    |
| By paid Widow Douglass .....            | 12    | 10 | 0  |
| do Balance to next year .....           | 174   | 14 | 11 |
| Total .....                             | £ 187 | 4  | 11 |

  

| PERMANENT or ENDOWMENT FUND, the INTEREST only of which can be used.              |       |    |    |
|---|-------|----|----|
|   | £     | s. | d. |
| Amount in hands of City Corporation, being the gift of the late J. E. Mills, Esq. | 150   | 0  | 0  |
| Cash in Treasurer's hands .....   | 17    | 10 | 0  |
| Total .....   | £ 167 | 10 | 0  |

(Correct Copy.)

JOHN FLETCHER,

Secretary.

## No. 9.

STATEMENT of the REAL and PERSONAL ESTATE held and enjoyed by the MECHANICS' INSTITUTE of MONTREAL, laid before His Excellency, the Governor General: the Honorable the Legislative Council: and the Legislative Assembly, in conformity with the requirements of the Act 8 Vic. cap. 93.

|   | £      | s. | d. |
|---|--------|----|----|
| Real Estate—Amount paid .....                     | 2650   | 0  | 0  |
| do Due .....                                      | 4884   | 0  | 0  |
|   | £ 6984 | 0  | 0  |
| Books and Pamphlets in Library .....              | 500    | 0  | 0  |
| Philosophical and Chemical Apparatus .....        | 60     | 0  | 0  |
| Models, Maps, &c., .....                          | 91     | 8  | 9  |
| Furniture .....                                   | 180    | 0  | 0  |
| Subscriptions and Debts owing the Institute ..... | 639    | 4  | 2  |
| Cash on hand .....                                | 10     | 0  | 0  |
|   | £ 8414 | 7  | 11 |

A. A. STEVENSON,

Recording Secretary, M. I.

MONTREAL, 19th September, 1854.

**No. 10.**

**STATEMENT of the PROPERTY belonging to, and held by, the  
MECHANICS' INSTITUTE of TORONTO.**

|   | £    | s. | d. | £    | s. | d. |
|---|------|----|----|------|----|----|
| Real Estate.....  | 6100 | 0  | 0  |      |    |    |
| do, Mortgaged for.....                                    | 8600 | 0  | 0  | 2500 | 0  | 0  |
| Estimated value of Books in Library.....                  |      |    |    | 500  | 0  | 0  |
| do do Philosophical Apparatus, Mineral Specimens, &c..... |      |    |    | 150  | 0  | 0  |
| do do Furniture and Fittings.....                         |      |    |    | 75   | 0  | 0  |
| Total.....  |      |    | £  | 8225 | 0  | 0  |

**P. FREELAND,**  
*President.*

**ROBERT EDWARDS,**  
*Secretary.*

Toronto, September 18, 1854.

**No. 11.**  
**QUEBEC LIBRARY ASSOCIATION in Account with the TREASURER.**

*Cr.*

*Dr.*

|  |  | £   | s. | d. | £   | s. | d. |
|--|--|-----|----|----|-----|----|----|
| December — 1853.   |  |     |    |    |     |    |    |
| To cash paid from vouchers 1 to 109:                           |  | 69  | 4  | 8  |     |    |    |
| For papers for Reading Room.....                               |  | 26  | 4  | 9  |     |    |    |
| Books for Library.....   |  | 31  | 13 | 4  |     |    |    |
| Gas £22 2s. 8d., Fuel £9 10s. 8d..                             |  | 75  | 5  | 0  |     |    |    |
| Wages £60 10s., Postage £14 15s.                               |  | 10  | 10 | 4  |     |    |    |
| Advertising and Printing.....                                  |  | 64  | 7  | 9  |     |    |    |
| Rent, £61, Cleaning, &c., £3 7s. 9d.                           |  | 1   | 10 | 0  |     |    |    |
| Assessments for 1853.....                                      |  | 1   | 15 | 0  |     |    |    |
| do for 1853.....   |  | 2   | 8  | 3  |     |    |    |
| Removing Snow.....   |  | 7   | 10 | 0  |     |    |    |
| Insurance.....   |  | 3   | 12 | 10 |     |    |    |
| Collecting 1852.....   |  | 6   | 16 | 0  |     |    |    |
| Collecting 1853 and 1854.....                                  |  | 45  | 15 | 6  |     |    |    |
| Lectures.....  |  | 45  | 13 | 3  |     |    |    |
| do Dr. Goadby's.....   |  | 1   | 5  | 6  |     |    |    |
| Deduct returned to Members.....                                |  | 0   | 16 | 9  |     |    |    |
| To Balance.....  |  |     |    |    | 286 | 16 | 3  |
| [The Association possesses no im-<br>moveable property.]       |  |     |    |    |     |    |    |
| Total.....   |  | 394 | 8  | 11 |     |    |    |
| January 7, 1853.....   |  |     |    |    |     |    |    |
| By Balance at annual account.....                              |  |     |    |    |     |    |    |
| By Cash received since meeting from<br>5 Members for 1851..... |  |     |    |    | 108 | 15 | 0  |
| do do 1852.....  |  |     |    |    | 45  | 0  | 0  |
| do do 1853, at 25s.....  |  |     |    |    | 1   | 0  | 0  |
| do do at 22s. 6d..   |  |     |    |    | 5   | 12 | 6  |
| do do at 20s.....  |  |     |    |    | 40  | 10 | 0  |
| do do at 18s. 9d..   |  |     |    |    | 83  | 12 | 6  |
| do do at 15s.....  |  |     |    |    | 4   | 10 | 0  |
| do do at 13s. 6d..   |  |     |    |    | 3   | 15 | 0  |
| do do at 12s. 6d..   |  |     |    |    | 4   | 10 | 0  |
| do do at 11s. 3d..   |  |     |    |    | 1   | 10 | 0  |
| do do at 7s. 6d..  |  |     |    |    | 0   | 6  | 3  |
| do do at 6s. 3d..  |  |     |    |    | 2   | 5  | 0  |
| do do at 3s. 9d..  |  |     |    |    | 5   | 0  | 0  |
| do do 1854, at 25s.....  |  |     |    |    | 9   | 0  | 0  |
| do do at 22s. 6d..   |  |     |    |    | 3   | 0  | 0  |
| do do at 15s.....  |  |     |    |    | 3   | 7  | 6  |
| do do at 13s. 6d..   |  |     |    |    | 0   | 15 | 0  |
| do do at 7s. 6d..  |  |     |    |    |     |    |    |
| By Cash received from sale of papers.                          |  |     |    |    |     |    |    |
| By Subscription Fund for Lectures.....                         |  |     |    |    |     |    |    |
| By Sale of Tickets.....  |  |     |    |    |     |    |    |
| do do, Dr. Goadby's Lectures                                   |  |     |    |    |     |    |    |
| Total.....   |  | 394 | 8  | 11 |     |    |    |
| January, 1854.....   |  |     |    |    |     |    |    |
| By Balance.....  |  |     |    |    |     |    |    |
| Total.....   |  | 0   | 16 | 9  |     |    |    |

(Certified,) THOS. POPE,  
 President, Quebec Library Association.

## No. 12.

(Translation.)

DETAILED STATEMENT of the Property Sold and acquired by the SISTERS of the Congregation of NOTRE-DAME de MONTREAL, pursuant to the Act 8 Vic. cap. 99.

| PROCEEDS OF LANDS SOLD.  | £      | s. | d. |
|--|--------|----|----|
| 1st. On the 31st December, 1853, (T. Doucet, Esquire, Notary,) the Sisters of the Congregation sold a piece of Land, situate at Pointe St. Charles, 84 arpents, 03 rods in superficies to the Grand Trunk Railroad Company, for the use of the said Company and for the Victoria Bridge, at £250 per acre, making altogether.....  | 8657   | 10 | 0  |
| 2nd. On the 16th of March, 1854, (T. Doucet, Esquire, Notary,) the said Sisters sold a lot of Land 8 arpents and 2 rods in superficies to the said Grand Trunk Railroad Company for the line of the said Railroad, at £250 per acre, making altogether .....   | 755    | 0  | 0  |
|  | £ 9412 | 10 | 0  |
| EMPLOYMENT OF THE SUMS SO RECEIVED.  |        |    |    |
| On the 4th May, 1854, (E. Lafleur, Esquire, Notary,) the Sisters of the Congregation bought from Samuel Cornwallis Monk, Esquire, Advocate, and his wife, the Land known as "Monklands," on the Cote St. Antoine, in the Parish of Montreal, the said Land containing 120 arpents in superficies, for use as a Country House and for a Boarding School, for the sum of ..... | 9000   | 0  | 0  |
| Balance in hands.....  | £ 412  | 10 | 0  |

## NETT PROCEEDS.

NOTE.—As this property was only purchased on the 4th May, 1854, it has as yet yielded no Revenue.

(Signed,) SR. STE. ELISABETH,  
*Superior.*

" SR. STE. MADELAINE,  
*Assistant.*

" SR. STE. BERNARD,  
*Secretary.*

MONTREAL, 13th October, 1854.



**No. 13.***(Translation.)*

REPORT of the Corporation of the SISTERS of the HOLY CROSS.

1stly.—The present Members of the Corporation are—

MARIE DES SEPT DOULEURS, *President.*MARIE DE BETHANIE, *Assistant.*MARIE MADELEINE, *Econome.*

MARIE DU CARMEL.

MARIE DES ANGES.

MARIE DE ST. MICHEL.

MARIE D'EGYPTE.

MARIE DE LA RESURRECTION.

MARIE CŒUR DE JESUS, *Secretary.*

2ndly.—The Corporation directs three Establishments.—One at St. Laurent, with 138 Scholars, of whom 40 are boarders or half-boarders. One at St. Scholastique, with 109 Scholars, of whom 30 are boarders; and another at St. Martin, with 80 Scholars.—Total 327 Scholars, of whom a good number receive an education gratuitously.

3rdly.—The Corporation has been endowed by the Rev. St. Germain with a land of 90 acres. at St. Martin. This is the only property they now possess.

(Signed,) STE. MARIE DES SEPT DOULEURS,  
*President.*

“ STE. MARIE DE CŒUR DE JESUS,  
*Secretary.*

**No. 14.***(Translation.)*

HOSPICE DES SŒURS DE LA CHARITÉ,

Quebec, 10th September, 1854.

Sir,—In conformity with the provisions of the Statute 16 Vic. cap. 264, I have the honor to inform you, that the Corporation of the Sisters of Charity of Quebec, own the land upon which the building known as “The Convent of the Sisters of Charity” is built; also, an adjoining lot from which they draw a rent of eighteen pounds, and a Garden situate on the other side of the Street, which belongs to their establishment.

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

SR. M. MALLET,

*Lady Abbess of the Sisters of Charity.*

Mr. LINDSAY,

*Clerk to the Legislative Assembly.*

## No. 15.

*(Translation.)*REPORT OF THE SISTERS OF MERCY FOR THE MANAGEMENT OF  
THE MONTREAL LYING-IN HOSPITAL.

MONTREAL, 17th April, 1855.

Sir,—In obedience to the order of the Legislative Assembly of the 14th September, 1854, and 1st March, 1855, desiring the transmission as speedily as possible of the Reports or Statements by public Officers, Commissioners or Corporations, whose duty it is to prepare and furnish such Reports or Statements, we have the honor to transmit to you the following Report of the moneys which the Community or Corporation of the Sisters of Mercy, for the Superintendence of the Lying-in Hospital, under the title of Ste. Pelagie, have received for their labors from Her Majesty's Government in this Province.

These ladies have received out of the Supplies voted in December last, the sum of £75, and out of the Supplies of the three preceding years they have received the sum of £50 currency for each of the said years.

This money has been expended as follows:—The three first sums of £50, in the purchase of part of their firewood in each year that these sums have been granted; and the sum of £75 in the payment of part of the interest due by the said ladies upon the balance (£3857,) owing upon the cost of their buildings.

We were unable to send this Report at an earlier period, for having been endeavouring for some time past to procure the services of a professional man to advise us in this matter, we have only lately succeeded in doing so.

We have the honor to be, Sir,

Very respectfully,

Your very obedient Servants,

(Signed,) JOSEPHTE MARIE SŒUR ST. JEANNE DE CHANTON,  
*Superior.*

“ ROSALIE CADRAN SŒUR DE LA NATIVITE,  
*Assistant.*

“ JUSTINE FILLION ST. JOSEPH,  
*Econome.*

All holding office in the said Hospital.

W. B. LINDSAY, Esquire,  
*Clerk, Legislative Assembly,*  
*Quebec.*

## No. 16.

*(Translation.)*

The Rector of ST. MARY'S COLLEGE, at MONTREAL, has the honor to present a Statement of the Accounts of the said College, for the School year 1853-1854.

| R E C E I P T S .              |        |    |    |
|--------------------------------|--------|----|----|
|                                | £      | s. | d. |
| 60 Boarders, 54 who pay .....  | 1627   | 10 | 0  |
| 32 Half-Boarders, 28 pay ..... | 446    | 0  | 0  |
| 85 Day Scholars, 75 pay .....  | 398    | 0  | 0  |
| Rent of two Houses .....       | 68     | 0  | 0  |
| Total .....                    | £ 2534 | 10 | 0  |

  

| E X P E N D I T U R E .  |        |    |    |
|--|--------|----|----|
|  | £      | s. | d. |
| Rector and Professors, 11 persons, at £50 each .....   | 550    | 0  | 0  |
| Servants, 7 persons, at £25 each .....   | 175    | 0  | 0  |
| Boarders and half-boarders .....   | 1080   | 0  | 0  |
| Assessment, Insurance .....  | 60     | 0  | 0  |
| Furniture, Linen, &c. ....   | 50     | 0  | 0  |
| Light .....  | 70     | 0  | 0  |
| Fuel .....   | 130    | 0  | 0  |
| Interest on the debt incurred for the purchase of the Land, and amount borrowed for building ..... | 540    | 0  | 0  |
| Total .....  | £ 2655 | 0  | 0  |

  

| R E C A P I T U L A T I O N . |       |    |    |
|-------------------------------|-------|----|----|
|                               | £     | s. | d. |
| Expenditure .....             | 2655  | 0  | 0  |
| Receipts .....                | 2534  | 10 | 0  |
| Balance .....                 | £ 120 | 10 | 0  |

The whole respectfully submitted.

S. MARTIN,

*Rector of College.*

MONTREAL, 24th May, 1854.

No. 17.

STATEMENT of RECEIPTS and EXPENDITURE of the TORONTO GENERAL HOSPITAL, from the 1st May, 1853, to 1st September, 1854.

| R E C E I P T S.                         |    | P A Y M E N T S.                          |    |
|--|----|---|----|
| £  | s. | £   | s. |
| 1148                                     | 1  | 2475                                      | 6  |
| 1808                                     | 8  | 394                                       | 7  |
| 138                                      | 0  | 121                                       | 12 |
| 31                                       | 0  | 223                                       | 15 |
| 27                                       | 11 | 3   | 10 |
| 1750                                     | 0  | 140                                       | 0  |
| 371                                      | 8  | 82  | 2  |
| 1115                                     | 12 | 88  | 17 |
|  |    | 1742                                      | 11 |
|  |    | 5272                                      | 3  |
|  |    | 1211                                      | 19 |
|  |    | 6484                                      | 3  |
| Received on account, Sales of Land ..... | 5  | Paid amount Hospital Expenses .....       | 6  |
| do do Rent and Interest .....            | 6  | do Contingencies .....                    | 10 |
| do do Admission Fees .....               | 0  | do Medicines .....                        | 7  |
| do do Sale of Old Buildings .....        | 0  | do Hospital Furniture .....               | 12 |
| do do Pay Patients .....                 | 0  | do Office .....                           | 15 |
| do do Provincial Grants 1852-3 .....     | 6  | do account of Mortgage bought .....       | 8  |
| do do Dividends on Bank Stock .....      | 6  | do Repairs .....                          | 0  |
| do do Sales of Bank Stock .....          | 6  | do Law Expenses .....                     | 0  |
|  |    | do on account New Hospital .....          | 6  |
|  |    |   | 5  |
|  |    |   | 3  |
| Amount in hand, 1st May, 1853 .....      | 8  | Amount in hand, 1st September, 1854 ..... | 9  |
|  | 10 | Total .....                               | 9  |
| Total .....                              | 6  |   | 6  |

JAMES BRENT,

Secretary-Treasurer.

OFFICE, TORONTO GENERAL HOSPITAL,

October 24th, 1854.

**No. 18.**

(Translation.)

REPORT of the AFFAIRS of the CORPORATION of the L'ACADEMIE  
INDUSTRIELLE DE ST. LAURENT.

1stly.—The present Members of the Corporation are—

The Rev. JEAN BAPTISTE ST. GERMAIN, Parish Priest of St. Laurent,  
President.

The Rev. JOSEPH RENÉ, Proctor.

Messieurs DESPREZ, LOUIS VERMONT, LOUIS DERVE, JEAN  
MOREAU, HYPOLITE GODEAU.

2ndly.—The Corporation affords Instruction to 380 children, who are divided  
in the following manner:—St. Laurent, 140; St. Martin, 110; Point Clair, 72;  
Côte-des-Neiges, 60.

3rdly.—The Corporation has been endowed by the Rev. St. Germain, with 51  
acres of Land, of which 41 are under cultivation. They have four work-shops,  
1 for Shoemakers, 1 for Carpenters, 1 for Bakers, and 1 for Locksmiths.

4thly.—The sources of Revenue of the Corporation consist, 1st. The pro-  
duce of 41 acres of Land. 2nd. The amount they receive from their 380  
Scholars, of whom 30 only are boarders, and 10 half-boarders, all paying a very  
moderate sum. 3rd. The liberal grants from Government. These allowances  
have been employed in the erection of the necessary buildings which are still far  
from completion.

ST. GERMAIN,

*Priest.*

# RETURN

To an Address from the Legislative Assembly, dated the 14th ultimo, for Statements of Sales and Revenue of the Seignior of Lauzon.

By Command,

PIERRE J. O. CHAUVEAU,  
Secretary.

Secretary's Office,  
Quebec, 9th October, 1854.

List of Documents respecting the Seignior of Lauzon, furnished as called for by Address of the Honorable the Legislative Assembly, 14th Sept., 1854.

Copy of application of Dr. Frémont, 4th December, 1852.

“ “ Report to Council, 13th January, 1853.

“ “ Order in Council, 19th “ “

“ “ Letter to Dr. Frémont, 29th “ - “

Copies of notices inserted in Newspapers,

Copy of Order in Council, 29th April, 1853.

“ “ conditions of sale and bids, 17th May, 1853.

Statement of sales in Lauzon Seignior in 1853.

“ “ receipts and expenses in ditto in 1852-53, with two Schedules attached.

A. N. MORIN,  
Commissioner of Crown Lands.

Crown Lands Office,  
Quebec, 30th September, 1854.

(Copy,)

QUEBEC, 4th December, 1852.

SIR,—Having heard from a private source that Government intend to sell the Domain Farm of Lauzon, I beg to be informed if such is the case, and for what price it may be disposed of, as I propose purchasing it, provided the price does not exceed the value I put upon it.

I may take the liberty of informing you that, having accidentally visited the place a short time ago, I noticed that a great deterioration of the property is going

on by the almost total absence of proper fences, and especially by the destruction of the trees for firewood.

I have the honor to be,

Sir,

Your obedient servant,

(Signed,)

C. FRÉMONT.

The Honble. Dr. Rolph,  
Commissioner Crown Lands.

(True Copy,)

A. N. MORIN,  
Commissioner of Crown Lands.

(Copy,)

On Dr Frémont's Letter  
of the 4th December, 1852.

No. 12, Seigniory of Lauzon.

Dr. Frémont enquires whether Government intend selling the Domain Farm at Point Levy.

This farm contains 218 arpents in superficies, and was leased about three years ago by tenders, for the small annual rent of £15, owing to the state of ruin it was allowed to fall into. The actual lessee, whose lease expires on the 1st May next, has not improved it in any way, on the contrary, it appears that a great quantity of firewood has been cut by him, or with his knowledge last winter.

The Quebec and Richmond Railroad have taken a strip of the best of the land for the road, which will have the effect, it is apprehended, of diminishing the value of the property by the inconvenience resulting from the road running through the meadows, yet it is expected the whole farm would, if sold, bring £600, and perhaps more on being divided into two or three lots.

The undersigned begs leave at the same time to call the attention of Government to the Banal Grist Mill at St. Henry, which cost for repairs in the years 1845-46, nearly £2000, and for which no rent was received for the three years ending on the 1st May, 1850, since when it has been rented at £55 per annum; the lease expires on the 1st May next. From the diminution in the receipts of this mill, owing to the erection of other mills in the Seigniory at no great distance, by several individuals, without leave or authority from Government, there is every reason to anticipate a further diminution in rent; besides mills are, from the large sums laid out in repairs, the worst kind of property in the hands of Government, while with private individuals, they may be worked with benefit.

Under these circumstances it would appear more advantageous to dispose by sale, of this mill and of the Domain Farm, by offering both properties at public auction.

The undersigned would therefore suggest that this department be authorized to sell the said mill and farm by public competition.

Respectfully submitted,

(Signed,)

FELIX FORTIER.

Crown Lands Office,  
Quebec, 13th January, 1853.

(True Copy,)

A. N. MORIN,  
Commissioner of Crown Lands.

(Copy.)

*Extract from a Report of a Committee of the Honorable the Executive Council on Land applications, dated 14th January, 1853; approved by His Excellency the Governor General in Council, on the 19th of the same month.*

On the letter of Charles Frémont, Esquire, M. D., dated 4th December, 1852, stating his desire to become the purchaser of the Domain Farm in the Seignior of Lauzon in the event of the same being offered for sale.

The Commissioner of Crown Lands reports that this Farm contains 218 arpents, and was leased three years ago by tenders at the small annual rent of £15, owing to the bad state of repair into which it had fallen, that the present lessee, whose lease expires on the 1st May next, has not improved but rather deteriorated it by the abstraction of large quantities of wood. That the Quebec and Richmond Railroad Company have taken a strip of the best of this land, and as the road will run through the meadows, it is expected that the property will be much diminished in value, but that notwithstanding these drawbacks, the farm, if divided into two or three lots, would if sold, probably bring £600, and perhaps more; he therefore suggests that authority be given his department to sell the Farm at public auction.

The Commissioner also represents that from the great diminution in the receipts of the mill at St. Henry, which cost for repairs in 1845-6, £2000, and now rents for £55 per annum, the lease expiring on the 1st May next, and the probability of a further diminution in the income, if again disposed of by lease, it would be advisable for this and other reasons detailed in his report, that the mill should be sold at public auction.

The Committee concur in opinion with the Commissioner of Crown Lands, and recommend that his suggestions be approved and adopted.

Certified,

(Signed,)

W. H. LEE,  
Acting C. E. C.

(True Copy,)

A. N. MORIN,  
Commissioner of Crown Lands.

(Copy,)

CROWN LANDS DEPARTMENT,  
QUEBEC, 29th January, 1853.

C. FREMONT, Esquire, M. D.

St. Ursule Street, Quebec.

SIR,—In answer to your letter of the 4th December last, enquiring whether Government intended to sell the Domain Farm at Point Levy, and for what price, I have the honor to inform you that the subject of your letter having been brought under the notice of Government, it has been determined that the same be offered at public auction. In a few days a notice will appear in the newspapers of this city, indicating the day the auction will take place, and the conditions of the sale.

I have the honor to be,

Sir,

Your obedient servant,

(Signed,)

FELIX FORTIER,  
For the Commissioner of Crown Lands.

(True Copy,)

A. N. MORIN,  
Commissioner of Crown Lands.



*Advertisements sent to Newspapers.*

CROWN LANDS DEPARTMENT,

QUEBEC, 17th February, 1853.

Notice is hereby given that on Tuesday the fifth day of April next, at the hour of eleven, A. M., the following properties will be offered for sale at the Exchange Reading Room, Lower Town, Quebec, and adjudged to the highest bidder, viz :

1st. The Domain Farm at Point Levy, containing two hundred and eighteen arpents of land, fronting on the River St. Lawrence. The lower portion is covered with trees of a large growth, and the scenery is beautiful. This property may be divided with advantage into park lots or *emplacements*.

2nd. That large Grist Mill on the South shore of the St. Lawrence, and almost adjoining the above farm, having four run of stones, with a dwelling house, large store, and other convenient buildings attached thereto, and the beach opposite the same. This mill, from its situation on the St. Lawrence and a very short distance from the Richmond Railroad Terminus, deserves the attention of grain merchants and capitalists.

3rd. A Flour Mill at St. Henry, Seigniory of Lauzon, lying on the north-east side of the River Etchemin, having four pair of stones, together with its dependencies as now possessed by the actual lessees, Charles Robertson, *et al.* The water power is one of the best in this Province, and the mill was rebuilt in 1846, at an expense of above £2000.

The purchaser may retain the price of the adjudication *à constitut* on giving satisfactory security.

A deposit of £25 will be exacted from the purchaser of each property, at the time of the adjudication, to cover the expenses of the sale, advertisements, plans, &c., in case of non-fulfilment of the conditions.

For further particulars, which will be made known at the time of sale, apply to the undersigned at the Crown Lands Office, Castle of St. Lewis, Quebec.

(Signed),

FELIX FORTIER.

CROWN LANDS DEPARTMENT,

Quebec, 17th February, 1854.

Notice is hereby given that on Tuesday the third day of May next, at the hour of eleven A. M., the following properties will be offered for sale at the Exchange Reading Room, Lower Town, Quebec, and adjudged to the highest bidder, viz :

1st. The Domain Farm at Point Levy, containing two hundred and eighteen arpents of land, fronting on the River St. Lawrence. The lower portion is covered with trees of a large growth and the scenery is beautiful. This property may be divided with advantage into park lots or *emplacements*.

2nd. That large Grist Mill on the South shore of the St. Lawrence and almost adjoining the above Farm, having four run of stones, with a dwelling-house, large store, and other convenient buildings attached thereto, and the beach opposite the same. This Mill, from its situation on the St. Lawrence, and very short distance from the Richmond Railroad Terminus, deserves the attention of grain merchants and capitalists.

3rd. A Flour Mill at St. Henry, Seigniory of Lauzon, lying on the North-east side of the River Etchemin, having four pair of stones, together with its dependencies as now possessed by the actual lessees, Charles Robertson, *et al.* The water power is one of the best in the Province, and the mill was rebuilt in 1846, at an expense above £2000.

The purchaser may retain the price of the adjudication *à constitut* on giving

satisfactory security.

A deposit of £25 will be exacted from the purchaser of each property, at the time of adjudication, to cover the expenses of the sale, advertisements, plans, &c., in case of non-fulfilment of the conditions.

For further particulars, which will be made known at the time of sale, apply to the undersigned at the Crown Lands Office, Castle of St. Lewis, Quebec.

(Signed,) **FELIX FORTIER.**

CROWN LANDS OFFICE,  
QUEBEC, 28th April, 1853.

The sale of the two mills and of the farm in the Seigniori of Lauzon is postponed till further notice.

CROWN LANDS DEPARTMENT,  
QUEBEC, 4th May, 1853.

Notice is hereby given that on Tuesday the seventeenth day of May, instant, at the hour of eleven A. M., the following properties will be offered for sale at the Exchange Reading Room, Lower Town, Quebec, and adjudged to the highest bidder, viz:

1st. The Domain Farm at Point Levy, containing above two hundred and twelve arpents of land, fronting on the River St. Lawrence.—Upset price £600.

2nd. That large Grist Mill on the South shore of the St. Lawrence, and adjoining the above Farm, having four run of stones, with a dwelling house, large store and other convenient buildings attached thereto, and the beach opposite the same. This mill, from its situation on the St. Lawrence, at a very short distance from the Richmond Railroad Terminus, deserves the attention of Grain Merchants and capitalists.—Upset price £2000.

3rd. A Flour Mill at St. Henry, Seigniori of Lauzon, lying on the North-east side of the River Etchemin, having four pair of stones, together with its dependencies, as now possessed by the actual lessees, Charles Robertson, *et al.* The water power is one of the best in the Province, and the mill was rebuilt in 1846 at an expense of above £2000—upset price £600.

The purchaser will be required to pay one-third of the purchase price, cash, and the balance in five yearly payments, with interest.

A deposit of £25 will be exacted from the purchaser of each property, upon the adjudication of the same, in addition to the purchase price, to cover the expenses of the sale, advertisements, plans, patent titles, deeds, &c.

For further particulars, which will be made known at the time of sale, apply to the undersigned, at the Crown Lands Office, Castle of St. Lewis, Quebec, where plans may be seen.

(Signed,) **FELIX FORTIER.**

(True Copies,)

A. N. MORIN,  
Commissioner of Crown Lands.

(Copy,)

*Extract from a Report of a Committee of the Honorable the Executive Council on Land applications, dated the 28th April, 1853, approved by His Excellency the Governor General in Council, on the 29th April, 1853.*

The Committee having had under consideration the subject of the sale advertised for the 3rd May, proximo, of certain property in the Seigniori of Lauzon,

and the necessity of fixing the terms of payment, &c., upon which the same will take place, they humbly recommend that the purchasers be required to pay one-third of the purchase price at the time of sale, and the balance in five equal-yearly payments with interest, the interest on the whole sum remaining unpaid to be paid annually with the instalment, and that the beach frontage to be attached to and form part of the Grist Mill in the vicinity of the Domain Farm at Point Levy, be limited as its Eastern boundary by the yellow line drawn on the accompanying plan by Mr. F. P. Rubidge, at a distance of 25½ feet from the Eastern extremity of the mill wharf.

The Committee further advise that the period of the said sale be fixed for Tuesday the seventeenth of May, proximo, instead of the 3rd proximo as now advertised.

Certified,

(Signed,)

WM. H. LEE,  
Acting C. E. C.

To the Honorable

The Commissioner of Crown Lands.

(True Copy,)

A. N. MORIN,  
Commissioner of Crown Lands.

(Copy,)

Conditions of the sale of the Domain Farm of Lauzon, at Point Levy, advertised to be sold by auction this seventeenth day of May, one thousand eight hundred and fifty-three, at the Exchange Reading Room, in the Lower Town of Quebec, to wit :

1st. The Farm will be sold such as it actually is, *en franc aleu roturier*, and contains two hundred and twelve arpents, more or less, bounded in front to high water mark, on one side to the North-east by the land of the mill, and on the other side to the South-west by P. Cantin, the River Etchemin, John Thompson and Edward Royer, such as represented on the plan, made by P. Lambert, Esquire, and dated 15th March, 1849, by the letters P. C. D. E. F. G. H. J. K. L. M. N. P., the tract P. C. B. A. O. P., as originally surveyed by Mr. Lambert, in 1849, having been detached from the Farm and attached to the Mill as a dependency.

2nd. It is hereby well understood that the sale about to be made, will not give any right to the purchaser of fishing and hunting on the beach in front of the said land, but solely the preference in case that Government would dispose of the said beach to any other person.

3rd. One-third of the purchase price to be paid cash, and the balance to be paid in five equal annual instalments, with interest each year upon such balance as may be due upon the purchase price.

The purchaser shall pay down cash, over and above the price of adjudication, at the time of the sale, the sum of twenty-five pounds currency, to cover all the expenses of the sale, &c., &c., &c., and in default of his paying that sum at the moment of adjudication, he will lose all right to his bid, and the Department may then sell the said property to any one else, as they may think proper.

4th. The purchaser shall be bound within three days from the day of sale, to complete the necessary documents for carrying into execution the purchase of the said property, and in default of paying the said sum, and of signing the requisite deeds within the prescribed time, he shall lose all his rights to his bid and the adjudication and also to the said sum of twenty-five pounds currency, which

he will forfeit, his bid will be considered as null, and the Crown Lands Department will have the power to dispose of the said property in any manner or to any person whom they think fit.

5th. The purchaser shall also be substituted in the place and stead of the Crown, as to all claims which the same may have a right to demand from the Quebec and Richmond Railway Company, or from all others whom it doth or may appertain, as indemnity for ground taken on the said Farm by the said Railway Company, and for any other damage which they may occasion to the said Farm, either by taking the said ground or otherwise, without, however, any guarantee whatever.

Quebec, 17th May, 1853.

(Signed,)

W. MATTHIE.

(Witnesses.)

(Signed,) FELIX FORTIER,  
PHI. HUOT,  
J. RICHARD.

(True Copy,)

A. N. MORIN,  
Commissioner of Crown Lands.

(Copy,)

BIDS.

On the conditions upon the other sides written.

| Upset Price.....      | £600. | Mr. Matthie.....  | £1,270 |
|-----------------------|-------|-------------------|--------|
| Arch'd. Campbell..... | 610   | Edward Quinn..... | 1,300  |
| Phi. Legaré.....      | 660   | Mr. Matthie.....  | 1,310  |
| Mr. Matthie.....      | 670   | Edward Quinn..... | 1,375  |
| Phi. Legaré.....      | 700   | Mr. Matthie.....  | 1,400  |
| Ar. Campbell.....     | 750   | Edward Quinn..... | 1,410  |
| Phi. Legaré.....      | 755   | Mr. Matthie.....  | 1,420  |
| Mr. Matthie.....      | 760   | Edward Quinn..... | 1,425  |
| Phi. Legaré.....      | 780   | Mr. Matthie.....  | 1,430  |
| Mr. Tibbits.....      | 800   | Edward Quinn..... | 1,440  |
| Mr. Matthie.....      | 810   | Mr. Matthie.....  | 1,450  |
| Phi. Legaré.....      | 850   | Edward Quinn..... | 1,500  |
| Ar. Campbell.....     | 860   | Mr. Matthie.....  | 1,550  |
| Mr. Tibbits.....      | 870   | Edward Quinn..... | 1,560  |
| Ar. Campbell.....     | 880   | Mr. Matthie.....  | 1,570  |
| Mr. Matthie.....      | 900   | Edward Quinn..... | 1,575  |
| Ar. Campbell.....     | 910   | Mr. Matthie.....  | 1,600  |
| Mr. Tibbits.....      | 920   | Mr. Tibbits.....  | 1,610  |
| Ar. Campbell.....     | 950   | Mr. Matthie.....  | 1,620  |
| D. Bogue.....         | 960   | Mr. Tibbits.....  | 1,660  |
| Mr. Matthie.....      | 970   | Mr. Matthie.....  | 1,670  |
| Mr. Tibbits.....      | 980   | Mr. Tibbits.....  | 1,680  |
| Mr. Matthie.....      | 990   | Mr. Motz.....     | 1,680  |
| Henry Atkinson.....   | 1,000 | Mr. Matthie.....  | 1,700  |
| Mr. Matthie.....      | 1,010 | Mr. Tibbits.....  | 1,725  |
| Mr. Tibbits.....      | 1,020 | Mr. Matthie.....  | 1,750  |
| Mr. Matthie.....      | 1,030 | Jas. Motz.....    | 1,760  |
| Mr. Tibbits.....      | 1,040 | Mr. Matthie.....  | 1,770  |
| Edward Quinn.....     | 1,100 | Mr. Tibbits.....  | 1,780  |
| Mr. Matthie.....      | 1,150 | Mr. Matthie.....  | 1,800  |
| Edward Quinn.....     | 1,200 | Edward Quinn..... | 1,810  |
| Mr. Matthie.....      | 1,250 | Mr. Matthie.....  | 1,825  |
| Edward Quinn.....     | 1,260 |                   |        |

Adjudged to William Matthie, for the sum of eighteen hundred and twenty-five pounds, currency, and subject to all the conditions before mentioned.

Witnesses:

I accept,

(Signed,) WM. MATTHIE.

(Signed,) FELIX FORTIER,  
PHI. HUOT,  
J. RICHARD.  
(True Copy,)

A. N. MORIN,  
Commissioner of Crown Lands.

SCHEDULE of Sales of Real Estate in the Seignior of Lauzon, during the year 1853.

| Name of Property.             | Name of Purchaser.                    | Number of Acres.               | Sums agreed to be paid. |       | Sums that have been paid. |       | Sums due. |       |
|-------------------------------|---------------------------------------|--------------------------------|-------------------------|-------|---------------------------|-------|-----------|-------|
|                               |                                       |                                | £                       | s. d. | £                         | s. d. | £         | s. d. |
| Domain Farm                   | Hon. Sam. Mills and W. Mathie         | About 212 superficial arpents. | 1875                    | 0 0   | 625                       | 0 0   | 1250      | 0 0   |
| Point Levy Mill               | Messrs. Jackson, Brasey, Peto & Betts | do                             | 4775                    | 0 0   | 1591                      | 0 0   | 3184      | 0 0   |
| St. Henry Mill                | Henry Atkinson, Esquire               | About 2 arpents 23 perches     | 1000                    | 0 0   | 333                       | 6 8   | 666       | 13 4  |
| D'Aubigny Town Lots No. 113.  | Pierre Charrier, & al.                | .....                          | 28                      | 10 1  | 7                         | 2 0   | 21        | 7 6   |
| 111.                          | Flavien Rodrique                      | .....                          | 45                      | 0 0   | 11                        | 5 0   | 33        | 15 0  |
| 5.                            | Thos. Dunn                            | .....                          | 50                      | 0 0   | 12                        | 10 0  | 37        | 10 0  |
| 110, 114, 118.                | Wm. Geo. Russell                      | .....                          | 150                     | 0 0   | 37                        | 10 0  | 112       | 10 0  |
| 51, 89.                       | J. E. Oliver                          | .....                          | 151                     | 0 0   | 37                        | 15 0  | 113       | 5 0   |
| 52.                           | M. Lecours dit Barras.                | .....                          | 81                      | 0 0   | 20                        | 5 0   | 60        | 15 0  |
| 3, 4, 115, 116.               | Wm. Henry                             | .....                          | 248                     | 0 0   | 62                        | 0 0   | 186       | 0 0   |
| 7, 8, 9.                      | Wm. H. Ponton                         | .....                          | 220                     | 0 0   | .....                     | ..... | 220       | 0 0   |
| 117, 112.                     | D. Roblin                             | .....                          | 103                     | 0 0   | .....                     | ..... | 103       | 0 0   |
| 100, 98, 99.                  | E. Daulton                            | .....                          | 252                     | 0 0   | .....                     | ..... | 252       | 0 0   |
| 20, 21, 22.                   | J. Stevenson                          | .....                          | 183                     | 0 0   | .....                     | ..... | 183       | 0 0   |
| 23, 24, 71.                   | Jas. Ross                             | .....                          | 191                     | 0 0   | .....                     | ..... | 191       | 0 0   |
| 109, 106.                     | Jas. Ponton                           | .....                          | 144                     | 0 0   | .....                     | ..... | 144       | 0 0   |
| 105, 104, 103.                | G. Cochrane                           | .....                          | 246                     | 0 0   | .....                     | ..... | 246       | 0 0   |
| 95, 94, 92.                   | Wm. Smart                             | .....                          | 335                     | 0 0   | .....                     | ..... | 335       | 0 0   |
| 5, 50, 61, 62, 63, 86.        | Henry Easton                          | .....                          | 441                     | 0 0   | .....                     | ..... | 441       | 0 0   |
| 53, 60.                       | Augustus Cochrane                     | .....                          | 174                     | 0 0   | .....                     | ..... | 174       | 0 0   |
| 54, 32, 33, 77, 76, 75.       | R. M. Harrison                        | .....                          | 408                     | 0 0   | .....                     | ..... | 408       | 0 0   |
| 70, 69, 68, 67, 66.           | John Cochrane                         | .....                          | 344                     | 0 0   | .....                     | ..... | 344       | 0 0   |
| 78, 79, 82.                   | Archd. Ponton                         | .....                          | 205                     | 0 0   | .....                     | ..... | 205       | 0 0   |
| 84.                           | E. Holden                             | .....                          | 79                      | 0 0   | .....                     | ..... | 79        | 0 0   |
| 80, 120, 119, 74, 81, 73, 72. | Geo. B. Hall                          | .....                          | 437                     | 0 0   | 109                       | 5 0   | 327       | 15 0  |
| 83, 102, 101, 87.             | .....                                 | .....                          | 1229                    | 0 0   | 307                       | 5 0   | 921       | 15 0  |
| 97, 55, 54, 88, 108.          | Thos. C. Lee                          | .....                          | 253                     | 0 0   | 253                       | 0 0   | .....     | ..... |
| 107, 90, 95, 93, 49.          | J. B. Renaud                          | .....                          | 105                     | 0 0   | 26                        | 5 0   | 78        | 15 0  |
| 57, 58, 59.                   | .....                                 | .....                          | .....                   | ..... | .....                     | ..... | .....     | ..... |
| 65.                           | H. Dubord                             | .....                          | .....                   | ..... | .....                     | ..... | .....     | ..... |

A sum of \$10 was deposited at the time of sale, on each of these Lots, except those of Messrs. Harrison and John Cochrane.

A. N. MORIN,  
Commissioner of Crown Lands.

Crown Lands Department,  
Quebec, 30th September, 1854.



## SCHEDULE A.

## LAUZON EXPENSES IN 1852.

| 1852.              | BY MR. PARADIS.   | £ s. d.    |
|--------------------|---|------------|
| January 19 .....   | Paid Municipal Tax, Parish of St. Nicholas.....   | 2 17 6     |
| do do .....        | " O. Grégoire, Notary, for copy of Deed to E. Baker.....  | 0 5 6      |
| March 29 .....     | " Postage.....  | 0 12 3     |
|                    |   | £ 3 15 3   |
|                    | BY MR. FORTIER.   |            |
|                    |   | £ s. d.    |
| April 18 .....     | Paid M. Kelly, account as Forester.....   | 2 10 0     |
| do 22 .....        | " do do do .....  | 2 10 0     |
| do 26 .....        | " P. Paradis, Commission on £1 11s. 2d.....   | 0 3 1      |
| do do .....        | " do Postage of accounts .....  | 0 1 3      |
| do do .....        | " Ant. Genert, for carriage of Documents from Mr. Paradis .....                                   | 0 12 0     |
| May 26 .....       | " P. Lambert, account survey.....   | 15 0 0     |
| June 8 .....       | " Mr. Scott, costs in cause Regina vs. Turcot .....   | 1 2 1½     |
| do 26 .....        | " P. Latouche 200 blank Concession Deeds .....  | 1 5 0      |
| July 3 .....       | " do for Deeds of Concession to Huot.....   | 0 10 0     |
| July 13 .....      | " N. Dionne, on account of \$100, allowed by Order in Council, for repairs to St. Giles Road..... | 20 0 0     |
| July 26 .....      | " P. Lambert, account of survey.....  | 9 10 0     |
| August 13 .....    | " F. M. Guay, for costs of delivering Circulars .....   | 0 1 3      |
| do 25 .....        | " N. Lefrançois, account of survey.....   | 10 0 0     |
| do 26 .....        | " N. Dionne, balance for repairs to St. Giles Road.....   | 5 0 0      |
| September 13 ..... | " D'Aubigny Municipal Tax .....   | 3 6 0      |
| do 21 .....        | " L. Legendre, account of survey.....   | 2 16 6     |
| do 29 .....        | " N. Lefrançois do .....  | 5 0 0      |
| October 13 .....   | " Sheriff of Quebec, copy of Deed .....   | 0 10 0     |
| do 25 .....        | " Point Levy Municipal Tax .....  | 4 1 0      |
| November 5 .....   | " N. Lefrançois, account of survey.....   | 5 0 0      |
| do 15 .....        | " do do .....   | 24 18 0    |
| do 17 .....        | " St. Nicholas's School Tax.....  | 2 17 6     |
| do 19 .....        | " N. Dionne, for Jos. Béland.....   | 0 10 0     |
| do do .....        | " E. Fontaine's cens for 1846, "reimbursed".....  | 0 4 1      |
| December 15 .....  | " N. Lefrançois, account of survey .....  | 44 2 0     |
| August 24 .....    | " P. Lambert's survey } Paid by check of Commissioner of Crown                                    | 35 17 0    |
| September 21 ..... | " Lefrançois do } Lands .....   | 29 2 0     |
|                    |   | £ 226 8 9½ |

A. N. MORIN,  
Commissioner of Crown Lands.

Crown Lands Office,  
Quebec, 30th September, 1954.

## SCHEDULE B.

## LAUZON EXPENSES IN 1853.

| 1853.       |   | £ | s. | d.   |
|-------------|---|---|----|------|
| March 14    | Paid N. Lefrançois, account of survey                   | 4 | 0  | 0    |
| do 26       | " P. Paradis, balance of his account as Agent           | 2 | 5  | 8    |
| April 7     | " N. Lefrançois, account of survey                      | 5 | 0  | 0    |
| do 26       | Returned to S. Amirauz, overcharged                     | 1 | 11 | 8    |
| do 30       | Paid N. Lefrançois, account of survey                   | 3 | 4  | 0    |
| May 28      | " P. Fréchette, for service of summonses, &c.           | 0 | 11 | 9    |
| do 10       | " For Blank Book to enter Sheriffs' Sales               | 0 | 2  | 0    |
| do do       | " St. Jean Chrysostome School Tax                       | 3 | 3  | 8½   |
| July 16     | " For Ink-stand   | 0 | 2  | 10   |
| August 11   | " Disbursements on collecting tour to St. Nicholas      | 1 | 14 | 4    |
| do do       | " O. Grégoire, for 25 Notarial Extracts                 | 1 | 11 | 8    |
| do do       | " Disbursements on visits to Etchemin Mills             | 0 | 17 | 6    |
| October 12  | " J. T. Brousseau, account for Printing                 | 4 | 2  | 6    |
| do 18       | Returned to J. Boutin, overcharged                      | 2 | 0  | 0½   |
| November 14 | Counterfeit Bill  | 1 | 0  | 0    |
| do 15       | Paid A. Trudel, for copy of Deed                        | 0 | 15 | 0    |
| do 19       | " Notre Dame de la Victoire's Municipal Tax             | 3 | 6  | 0    |
| do 28       | " Louis Riverain, for posting Bills                     | 0 | 7  | 6    |
| December 8  | Refunded J. Paradis overcharged                         | 2 | 11 | 7    |
| do 2        | Expenses on collecting tour to St. Jean and Point Levy  | 4 | 8  | 9    |
| do 9        | do do to St. Henry, St. Isidore and St. Anselme         | 6 | 16 | 8    |
|             | do do to St. Isidore, St. Anselme and St. Henry         | 7 | 9  | 9    |
| November 22 | Paid H. N. Patton, expended for overlooking Domain Farm | 2 | 10 | 0    |
|             |   | £ | 59 | 11 8 |

A. N. MORIN,  
Commissioner of Crown Lands.

Crown Lands Office

Quebec, 30th September, 1854.



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**QUEBEC :**

**PRINTED BY LOVELL AND LAMOUREUX,**

**MOUNTAIN STREET.**

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# R E T U R N

To an Address of the Honorable the Legislative Assembly, on the 16th October, instant, for all Orders in Council, Departmental Orders, Papers, Advertizements, and Documents, relating in any way to the Sale, by Public Auction or otherwise, of certain Crown Property at Point Levy, in which certain Members of the present or late Executive Council were concerned or alleged to be interested.

A. N. MORIN,  
Commissioner of Crown Lands.

CROWN LANDS DEPARTMENT,  
Quebec, 26th October, 1854.

## M E M O R A N D U M .

The Copy of Documents named in the accompanying List, called for by an Address of the Honorable the Legislative Assembly, on the 16th instant, relate to the application to purchase, and proposed Sale of the Beach lying opposite the Lauzon Domain Farm, which latter was disposed of by Public Auction on the 17th May, 1853, and the Papers relating to the same, furnished on the 30th ultimo, through the Honorable the Provincial Secretary, as asked for by a previous Address of the 14th of that month. Those now supplied complete the whole Documents required by both Addresses. The sale of the Beach was not carried out, Mr. Matthie not having proceeded with his application by answering the letter addressed to him from this Department, on the 17th June, 1853.

A. N. MORIN,  
Commissioner of Crown Lands.

CROWN LANDS OFFICE,  
Quebec, 26th October, 1854.

LIST of DOCUMENTS furnished in pursuance to an Address of the Honorable the  
Legislative Assembly, of the 16th of October, 1854.

Copy of Application of William Matthie, 19th May, 1853.  
do Report of Mr. Panet, 21st May, 1853.  
do do of Trinity House, 31st May, 1853.  
do do to Council, 3rd June, 1853.  
do Order in Council, 10th June, 1853.  
do Letter to Mr. Matthie, 17th June, 1853.

FELIX FORTIER,  
For the Commissioner of Crown Lands.

CROWN LANDS OFFICE,  
Quebec, 26th October, 1854.

Copy.)

QUEBEC, 19th May, 1853.

Sir,—I beg leave to apply for a grant of the Beach Property lying opposite the  
Farm at Point Levy, purchased by me at Auction, on the 17th instant.

And have the honor to remain, Sir,  
Your obedient Servant,

(Signed,) WM. MATTHIE,  
Of Brockville.

The Honorable JOHN ROLPH,  
Commissioner of Crown Lands, Quebec.

(True Copy.)

FELIX FORTIER,  
For the Commissioner of Crown Lands.

(Translation.)

(Copy.)

QUEBEC, 21st May, 1853.

Sir,—In pursuance of the Order of Reference upon the application of Mr. Wil-  
liam Matthie, of date the 19th instant, directing me to make a valuation of the  
Beach in front of the Domain Farm of Lauzon, recently purchased from Govern-  
ment by that gentleman, I yesterday proceeded to the locality indicated, and  
visited and examined the place.

Considering its remote position, and the difficulty of convenient approach by  
land, without the construction of very expensive works on the hill; considering  
also, that this Beach is very flat, that the tide ebbs rapidly, and that it is moreover

exposed to strong Northerly and Norwesterly winds, that it has no cove, so to speak, and that a considerable outlay must attend its being turned to a profitable use; I am of opinion, that the said Beach is not worth more than Ten pounds currency per superficial arpent.

I have the honor to be, Sir,  
Your obediebt Servant,

(Signed,) LOUIS PANET,  
Agent.

FELIX FORTIER, Esquire.

P.S.—Upon reconsideration of the advantages and disadvantages of this Beach, I am of opinion that the payment by Mr. Matthie of £500, would be a reasonable equivalent.

(Signed,) LS. PT.

(True Copy.)

FELIX FORTIER,  
For the Commissioner of Crown Lands.

(Copy.)

TRINITY HOUSE,  
Quebec, May 31st, 1853.

Sir,—I am directed to acquaint you for the information of His Excellency the Governor General, that the Trinity Board, having duly considered the reference to them made of Mr. William Matthie's application for a grant of the Beach property, in front of the Point Levy Domain Farm, by him purchased at Auction, on the 17th May, instant, see no objection to his obtaining the same, provided that, in the erection of Wharves and Blocks on the said Beach, Mr. Matthie be bound to conform himself to the conditions of the Harbor Commissioners' Report, and to the line by them laid down, as regards the dimensions and extension of Wharves and Blocks within the Harbor.

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

(Signed,) E. B. LINDSAY,  
Clerk, Trinity House, Quebec.

The Honorable JOHN ROLPH,  
Commissioner of Crown Lands,  
&c., &c., &c., Quebec.

(True Copy.)

FELIX FORTIER,  
For the Commissioner of Crown Lands.

(Copy.)

REPORT No. 95, Crown Domain.

(On the application of William Matthie, 19th May, 1853.)

Mr. Matthie having become the purchaser, at Auction, on the 17th ultimo, of the Domain Farm, lying at Point Levy, on the St. Lawrence, prays for a grant of the Beach opposite the same.

The Farm was sold for £1825, and among other conditions of the Sale, the right of preference, in case Government should alienate the Beach, was reserved to the purchaser.

The Petition has been referred to the Trinity House, who report that they see no objection to the grant prayed for, provided that in the erection of wharves and blocks on the Beach, the applicant be bound to conform himself to the conditions of the Harbor Commissioners' Report, and to the line laid down by them as regards the dimensions and extensions of wharves and blocks in the Harbor of Quebec.

The Honorable Mr Panet has been charged with the valuation of the Beach, which at first he valued at £10 an arpent, but in a postscript to his Report, he states that after reconsidering the subject, he believes that if Mr. Matthie paid £500 for the Beach, it would be reasonable.

The applicant has paid, as bound to do, one-third of the purchase price of the Farm, but the Deed of Sale has not yet been completed owing to Mr. Matthie's absence, but it is understood that it will be perfected in a few days.

From a survey made upon Mr. Ware's plan of the Harbor of Quebec, the Beach in question is found to contain a few perches more than sixty-eight arpents, which at £500, gives £7 7s. and a fraction per arpent, in superficies, instead of £10, as first valued.

The rent to be reserved, if Mr. Panet's last valuation is approved of, will be £30 per annum.

There seems to be no objection to the grant being made on the conditions recommended by the Trinity House, besides those usually inserted in grants of Beach lots. A survey and plan will be required before completing the Patent, and the undersigned would beg leave to suggest, as he has already done on an application of a similar nature, that the applicant be charged £25, instead of the several fees payable for Survey, Plan, Valuation, and Letters Patent.

The whole nevertheless,  
Respectfully submitted,

(Signed,) FELIX FORTIER.

CROWN LANDS OFFICE,  
Quebec, 3rd June, 1853.

(True Copy.)

FELIX FORTIER,  
For the Commissioner of Crown Lands.

(Copy.)

EXTRACT from a Report of a Committee of the Honorable the Executive Council on Land Applications, dated, 9th June, 1853, approved by His Excellency the Governor General in Council, on the 10th of the same month.

On the application of William Matthie, Esquire, for a grant of the Beach opposite the Domain Farm at Point Levy, purchased by him from the Government on the 17th May last.

The Commissioner of Crown Lands Reports, that the Honorable Mr. Panet was charged with placing a valuation upon the beach in question, and reported, on reconsideration, that £500, would be a reasonable price, yielding an annual rent of £30.

The Commissioner states that there seems to be no objection to the grant being made on the conditions recommended by the Trinity House, besides those usually inserted in grants of Beach Lots, and upon the payment of £25, in lieu of the several fees payable for Survey, Plan, Valuation, and Letters Patent.

The Committee recommend, that a grant be made at the price and on the terms above suggested, provided that, in the erection of Wharves and Blocks on the said Beach, Mr. Matthie be bound to conform himself to the conditions of the Harbor Commissioners' Report, and to the line by them laid down, as regards the divisions and extension of Wharves and Blocks within the Harbor, as recommended in the Report of the Trinity Board, dated 31st ultimo.

Certified.

(Signed,)

WM. H. LEE,  
Acting Clerk, E.C.

To the Honorable

The Commissioner of Crown Lands,  
&c. &c. &c.

(True Copy.)

FELIX FORTIER,  
For the Commissioner of Crown Lands.

(Copy.)

CROWN LANDS OFFICE,

Quebec, 17th June, 1853.

Sir,—Your application of the 19th May last, for a grant of the Beach opposite the property known as the Domain Farm, has been favorably entertained by His Excellency the Governor General in Council, and it has been ordered that a grant of the same do issue in your favor on the usual conditions. The annual rent to be reserved on the property will be Thirty pounds, currency, and you will be bound to conform yourself (as all other grantees,) to the conditions with respect to the erection of Wharves and Blocks of the dimensions and within the line laid down by the

Harbor Commissioners, in their Report. You will also have to pay £25, in lieu of the several fees payable for Survey, Plan, Valuation, and Letters Patent.

Further steps will be taken for the issuing of Letters Patent, so soon as you will have accepted of the above terms.

The Honorable Samuel Mills having informed me that the deed of purchase of the Farm adjudged to you, on the 17th May last, was to be made out in your joint names, I have had the same prepared as desired, but with the understanding that his signing the Deed and Bond would be of no avail in case you should object to it.

I beg, therefore, you will let me know whether I have acted correctly, and when you expect to be here to complete both documents by signing the same in the presence of the Notary who prepared them, and also if the Patent for the Beach is to be issued in favor of you and Mr. Mills.

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

(Signed,) FELIX FORTIER.

WILLIAM MATTHIE, Esquire,  
&c., &c., &c., Brockville, C. U.

—  
(True Copy.)

FELIX FORTIER,  
For the Commissioner of Crown Lands.

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# R E T U R N

To an Address from the Legislative Assembly dated the 27th ultimo;  
for Copies of all papers relative to the Appointments of Justices of the  
Peace and Commissioners of Small Causes in the Parish of Longueuil,  
having reference to the last Appointments made.

By Command.

P. J. O. CHAUVEAU,  
Secretary.

SECRETARY'S OFFICE,  
Quebec, 10th October, 1854.

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(*Translation.*)

PROVINCE OF CANADA, DISTRICT OF MONTREAL.

To His Excellency, the Right Honorable JAMES BRUCE, Earl of ELGIN and KINCARDINE, Governor General of British North America, Captain General and Governor in Chief of this Province, and of all the Provinces of Canada, &c., &c., &c.

The Petition of the undersigned, Landholders and Inhabitants of the Parish of Longueuil :

Humbly represents to Your Excellency,

That two of the Justices of the Peace of this said Parish, having resigned, a third is disqualified by the 6th section of the Act 12 Vic. cap. 50, being a School Teacher, and a fourth because he is near of kin to the greater part of the families in the Parish.

That in consideration of the numerous and rapidly increasing population of the said Parish of Longueuil, it becomes necessary that some should be named in the said Parish, to prevent or to punish the offences which are daily increasing in proportion to the population; and also, because there are a certain number of persons who inhabit this Parish, who do not speak the French Language, and that among the present Justices of the Peace, there is not one able to speak and understand the English Language sufficiently.

Wherefore it would be desirable that a person speaking the English Language, should be appointed.

That your Petitioners are of opinion, that Charles Sabourin, Esquire, and John Swail, gentleman, of the said Parish of Longueuil, are qualified in every manner to fulfil the situation of Justice of the Peace with dignity, and in the most advantageous manner to the Government of this Province.

Wherefore, Your Petitioners venture to hope, that Your Excellency will be pleased to take their humble representation into your serious consideration, and to direct that the said Charles Sabourin and John Swail, be appointed Justices of the Peace for the said Parish of Longueuil, or such other person, as to Your Excellency shall seem meet.

And Your Petitioners, as in duty bound, will ever pray.

LONGUEUIL, November 30th, 1849.

E. PAGET,  
Notary Public, and others.

(*Translation.*)

PROVINCIAL SECRETARY'S OFFICE,

Toronto, 11th December, 1849.

Sir,—It is recommended that Messrs Charles Sabourin and John Swail, of Longueuil, be added to the Commission of the Peace for the District of Montreal.

Before submitting this recommendation to the Governor General, I wish to have your opinion on the subject, if for the advantage of the locality concerned, you will be so kind as to send it to me.

I am, &c.,

J. LESLIE,  
Provincial Secretary.

L. LACOSTE, Esquire, M.P.P.,  
Boucherville, Dt. M.



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(Translation.)

BOUCHERVILLE, 20th December, 1849.

Sir,—In answer to yours of the 11th of this month, I am of opinion that the adding of Messrs Charles Sabourin and John Swail of Longueuil, to the Commission of the Peace, would be for the interest of the locality concerned.

With consideration,

Your most obedient Servant,

(Signed,) LS. LACOSTE, N.P.

The Honorable J. LESLIE, Esquire,  
Provincial Secretary.

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SECRETARY'S OFFICE,

Quebec, 5th February, 1850.

Sir,—Having had the honor to bring your name under the consideration of the Governor General, with a view to your being associated on the Commission of the Peace, for the District of Montreal. I have received His Excellency's Commands to inform you, that he will be prepared to direct the issue of the Commission required for this purpose, on being assured of your intention in that case to qualify and act as a Magistrate.

I am to take this occasion to explain to you, that in consequence of the great number of Magistrates who have heretofore neglected to qualify as the law requires, and many of whom are understood to have been in the habit, from misapprehension or inadvertence, of acting without such qualification, thereby exposing themselves to heavy liabilities and penalties, it has been found necessary to lay down the rule, that the names of Magistrates not so qualifying shall from time to time be omitted or discharged from the Commission, and that before appointing any person to the Magistracy, an assurance of his intention to qualify and act shall be required. And I am to add that His Excellency is advised that it is incumbent on every Justice of the Peace, before acting as such to take the Oath of Allegiance and the Magistrates' Oath before a Commissioner of *Dedimus Potestatem*, and also the Oath of Qualification prescribed by the Act 6 Vic. cap. 3, (of which I transmit to you a copy by this day's Mail,) before a Magistrate; and further to renew the said Oaths on every occasion of the issue of a new general commission of the Peace for his District.

In case of your acceptance of the proposed trust, you will of course understand that you are not authorized to qualify and act as a Magistrate until such time as you shall receive Official intimation of your appointment. You will be good enough to favor me with your name (Christian and Surname) and address, correctly written at full length.

I have the honor to be, Sir,

Your most obedient Servant,

(Signed,) J. LESLIE,

Secretary.

JOHN SWAIL, Esquire,  
Longueuil.

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(Translation.)

LONGUEUIL, 28th March, 1850.

Sir,—I am charged by the Citizens of the Parish of Longueuil, and those who signed the Petition, if there has been any particular objection to the nomination of Messrs E. Sabourin and John Swail, to be Justices of the Peace, as was asked in a Petition addressed to His Excellency, in the month of November or December last. We do not seek to intrude into the secrets of your office, we certainly respect your silence; but what has surprised us is that contrary to the custom established by your predecessors and yourself, the receipt of our letter has not even been acknowledged. If the reason which has prevented those appointments, be their political sentiments, I think it my duty to inform you, that they are supporters of the Government and of your administration.

Believe me, in the name of the Citizens whom I represent,  
Your most obedient and devoted Servant,

(Signed,) E. PAGES.

The Honorable J. LESLIE.

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(Translation.)

PROVINCIAL SECRETARY'S OFFICE,  
4th April, 1850.

Sir,—I have the honor to assure you, that the Petition of the Inhabitants of Longueuil, praying for the nomination of Messrs Sabourin and Swail, as Justices of the Peace, has not been forgotten, and that the Petitioners will soon know the determination of the Governor General on that head.

I have, &c.,

(Signed,) J. LESLIE,  
Secretary.

E. PAGES, Esquire, N.P.,  
Longueuil.

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LONGUEUIL, March 30th, 1850.

Sir,—In reply to your letter, dated February 5th, 1850, with a view to my appointment to the Office of one of Her Majesty's Justices of the Peace, for the District of Montreal, I beg to say, that I thank you for the honor you wish to confer upon me, which I cannot accept at present, in consequence of the Government having purchased my property at Longueuil, and I will be obliged to remove to some other place before long.

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

JOHN SWAIL.

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(Translation.)

PROVINCE OF CANADA, DISTRICT OF MONTREAL.

To His Excellency the Right Honorable JAMES BRUCE, Earl of ELGIN and KINCARDINE, Baron BRUCE of KINROSS and of TORRY, one of the Members of Her Majesty's Most Honorable Privy Council, Captain General and Governor in Chief of Her Majesty's Provinces of Canada, New Brunswick, Nova Scotia, and Prince Edward's Island, and Governor General of all Her Majesty's Provinces on the Continent of North America, and of Prince Edward's Island.

The Petition of the undersigned, Landholders and Proprietors of the Parish of Longueuil:

Humbly represents to Your Excellency,

That François Xavier Valade, Esquire, lately Commissioner for the decision of Small Causes of the Parish of Longueuil, has resigned, and that the senior Commissioner of this Parish, has not been able to sit since about two years, and is still unable to sit on account of ill-health.

That it would, in consequence, be necessary that three new Commissioners should be appointed.

That Your Petitioners are of opinion that Messrs. Toussaint Daigneau, Henry Mongeau, and Louis L. Trudeau, of the said Parish of Longueuil, are qualified in every respect to fulfil the situation of Commissioners for the decision of Small Causes, with dignity and in the most advantageous manner.

Wherefore, Your Petitioners venture to hope, that Your Excellency will be kind enough to take into Your serious consideration their humble representations, and order that the said Toussaint Daigneau, Henry Mongeau, and Louis L. Trudeau, be appointed Commissioners for the decision of Small Causes in the said Parish of Longueuil, or such other persons as to Your Excellency it may seem meet to appoint.

And Your Petitioners, as in duty bound, shall ever pray.

(Signed,) C. SABOURIN,  
and others.

LONGUEUIL, November 30, 1851.

(Translation.)

LONGUEUIL, 7th January, 1852.

We, the undersigned Inhabitants of the Parish of Longueuil, certify that the persons who have signed the above Petition are really domiciled in the said Parish of Longueuil, and that they are proprietors of lands and inheritances in that place.

In testimony whereof, we have signed these presents at Longueuil, the 7th January, 1852.

(Signed,) E. PAGES,  
" F. E. VIGER.

(Signed,) J. B. TRUDEAU,  
" C. BELLAIRE,  
" L. L. TRUDEAU.

*(Translation.)*

QUEBEC, 18th February, 1852.

Sir,—Not seeing your name as well as those of your two colleagues, Messrs. Sabourin and Benoit to a Petition received yesterday, praying for the nomination of new Commissioners for your Parish, I transmit to you a copy of the said Petition, praying you to be so good as to transmit to me your remarks and observations on the same, before I submit the Petition to the Governor General.

I have the honor to be, Sir,  
Your most humble and obedient Servant,

(Signed,) A. N. MORIN,  
Secretary.

JOSEPH VINCENT, Esquire,  
Longueuil.

*(Translation.)*

LONGUEUIL, 8th March, 1852.

Sir,—In acknowledging the receipt of your letter, dated the 18th of last month, (which did not reach me until quite recently,) I have to inform you, that the following are the only reasons which prevented me from signing the Petition in question.

FIRSTLY.—Because the Petition was not presented to me.

SECONDLY.—I would have refused to sign it even if it had been presented to me, because, at the time it was written, there was no urgent cause to necessitate such a proceeding.

THIRDLY.—Of the three persons proposed as Commissioners, Mr. Trudeau is the only person whom I should have recommended, and that I still will recommend, if indeed he decides to accept it.

As to the other two, if I am obliged to give the reasons, it will always be an easy matter, and to give them more authenticity, I will not forget to get them supported by the most respectable persons of this Parish, who I presume, do not form any part of the number of Petitioners. As to more ample information on my part, if you consider that this simple expression of my opinion is an insufficient answer to your first enquiry, I shall be very happy to communicate further with you. I will say nothing more respecting Mr. Trudeau's claim, and am led to believe that the enclosed letter is a sure guarantee of the reasons which I have given above.

(Signed,) J. VINCENT.

The Honorable A. N. MORIN,  
&c., &c. &c.

*(Translation.)*

LONGUEUIL, 5th March, 1852.

Sir,—I am infinitely obliged to you for the information contained in your letter, from which I learn with surprise that my name has been made use of in a Petition, praying for my nomination as one of the Commissioners for this Parish. This demand on the part of the Petitioners is the more absurd that I have never given my consent to it, but, on the contrary, have always formally refused to accept such an Office; it is for this reason that in case you should have the opportunity, I

would beg of you to inform the Government or any other party you may deem proper, that I protest against any step tending to honor me with such an Office, and to this end I authorize you to use this letter in any manner you shall think fit.

(Signed,) L. TRUDEAU.

Jos. VINCENT, Esquire.

(*Translation.*)

QUEBEC, 15th March, 1852.

Sir,—Your letter of the 8th instant expresses very clearly your objections to the persons whom it is proposed to add to the Commission of Small Causes for your Parish, but does not answer that part of the Petition communicated to you in a letter dated 13th of last month, wherein it is stated that the appointment of two Commissioners has become necessary for the reasons therein mentioned. Would you have the goodness to explain yourself on that point, and in case you think that new Commissioners should indeed be appointed, could you suggest the names of any gentlemen qualified and disposed to act as such.

I have the honor to be, Sir,  
Your most humble and obedient Servant,

(Signed,) A. N. MORIN,  
Secretary.

(*Translation.*)

LONGUEUIL, 22nd March, 1852.

My dear Sir,—I would beg of you as a favor, to be kind enough to take into consideration the position in which I find myself, and to have the goodness to give your attention to a Petition, addressed to you nearly two months ago, concerning the nomination of Commissioners for Small Causes for the Parish of Longueuil.

As I am the only one acting now, on account of the illness of Mr. J. Vincent, who has not been able to sit on the Bench for more than two years past, and as I am not always to be found at home on the day fixed for the Court, it might happen that the public would suffer from such a state of affairs. If any particular considerations interdicted these appointments, I would feel obliged to you to know that they cannot be made.

The death of Mr. Lecour, leaves us with but one Justice of the Peace.

I remain, with the highest consideration and esteem,  
Your most devoted Servant,

(Signed,) C. SABOURIN.

Honorable A. N. MORIN.

*(Translation.)*

LONGUEUIL, 24th March, 1852.

Sir,—In conformity with the desire expressed in your letter of the 15th of the present month, and of which I acknowledge the receipt, I have the honor to inform you, that that part of the Petition, which says that I have not sat on the Bench as Commissioner, for nearly two years, is nearly correct; but the reason assigned is only applicable to the summer of 1849. During the remainder of the time, I have had but temporary illness. As regards the necessity for a new organization of the Summary Court in this Parish, I ought to confess to you that I am not of the same opinion as the Petitioners, and that I am, on the contrary, convinced that the great majority of the Inhabitants disapprove of the Petition, and the pretended necessity, in my opinion, exists only in the wishes of those who have a pecuniary interest therein. Nevertheless, in order to avoid all occasion of reproach, and to found my judgment on a better knowledge of facts, I would like, (if the thing be not incommunicable,) to know who have signed the Petition, besides Messrs. Sabourin and Benoit. By having these names, I can infer whether my opinion is well or ill founded, and in the latter case, I pledge myself to use all my efforts to find out for you the names of those whom I shall think qualified to fulfil the office. In the meantime,

I have the honor to be,  
Your most humble Servant,

(Signed,) J. VINCENT.

The Honorable A. N. MORIN.

*(Translation.)*

QUEBEC, 1st April, 1852.

Sir,—Your letter of the 24th of last month does not contain any further explanation than that of the 8th of the same month, on the cause of your abstaining from sitting in the Commissioners Court in your Parish. This is a point upon which it is necessary that you should explain yourself, because if you are determined not to attend at the Court, there will be no longer any reason to consult you as Commissioner, although I shall always be very happy to have your opinion in your quality of a private individual. Be so kind then as to let me know your resolution.

I send you, according to your request, the names of those who signed the Petition, praying for the nomination of new Commissioners.

I have the honor to be, Sir,  
Your most humble and obedient Servant,

(Signed,) A. N. MORIN,  
Secretary.

*(Translation.)*

LONGUEUIL, 8th April, 1852.

Sir,—I see by your letter dated the 1st instant, that the answers which I gave you concerning the organization of the Summary Court of this Parish do not altogether answer the desire expressed in your previous letter, I regret it the more as I thought I had answered them satisfactorily, nevertheless, in order to cut short all communications of this nature, I conform with pleasure to the wish expressed in your last; but first I ought to tell you, that of the number of those signing the

Petition in question, there are about fifteen whom I do not know to be Landholders, and others whose names figure in duplicate. This denotes that to a certain extent my views were correct. I inform you therefore, that my intention (since you allow me the latitude of doing so) is to continue to sit as I have done heretofore, provided however, that it be not the pleasure of His Excellency to appoint any of the persons recommended in the Petition, and in whose stead, in pursuance with your request, I beg leave to suggest the names of Pierre Davignon, Isidore Flurteau, and Louis Senecal, Esquires, with two of whom, I presume, you are particularly acquainted.

I have the honor to be, Sir,  
Your most humble and obedient Servant,

(Signed,) J. VINCENT.

The Honorable A. N. MORIN,  
&c. &c.

(Translation.)

LONGUEUIL, 24th May, 1852.

Sir,—I have the honor to inform you, that I acknowledge the receipt of a Commission dated the 22nd ultimo, by which His Excellency the Governor General, has been pleased to appoint me with Messrs Sabourin, Davignon, Flurteau, and Senecal, Commissioner of Small Causes for the Parish of Ste. Antoine de Longueuil. I hope that you will be kind enough to inform His Excellency, that my new Colleagues and myself feel very sensible of this mark of favor.

I have the honor to be, Sir,  
Your most humble Servant,

(Signed,) J. VINCENT.

E. PARENT,  
Assistant Secretary.

(Translation.)

LONGUEUIL, 3rd July, 1852.

Sir,—In answer to your letter of the 7th June, I ought to tell you that I could not avoid compliance with the provisions of the Ordinance 2 Vic. cap. 20, and that for the following reason.—On the 17th May, 1843, I received an intimation from His Excellency, inviting me to accept the Office of Justice of the Peace, and I immediately declined the honor, because I thought I could not be as useful as some persons residing in the Village, and I begged of His Excellency to be pleased to name those persons. For nine years then I have not acted as Justice of the Peace, and you may conceive how great must have been my surprise, when I received your Circular, requiring me to render an account of monies which I have never received. There must have been some neglect in striking out my name from the list of the Justices of the Peace, since those who have not rendered an account, ought to have done so. For my part, I can give you no other information, and by consulting your lists, you will convince yourself of the truth of my remarks. I have had occasion to fulfil many situations under divers administrations, and there has never been any complaint about my services. If any accusations have been brought against me, they have been so falsely. I shall easily console myself on that head, having had no desire but that of living in peace with my Fellow Citizens.

I did not feel very well satisfied at seeing my name struck out from the list of Commissioners of Small Causes, as I consented to accept the Office only at the request of a majority of my Fellow Citizens.

I remain, Sir, with consideration,  
Your Servant,

(Signed,) TOUSSAINT DAIGNEAU.

The Honorable A. N. MORIN.

(Translation.)

QUEBEC, 22nd July, 1852.

Sir,—With regard to that part of your letter of 3rd instant, I have the honor to inform you, that you are entered in the books at my Office as having qualified as a Justice of the Peace, in the year 1846, whilst there is nothing to establish that you have ever resigned. Accordingly, you will be pleased to inform me, whether or not you intend to resign the Office. As regards the omission of your name on the new Commission of Small Causes for your Parish, I should inform you, that it was not owing to any complaint brought against you, but that it proceeded from a desire of ensuring harmony amongst the members of the Summary Court.

I have the honor to be, Sir,  
Your most humble and obedient Servant,

(Signed,) A. N. MORIN,  
Secretary.

TOUSSAINT DAIGNEAU, Esquire,  
Longueuil.

(Translation.)

LONGUEUIL, 28th July, 1852.

Sir,—You wish to know whether I intend keeping my Office of Justice of the Peace. In compliance with the wishes of my fellow-citizens, my answer will be, I accept. Nevertheless, you will permit me to answer some remarks in the latter part of your letter. I feel it my duty to tell you, that being accustomed and making it a point of honor to respect your administration, I have accepted as a citizen, your appointments; and as I have already told you, it is not dissatisfaction at not being of the number of Commissioners that led me to make the remarks to you, but the manner in which they were appointed. I cannot understand what discord there could have been in naming the persons whom the law, you having a hundred signatures, authorizes you to name. You tell me that it is solely for the purpose of preserving harmony between the members of the Court of Commissioners; there could not have been discord since Doctor Sabourin had signed that Petition, who for more than a year, had sat alone on the Bench, as Mr. Joseph Vincent was in ill-health. Your confidence must certainly have been abused. For my part, I shall not cease to respect you.

I remain with consideration,  
Your humble and obedient Servant,

(Signed,) TOUSSAINT DAIGNEAU.

The Honorable A. N. MORIN.



# PROVINCIAL PENITENTIARY.

## PROVINCIAL PENITENTIARY,

KINGSTON, 31st March, 1854.

Sir,—I beg leave to inform you, that I have this day forwarded to your address, by Mail Stage, a box containing various Documents, (a list of which accompanies this,) comprising the Annual Report of the Inspectors of the Provincial Penitentiary, as well as the Reports of the Warden and other Officers, detailing the Penitentiary transactions of the past year, as required by the Act 14 & 15 Vic. cap. 2, all of which I request you will be pleased to lay before His Excellency the Administrator of the Government.

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

(Signed,) D. Æ. MACDONELL,  
Warden, Provincial Penitentiary.

DOCUMENTS forwarded to the Government, comprising the Inspector's Report; the Wardens, and other Officers of the Penitentiary, for 1853, are as follows:—

- A.—The Warden's Report.
- B.—The Protestant Chaplain.
- C.—The Physician.
- D.—The Return of Convicts Received.
- E.—The do do who Died.
- F.—The do do Pardoned.
- G.—The do do discharged by expiration of Sentence.
- G.G.—The do do sent to Lunatic Asylum.
- H.—Tabular Statement of Prisoners.
- I.—Statement of Contract Labor, 1853.
- O.—Convicts how employed, 31st December, 1853.

*Not required by Law.*

Matron's Report.  
School Master's Report.

PENITENTIARY, March, 1854.

SECRETARY'S OFFICE, 8th April, 1854.

Sir,—I have the honor to acknowledge the receipt, this day, of the box containing the various Documents connected with the Provincial Penitentiary, referred to in your letter of the 31st ultimo.

I have, &c.,

(Signed,) P. J. O. CHAUVEAU.

## Report of the Inspectors of the Provincial Penitentiary, for 1853.

To His Excellency WILLIAM ROWAN, Esquire, C.B., Administrator of the Government of the Province of Canada, and Lieutenant General commanding Her Majesty's Troops therein, &c., &c., &c.

The ANNUAL REPORT of the INSPECTORS of the PROVINCIAL PENITENTIARY,

Respectfully Sheweth:

That the Inspectors of the Provincial Penitentiary have the utmost satisfaction in being enabled to Report for the information of Your Excellency, that, with a few unimportant exceptions, the Institution over which they preside, has progressed during the last year, even beyond their expectations, and has to a great extent fulfilled the object for which it was established.

No accident, worthy of being recorded, has occurred, the Convicts have enjoyed a state of health not to be surpassed in any other similar Institution, or even any other where an equal number of persons are congregated. It would even be difficult to meet with an equal number of more healthy persons in any community.

The Report of the Surgeon, an able and efficient man, will fully sustain the allegation just made; neither has the labor nor the seclusion to which the Prisoners are of necessity subjected, developed any latent disposition to disease; it is true, that there have been a few cases of Scrofula and Consumption, but only in individuals who had manifestly the seeds of the complaint upon them. The diet is abundant and wholesome, but neither in profusion nor of a nature to be attractive or an inducement to return to "durance vile."

The Wards are in the most perfect state of cleanliness and the best sanitary condition, as was satisfactorily proved at each monthly and quarterly visit; for, on each of these occasions every Ward was thoroughly examined, and each cell carefully inspected. The air of neatness of the Wards strikes every visitor, the front of the Cells had formerly been painted of a dull grey colour which time had rendered more sombre and repulsive, while the Galleries of every tier of the Cells had been painted black, as if to render the aspect of the whole cheerless and gloomy. Lime wash to which a small quantity of alum or white vitriol, (Sulphur of Zinc to fix it,) has been substituted, the alteration is most pleasing, not only to the sight, but the Wards have now a light and airy appearance, and in a sanitary point of view, the change is most beneficial, as paint readily absorbs foul smells and retains them, whereas lime is an excellent and powerful disinfectant.

It was customary to drench the Cells with water for the purpose of washing them, which caused the whole Wards to be more or less damp and raw; they are

now washed but once a week with less water, and twice a week dry scrubbed, the consequence is that the Cells are quite as clean, and much more comfortable than formerly.

The Ventilation may be said to be as perfect as it can be made, the heat and other emanations from the body, finding egress through the numerous perforations in the ceilings, this has been amply tested at every visit, for during the evenings, four or five hours after the Convicts had retired for the night, the Wards were visited, the Inspectors going over each of the five ranges. It was exceedingly pleasing to witness the perfect order and quietness which pervaded every part. There are from one hundred to one hundred and thirty men within the same walls, the dead silence being only occasionally broken by a slight cough or a snore.

The Inspectors do not deem it necessary to enter into very minute details, as the Officers of each Department have given all the information that may be required, and which it is incumbent upon them to convey.

The Sabbath School, however, requires some special mention, as the method of teaching adopted contravenes most flagrantly the principles on which all penal Institutions should be governed, as well as of the provisions of the Act itself, which is to prevent the communication and consequent contamination that must result when prisoners speak to each other.

The Law enacts that the Chaplain "will have the care and management of a Sabbath School, for the religious instruction of the Convicts." Now the Convicts themselves, are employed as the teachers in this religious School. The objections to such a system are so palpable, that it would seem to be a labor of supererogation to point them out, and this is so well understood that it is expressly prohibited in the Army.

In the Rules and Regulations for Military Prisons, 1851, it is strictly enjoined in, and by the 35th Rule to prevent all communication between prisoners, that "no prisoner is to be employed in the discipline of the Prison nor in the service or instruction of any prisoner." We find the same sentiments expressed in the Great Report of the House of Commons, in 1850, on Prison discipline. The 5th Resolution of the Committee, runs thus: "when it may be necessary to bring prisoners together during the hours of Labor, Instruction, or Divine Worship, effectual means ought to be taken to prevent intercourse between such prisoners." The same views are maintained in the whole 27 Resolutions, adopted by that Committee. It remains to be seen if a different system is to prevail or to be tolerated in Canada, thus subverting the clearest principles of Prison discipline.

Mr. Frederick Hill, an eminent lawyer, and for many years an Inspector of Prisons in England, has, among many other remarks on the same subject, in his valuable work on Crime, 1853, at page 262, thus expressed himself: "I have noticed in some prisons, what appeared to me to be an inclination on the part of the Chaplain, to employ the Schoolmaster too much as a kind of Assistant Chaplain instead of leaving him to the task of secular teaching, and himself assembling the prisoners to give them Religious instruction."

In another place, the same able writer adds, "I would urge the obvious benefit of frequent conversations with an earnest, benevolent, and intelligent Clergyman, when the inquiries, councils, and admonitions, can be directed to each prisoner's peculiar case, with no one by to prevent the free outpourings of the heart."

The sacredness of prayer and Divine worship should not be made to suffer or lose its salutary influence on the Convict by being performed by others than one whose special duty it is, and who should by his demeanor also, make a powerful and permanent impression on his hearers.

Few things have a more beneficial effect in elevating the feelings and directing the mind to the Author of all Good, as well as calming and soothing violent and

perturbed passions, than sacred music; this truth is so well appreciated and established, that sacred music constitutes an important part of the Divine Worship of every sect. The excellent Chaplain of the Portland Prison in his Report for 1850, makes the following statement:—"On Monday and Saturday evenings the men who can sing, assemble (under due precautions to prevent all communication,) to practice the Hymns which are to be sung in the week days and Sunday Services." This is one of a vast number of the advantages which result from the Chaplain devoting his whole time to his religious duties.

The Chaplain of the Sing Sing Prison, the Reverend Mr. Wells, thus expresses his ideas of some of the duties to be performed in the Sabbath School, in his Report, December, 1852:—"The long confinement of Sunday, must make it to the majority of the Convicts, at best a hard and weary day, let it be the endeavor to make that service (the Sabbath service,) attractive, let the choir be encouraged, let the Chapel be neat, convenient, and suitably adorned, and efforts of the kind cannot fail to be beneficial. Let every thing about the Chapel arrangements bear witness to the value we attach to the business there transacted, and make those assembled there feel it is to be a place separated from common uses and associations, a place of higher duties and better privileges, and where as being invited into the House of God, the Comforter of the distressed, the Protector of the innocent, and the Pardoner of the penitent. Reformation being one of the main ends of the incarceration of the Criminal, every reasonable addition of trouble or expense that tends to give efficiency to the ministration of religion, are surely but the evident carrying out of the intention of the Institution, and whilst conducing to the good of Society, in the end cannot be regarded as otherwise than hopeful to the interest of the Prison also; for here as elsewhere, religion is the supporter of good order and propriety."

It would be well if every official professor of religion was actuated by similar pious and truly christian views, then we should not witness the disreputable efforts that are sometimes made to create dissention within the Institution, and to excite distrust and prejudice in the public mind.

The Schoolmaster is very zealous in his department, which is proved by the great success attending his efforts. Many of the Convicts who knew not a letter when they entered the Institution, and several others also, have learned to read in a very short time. Considerable progress has also been made in writing and cyphering, but the time allotted for Education, in the majority of instances, is very short; during the Summer however, it may be said that there is ample opportunity for teaching the rudiments of a common Education, and reading is resorted to by the prisoners as a recreation.

The Blacksmiths particularly hurry through the amount of labor assigned for a day's work, that they may have a few moments to read before being marched to their Cells.

The Prisoners are very properly allowed to take their books with them to the shop, and every spare moment they are eagerly resorted to, indeed it is the main solace of the Prisoner here, he can freely communicate without infringing the laws; in consequence of the silence imposed there is an accumulation of the spirit of inquisitiveness (if the expression may be allowed) which seeks instinctively for relief, and this can be found in the perusal of instructive and entertaining books; and when varied by and with the oral communications of a Clergyman who merits and enjoys the confidence of the unfortunate Convict, the best effects must ensue.

While it is of great importance to give a certain amount of useful secular education, not only to the Criminal but to every member of Society, yet this should be subordinate to the instilling of a sound moral and religious education accompanied with a practical and useful industrial training, without these so indispensable to a

life of usefulness and virtue, a mere secular education becomes a dreadful weapon for evil at the disposal of bad and unprincipled men.

The superiority of a moral and religious education over that which is purely secular, even if every man of common observation were not already convinced of the fact, has been plainly demonstrated by the results attending the system of education followed at the great model Prison at Pentonville, in England, where it was attempted to reform youths whose domestic and social training had been originally vicious, by imparting a common school education with daily religious exercises; but as there was no solid basis to work upon, the edifice crumbled and fell, and the debris was injurious to others as well as to themselves, for of all the convicts transported upon their arrival at their destination they proved to be the very worst and most incorrigible; so general was the feeling against them, that no one would harbor or employ a "Pentonville bird;" a term held as synonymous with all that was wicked and most depraved, some may affect to dispute the truth of this remark, an extract from the evidence given by Lieutenant Colonel Jebb, before the Committee of the House of Commons, in 1850, will however sufficiently testify to the fact, although many others could be produced to prove the correctness of the assertion, he there states, "we have found great inconvenience from pushing the attainments of the boys beyond what was necessary to enable them to understand the ordinary rules of Arithmetic, and to read and write with facility. It was found, that instead of taking to employments which were open to them in the Colonies, they were looking out for situations as Clerks and Schoolmasters, and getting quite out of their sphere, it was positively a disadvantage to them, and it was that which induced me to recommend a diminution in the School instruction, and an increase in the industrial training, the basis of which is moral and religious instruction." Let this, the home, the family education, be good and then there will be nothing to fear from a good secular education; if this course be followed the infractions of the law will be infinitely fewer, and consequently cause an immense diminution in the number of Criminals.

#### GAS IN THE INSTITUTION.

The Inspectors, in their Report for the year 1852, alluded to the necessity of having the Wards sufficiently lighted, as being intimately connected with the happiness and moral improvement of the Convicts, but at that time the cost of a proper Gas apparatus was considered so very high, that for the moment this important measure was postponed. There is now, however, every reason to believe, that ere long the difficulty can be overcome, and Gas introduced into the whole establishment. The Gas Company of Kingston, have it in contemplation to lay down pipes, as far as the little Village of Portsmouth, a short distance beyond the Penitentiary, and have inquired whether it would be taken into the Institution, To this inquiry it was replied, that if the price were reasonable, it would be cheerfully paid for that purpose. During the short days, and after locking up, two or three hours could then be advantageously devoted to the mental improvement of the prisoners, who it is certain would greedily avail themselves of this indulgence, and the very best results can with every reason be anticipated to arise from it.

#### CONDUCT OF PRISONERS.

The conduct and demeanor of nearly every one of the Convicts, for months past, have been most exemplary and gratifying. Indeed, the Contractors assert, that they would not expect to meet with as good behaviour or obtain as much work from

any equal number of men they could hire elsewhere. A kind deportment is strictly enjoined upon all the Prison Officers, as well as upon the Contractors, and the consequence is, that peace, quiet, good feeling, and even a cheerful aspect, are apparent in all.

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### PUNISHMENT, &c.

Much pleasure is experienced from the fact, that the discipline of the Prison has been maintained with a comparatively small amount of punishment. The dark Cell, privation of a Meal or two, Bread and Water for a few days, and no Bed, are resorted to for minor offences, and those of a graver nature are punished by confinement in the Solitary Cell, where neither sound nor light can penetrate. This generally proves effectual. The Cat and Birch rods, so repugnant and obnoxious to the feelings, but which some times are indispensable, are only resorted to in extreme cases. A life Convict of the most desperate character, whose back was well scarred by repeated applications of the whip while in the Army, after having been but a few days in prison was exceedingly violent and abusive, for which he received a severe scourging; a chain was then fastened to his leg, and he was set to break stones apart from the others, immediately under the eye of the Guard on the wall. Upon being firmly but kindly remonstrated with by one of the Inspectors, he promised to behave better, and by a mild, encouraging, but stern treatment, there is now every reason to believe, that even his hitherto uncontrollable and vicious disposition will be softened and improved.

The power of inflicting corporal punishment, which the Convicts are aware the Officers possess, acts alone as a most powerful preventive to insubordination, and if it did not exist, some more cruel and perhaps more dangerous means of punishment would have to be adopted.

By the Reports forwarded for the information of the Inspectors, it appears that during the past year, corporal punishment was inflicted on 18 Convicts, who collectively received 464 lashes; the rods were applied to seven of the younger Convicts. This mode of punishment seems to inspire great terror, and the stripes are much less than by the whip, but there is every reason to believe, that resort to the cat and rods will daily become less necessary, in consequence of the visible improvement in the general behaviour of the Convicts.

In an Article in the London Medical Times and Gazette, of the 24th December, 1853, referring to Statistical Reports, on the sickness, mortality, &c., of Her Majesty's Troops at home and abroad, under the head "Corporal Punishment." It is stated, "In 1838, 10 men in every 1000 throughout the Army, suffered Corporal Punishment; in 1846, 4 per 1000; a corresponding alteration has taken place in the severity. In 1825, a man received 1200 lashes; since 1847, the maximum number that can be awarded, is 50. Contemporaneously with the reduction in the amount and frequency of Corporal Punishment, was a diminution of the frequency of crime."

The great object of the Inspectors and the Warden is, to convince the contumacious, that they shall be subdued by violence, if it must be; that there will be no peace, no escape for them, but that by good conduct and a disposition to reform their own efforts in this noble cause, will be most gladly seconded by every Officer, in whom it is desired, that they shall see kind friends and not tyrannical task-masters, such conduct will, it is hoped at last, subdue the most fierce and reckless dispositions.

## FEMALE CONVICTS.

These unfortunate persons, have, within a few weeks, taken possession of the new Female Prison, which is completely isolated from every other part of the Penitentiary; they can neither see nor be seen by any of the other prisoners; the kitchen and wash-house adjoin their Ward, and open into a sufficiently spacious yard, surrounded by a high wall; the whole is very convenient. There are 68 Cells, a greater number it is sincerely to be hoped, than will be required for years; there is a spacious work-room and a convenient place for the sick; the supervision by the Matron and her Deputy is very efficient. This department is well conducted in every way, and a fair amount of labor is obtained, while every effort is made for the moral and religious improvement of this most unhappy class of offenders.

## INSANE.

The forty-sixth Clause of the Act makes provision that, in the event of its being desirable, any Convict who may become insane, should be sent to the Lunatic Asylum at Toronto; such insane persons have been consequently regularly transferred to Toronto, and this to the great displeasure and annoyance of the people of the Upper Province, who with some appearance of Justice, object to such proceedings, inasmuch as they erected that Institution for the insane of that Province at their own cost, and never with the intention of its ever becoming a penal or charitable Institution for the use and service of the United Canadas. It will be for the Legislature to decide upon this matter, while, in the meantime, the Inspectors are compelled to admit, that considerable inconvenience and expense attends the transmission of the insane to and from the Asylum, and must at the the same time acknowledge, that cases of this nature can be very well cared for and treated within the Penitentiary.

It is quite true, that to give due attendance to this class of Patients, would impose a greater amount of duty on the Physicians than was contemplated, it would be for the Government to consider whether some additional remuneration should not be made in consequence of the continuous daily attendance required for such Patients over and above the ordinary duties of the Institution.

Of the therapeutical and moral treatment of this description of Patients, it is well observed by an eminent French writer, Dubois D'Amiens, while treating on mental aberration, that "we can give but very general precepts; the treatment is properly a question of judgment on the part of the Physician. It belongs only to the philosophical Physicians to treat cases of this nature;" to which the celebrated Dr. Dungleson, of Philadelphia, judiciously adds, "It need scarcely be observed, however, that along with the moral treatment, due attention will have to be paid to any morbid phenomena that may occur in the course of the malady." Another question of great importance is also to be decided by the Medical attendant in all cases of the perversion of the intellectual and moral faculties, as well as in the total or partial loss of the same powers,—the deciding not only whether the Patient shall be permitted to be at large, but whether total seclusion affords the best prospect of cure to the sufferer, and of safety to those around him.

It is true, that the study and treatment of mental affections are now made a speciality, and in reference to Institutions solely for the Insane, properly so, yet the regular bred Physician is, or at least ought to be, quite competent, after some attention to, or study of the subject, to the treatment, for it seems part and parcel of the knowledge and functions of the Medical man; and the Inspectors have great pleasure in stating, that in this respect they place entire confidence in the treatment practised by Dr. Sampson; and that they have always experienced great

satisfaction at the deep interest he takes in his Patients, as well as the uniform, kind, humane, and enlightened manner in which he deports himself towards all the sick under his charge.

### HOSPITAL.

This splendid and spacious building has till lately been occupied by the females, it is now restored to its original destination, it consists of two lofty stories, arched with brick and well ventilated, the first story (it can scarcely be called the basement, being considerably elevated and having vaults underneath for heating, &c.,) contains two ranges of roomy Cells, twelve in each row, these are separated from the windows by a broad corridor, and the ranges from each other by an equally wide passage, the doors of the Cells face the windows hence the prisoners cannot see each other.

In times of extraordinary sickness, a good number of beds could be placed in the Corridors.

This story should constitute the Hospital proper, the upper or second story is laid out in the same manner as the lower one, but the Cells are double the size, consequently there are only twelve Cells on this flat affording abundant space to move about in as well as for the performance of some light work, such as picking oakum, making mats, knitting, &c.

This floor would make an excellent retreat for those of the insane whom it would be unsafe to allow to be abroad, for there may occasionally occur a case or two of poor harmless demented creatures to whom it would not only be an act of humanity to allow to roam about the premises, but might even tend to their cure.

At very little expense all communication between the stories could be cut off, and each contains sufficient accomodation for servants, kitchen, and all other requisite conveniences.

It is not fair to infer, nor is it at all probable, that the Cells for the insane will at any one time be all occupied by the unfortunate class of individuals for whom they are intended, and in unoccupied Cells any Convicts whose violent and untractable behaviour might render it advisable to seclude, might be placed and made to work there; considering them as places of safety, and also in the light of additional punishment.

It may with propriety be remarked, that five Convicts had been sent of late to the Asylum at Toronto; a few months after they were returned to the Penitentiary as restored to reason, notwithstanding that one of these monomaniacs killed a fellow patient shortly before in that very Asylum, one of the reputed cures gave evidence of the fact by cutting his own throat some time after his return to the Prison.

In consequence of these circumstances a representation was made by the Physician of the Penitentiary to the Inspectors which was duly forwarded by them to the Seat of Government.

### GENERAL REMARKS.—No. 1.—SENTENCES.

Experience has shewn, that in cases where the offence committed is of a nature sufficiently grave to render resort to the Penitentiary advisable, it would be both expedient and humane that the period of the incarceration of the Convict should in no case be less than three years, that period being quite short enough for him to learn a trade and acquire new habits as well as to destroy old associations, if he be suscep-



tible of being reformed he has had time at least to lay in a good foundation upon which to base his reformation, he will be enabled to leave the Institution instructed in a respectable trade and will meet with new and friendly faces on his return to the world.

### No. 2.—PARDONS.

If the "Royal Prerogative of Mercy" were more frequently extended to Convicts whose misdeeds had not been of so heinous a nature as altogether to preclude them from its heavenly exercises, much good would certainly result from it; acting upon this principle it would seem advisable, that the sentence should be for the longest periods allowed by law in order that so soon as a Prisoner had learned a trade, had been a sufficient length of time in confinement to lose his old habits and acquire those of honesty and industry, and that from his deportment there was every reason to suppose that he was truly penitent and shewed a disposition to enter upon a new life, the Prerogative might be then exercised, and such penitent Prisoner discharged. This boon granted to the Prisoner would be prized by him in proportion to the curtailment of his time; it would prove a powerful incentive to all to merit it, every one of them would entertain with ardor the heaven born idea of hope, all would know that there at least, each was the arbiter of his own fate, sulky looks, stubbornness and revengeful deportment would soon give way to a quiet, placid, resigned demeanour, and as it has been most feelingly observed by a distinguished Poet, that,

"The most vital movement mortals feel

"Is hope, the balm and life blood of the soul,

"It pleases and it lasts."

It is not so much the amount of punishment that is pronounced, as it is first, the certainty of it, then its sufficiency to be measured by its effects; its tendency should be to deter and improve not to exasperate the already obdurate and revengeful, the granting a pardon when admissible is a certificate in itself that the Prisoner's conduct has been good, that there are hopes of his complete reformation, and that he is deserving at least of a fair trial, to refuse him which to a certain extent would be to render society in no small degree responsible for his future acts. Criminals whose deeds have been of so heinous a nature, or whose associations were doubtful or bad, and whose sentence may be for a long term of years, if their behaviour be good during the half or two-thirds of their time, might perhaps be pardoned on condition that they should leave the Province and never return to the Country. A man forty years of age may perhaps be committed for twelve or fifteen years, at the end of this term he would be too enfeebled both bodily and mentally to be able to gain his livelihood, he must become a miserable pauper, or he must commit new depredations, or die of starvation.

Under such circumstances it would appear equally cruel and unreasonable not to release him, provided that his conduct had been sufficiently good during a considerable period of his imprisonment to warrant such leniency, and that there was good reason to be satisfied that he was convinced of the wickedness of his former life, and fully determined to offend no more and to leave the Country for ever.

### No. 3.—DISCHARGED PRISONERS.

There is no doubt that the number who offend anew would be much smaller, were the discharged Prisoner to find some kind friend who would immediately procure him some employment, and if he were looked upon rather in the light of a "Prodigal Son," more deserving of sympathy than censure.

This subject, at the present moment engaging the serious attention of people in England, and means are being provided to succour these poor fellow creatures. In the United States, many philanthropic individuals have united in Associations for this purpose, and many discharged Criminals have been by them prevented, not only from sinning again, but by their care and assistance have been rendered good and exemplary members of Society.

No one can peruse the Annual Reports of the Prison Association of New York, without experiencing the most lively satisfaction and feeling disposed to go and do likewise. Women, almost foremost in acts that spread a halo upon human nature, were the first to commence and promote these associations, and many an erring female have they rescued from once more falling into the yawning abyss of vice, and have made them at last, and frequently in a short time, repentant, virtuous and good.

In the City of Kingston, a discharged female Prisoner, who manifested a sense of contrition, was taken by the hand by an excellent lady, who is a frequent visitor at the Prison, and it is thought been completely reformed. Would that such acts of true Christian charity were more frequent, could they only become "Fashionable," they undoubtedly would be so.

#### No. 4.—RECOMMITTALS.

Recommitments may be ascribed to divers causes:—

- 1st.—To the impossibility of reforming some subjects.
- 2nd.—To their remaining too short a time in prison.
- 3rd.—To their having neither friends to repair to, nor a trade to fall back upon to give them occupation.
- 4th.—To their meeting immediately after their discharge with old associates more crafty and depraved than themselves, and
- 5th.—That the moment they leave the Prison they are beset by harpies, in the persons of keepers of low grogeries, which are generally "receiving houses," when the two or three dollars granted by law to aid the Prisoners on their way home are filched from them for liquor, and after a couple of days of brutal drunkenness, peniless and depressed in mind and weak in body, they are thrust out of doors to starve, beg, or to begin anew their career of vice.

For the purpose of exciting a spirit of ambition, and also to induce them to become saving and thrifty, a certain portion of the earnings of the Convict should be placed to his credit (perhaps the best place of such deposits would be in some well established Savings Bank,) to be paid over to him at the time of his discharge; subject, nevertheless, to certain conditions, for the greater amount of such gratuity, the greater would be the danger to which the unfortunate discharged Convict will be exposed from the rapacity of human vultures already alluded to as lying in wait to prey upon him.

The only means of effectually protecting the discharged Prisoners, and saving them from the clutches of such harpies, would be the establishment of an Association, whose duty it would be to procure for them situations and places before hand, and this at a distance from their old haunts.

## No. 5.—VISITORS.

The number of Visitors who visit the Penitentiary, more especially during the Summer season, is so great as to have become a nuisance, inasmuch as the time of one Guard is almost entirely taken up in attending upon them. It is by no means advisable, totally to forbid the visits of strangers, from which advantage may accrue to the public, but the trouble and expense entailed, should at least be compensated and borne by the visitors themselves. To this end it is suggested, that an entrance fee of one shilling and three-pence should be exacted at the Gate, from all persons who are not exempted by Law, or who have no relatives in custody; this would be the means of preventing many idle and possibly some evil disposed persons from gratifying their curiosity or attaining some end they may have in view, in regard to certain Convicts. But in all cases, the Warden should be empowered to exercise his judgment on every application for admittance, it is probable that the whole expenses of the Gate-keeper would thus be met.

The Receipts from visitors at the Penitentiary at Sing Sing, in 1852, amount-  
ed to \$271 50 cents.

Persons visited Our Penitentiary during the past year; now, if only one-half had paid the entrance fee of one shilling and three-pence, it would have produced the sum of £

## No. 6.—MILITARY PRISONERS.

As there is every appearance that the number of Troops heretofore maintained in Canada will be considerably reduced, it is natural to infer, that the number of Military prisoners transferred to the Penitentiary, will be proportionably less than at present. It might become a question, on the score of profit, to consider whether it would be advantageous to continue the arrangement heretofore entered into and still acted upon for the custody of Military prisoners.

On mentioning this circumstance to Captain Miller, Superintendent of Military Prisons, that Officer stated, that in all probability Kingston would always be retained as a strong Military post and large Garrison, and that consequently a number of the men would be sent to the Institution from time to time. For lodgment of these, provision might be made without taking up any considerable portion of a Ward. From the desire evinced on all occasions, by Captain Miller and the other Officers, to meet the views of the Warden and Inspectors, there can be little doubt, but that the matter, with respect to Troops, might be easily arranged, and become a source of considerable profit to the Funds of the Institution.

As there are constantly within the precincts of the Prison, one Commissioned, and two or three Non-commissioned Officers, under whose charge the men are kept in the most perfect state of discipline and subordination; their presence alone is sufficient to prevent any attempt at a rising among the Convicts, if so disposed, but in the event of an open demonstration within the Prison, they would render the most valuable and efficient services.

It must also be borne in mind that, the Soldiers sent to the Institution are not Civil Convicts, but principally delinquents who have been thus punished for the commission of petty Military offences, and whose terms of confinement rarely extend beyond a few weeks or months at furthest. They also furnish their own Guard, a considerable addition to the means allowed for the maintenance internal quiet and safety.

On mature consideration of this subject, therefore, the Inspectors feel disposed to recommend, that Military Prisoners should still be received, provided that their

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number is sufficient to remunerate for the inconvenience and cost caused by their reception.

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#### OFFICERS.

With the conduct of the Officers generally, the Inspectors have every reason to express their satisfaction, several of them have been in the Institution since it was first opened and deserve the confidence of their Superiors. The first of these is a Clerk, a highly deserving and respectable gentleman, entirely devoted to his duties, and altogether above cabal or intrigue, he is now pretty far advanced in life, and notwithstanding great economy and plainness in his habits, it is to be feared that he has not been able to amass wherewithal to make his old age a little comfortable, and it is feared that a few other servants of the Institution are not better provided for.

The Inspectors would suggest, that enquiry should be made, whether (as has already been acted upon in England in some Institutions,) it would not be advantageous for the subordinate Officers, that a small portion of their salary should be retained or deposited in a Savings' Bank, to be drawn by the depositor, the Warden or other functionary, when leaving their situations, or under circumstances of so peculiar a character as to render such withdrawal advisable previous to that period, on application made by the depositor, and approved and recommended by the Warden or other Officer appointed for such purpose.

The Inspectors have much pleasure in stating, that perhaps all the Officers take a lively interest in the success of the Institution, and in the advancement and reformation of its unhappy and wretched inmates.

It is strictly enjoined to them to be temperate, and even kind in their language to the Convicts, whose confidence and good will they must strive to acquire, they are requested to rule by addressing themselves to the better feelings, and not to rouse the worst sentiments of the prisoners, by vulgar language or demeanor towards, or tyranny over them, and by so doing, as has been already observed, the placid and resigned deportment of the Convicts, will convey the expression that their commands are, with few exceptions, it is believed, duly obeyed.

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#### FALSE RUMORS.

An event of a most painful and unlooked for nature occurred not long since, which as having become public, the Inspectors deem it incumbent upon them to notice in this their Report, and in so doing, they only fulfil the obligations imposed upon them by the Act by the second sub-section of which, Clause XI, the Inspectors are "empowered to investigate the conduct of any Officer or other person employed in the Penitentiary, and into all matters by the said Inspectors deemed to affect the welfare of the Institution."

In compliance with this injunction, one of the Inspectors inquired of an Officer of the Institution, who, common rumor stated, was in the habit of writing for one of the Kingston Newspapers, in which paper had been repeatedly published attacks against the Penitentiary and its government, asserting emphatically that a system of "Proselytism" obtained in the Wards, and that "Jesuitism" was being introduced into the Institution.

This foul accusation was well calculated to prejudice and disquiet the public mind, and was a direct and most injurious imputation on the management of this vast establishment.

The application made to the party to whom the calumny was attributed, denies being the author of such rumors. And the Inspectors feel persuaded that no such false reports will ever be used to the disparagement of the Institution, by any of its Officers, whose joint duty it is to sustain its reputation and advance its interests.

### THE WARDEN.

The Warden has, as heretofore devoted his whole time and energies to the fulfilling of his important and multifarious duties, and it is with no little satisfaction that the Inspectors testify to the ability and fidelity with which all his important functions have been discharged; his prudence and sound judgment render him equal to any emergency, and while supporting the dignity of his Office with all due firmness, he secures the respect and even the affection of the Convicts, who, while they are fully aware of his unbending determination and indomitable courage, are likewise certain of his kindly feelings towards them, and that it is with pain that he finds himself occasionally under the necessity of coming to extremes with them.

The communications between the Inspectors and the Warden are always of so pleasant and agreeable a nature, that the utmost cordiality exists between them, and without the existence of a similar good feeling in every other department, unanimity of action can scarcely exist, and the Institution must suffer in proportion.

### RESPONSIBILITY OF THE INSPECTORS.

This may be the proper place to suggest that over every department of the Penitentiary the Inspectors should have unlimited control, as they bear, as it is meet they should, all the responsibility of the successful working of the Institution, there should be no *imperium in imperio* to thwart their best endeavors, they should not be made answerable for acts and practices beyond their reach; but while exercising this supervision and control, they are not to usurp the Executive authority of the Warden who should enjoy their entire confidence, and every Officer and Convict should feel that the Warden is superior in carrying out the discipline and has the full support of the Inspectors.

This matter leads naturally to the consideration of what Frederic Hill calls "the vexatious interference on the part of the law," in Hill on Crime, p.p. 260 and 340, are these words "The practice of minute legislation appears to me always objectionable, but in few things has this practice been carried to a more pernicious extent than in Prison discipline." This has a doubly bad effect, the first as it relieves the Inspectors from a weight it is right they should bear, and the second because it trammels their best endeavors for the advancement of the Institution.

When these Officers disagree, appeal should be made to the higher authorities by whom immediate action should be taken.

### IMPROVEMENTS AND BUILDINGS.

There are certain buildings requiring completion and it is necessary that others should be erected, and to this subject attention should be given with as little delay as possible, as upon their completion the Institution will be materially benefitted, and a large amount of money saved. The design of the edifice to be completed

and part whereof is still to be erected, is of a Cinical form, but the central part which is to be surmounted by a cupola is yet to be constructed, the space which it should occupy is now a vacant square lying between the other portions of the premises, which should be converted into one vast edifice; the absence therefore of this central section leaves the several gables of the wing exposed to the inclemency of the weather, and what is of greater importance affords facilities for escape which could not exist were the whole under a single roof and consequently subjected to a more effectual supervision than can now be exercised, had this part been built Dawsey could never have broken Jail.

Its construction would be a further advantage as it would permit of an addition of twenty Cells, while the completion of the remaining half of the West wing would allow of another increase of 140 Cells, all of which, although it is to be hoped, such may not be the case, may be required, and should be in readiness to meet emergencies.

The expense of carrying out these improvements, as estimated by Mr. Horsey, the Architect, will amount to £8163 10s., but a great reduction in the cost would be affected were the idea of a Cupola over the centre abandoned entirely, which we expressly recommend, as well on account of the useless expense entailed by its erection and from the apparent impropriety of lending an air of grandeur to an Institution which, in the eyes of the beholder, would seem to confer dignity on crime. Instead of a Cupola we should suggest that a plain small belfry should be constructed.

A new workshop is also imperiously demanded, which can be erected at less than half the costs of the old, and yet be quite as safe and convenient.

Another great desideratum is the construction of a few commodious dwellings outside the boundary wall, in which all the Officers might have lodgings as near as possible to the Institution, in going to and from which, much less time would be spent than is now consumed, and cannot but divert their attention considerably.

These houses could be leased at a rent that would fully pay the interest on the outlay required for their erection. Our predecessors have strongly urged the necessity of such buildings, and as soon as these suggestions are adopted and carried into effect, the annual salary of £200 now paid to the Architect, will be saved, besides the great advantage of having the Establishment completed, and all the Convicts employed in more remunerative labor, as well as preventing that freedom of communication, which to a certain degree, must exist between those who are constantly in contact, and who of necessity will occasionally interchange words while engaged in joint labor; it will also prevent that communication with the outside, which always attends the erection of buildings. In one word, the whole will be complete, a whole, and there will be no longer conflicting accounts for productive and unproductive labor.

A grant sufficient to finish everything, would in every view of the case, ultimately prove a considerable saving to the Country.

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#### COST OF THE INSTITUTION.

In consequence of the contracts entered into long since, at prices which now appear very low, the return for the labor of the Convicts is by no means so great as it otherwise would be; the time, however, is not very distant, when it may with some confidence be predicted that the Institution may be self-supporting. But to effect this desirable, and it would be necessary that the improvements before alluded to, should be accomplished without delay, beside the saving of the Architect's

salary as above stated, every man capable of work would add to the income of the Institution. Again, another desirable object would be obtained, fewer strangers would be admitted about the premises. The whole building would then be made more compact and safe, and escape nearly impossible. Even as it is, the expenditure is by no means extravagant, and can bear a favorable comparison with similar Institutions in the United States. Yet, even if much greater, no one should demur, if the objects for which the Penitentiary was erected are attained, viz:—To punish, to deter from crime, and to reform; for the achievement of which, no efforts are wanting on the part of those in any way connected with the Institution.

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### FINANCE.

The attention of Your Excellency is therefore earnestly solicited to the following remarks on the Financial Statement, for the past year.

The Return marked K., shows that the Disbursements amounted to the sum of £14,402 11s. 3d.

By comparison with the last Annual Return, it will appear that the sum exceeds the Disbursements of the last year in the sum of £1247 14s. 6d., at the same time, the Receipts during the year have also increased in a corresponding proportion.

By reference to the Return marked L., it also appears that the Debts due by the Institution on the 31st December, 1853, amounted to £3580 15s. 1d.

From the Return marked L.L., the Debts due the Institution on the said date, amounted to .....

|   |       |    |    |
|---|-------|----|----|
| .....   | £ 953 | 17 | 6  |
| Cash on hand at the same date .....                                   | 908   | 4  | 6  |
| Grant to the Institution on the 31st December, since received .....   | 690   | 0  | 0  |
| Stock on hand over and above what was on the 31st December 1852 ..... | 134   | 7  | 11 |

|            |       |   |    |
|------------|-------|---|----|
| Total..... | £2686 | 9 | 11 |
|------------|-------|---|----|

|   |       |   |   |
|---|-------|---|---|
| Balance against the Institution on the 31st December, 1853..... | £ 894 | 5 | 2 |
|---|-------|---|---|

|  |     |    |   |
|--|-----|----|---|
| The Balance against the Institution on the 31st December, 1852,<br>was ..... | 861 | 12 | 7 |
|--|-----|----|---|

|   |    |    |   |
|---|----|----|---|
| Shewing an excess of Debt this year over 1852, of ..... | 32 | 12 | 7 |
|---|----|----|---|

|  |        |   |   |
|--|--------|---|---|
| Again, by reference to the Report Q., there will be observed as increasing the real estate to the Provincial Penitentiary an expenditure of materials of ..... | £ 1649 | 9 | 8 |
|--|--------|---|---|

|   |      |   |   |
|---|------|---|---|
| Also an expenditure in Convict labor in building, excavations, &c., the sum of..... | 2758 | 8 | 0 |
|---|------|---|---|

|                         |       |    |   |
|-------------------------|-------|----|---|
| Making a Total of ..... | £4407 | 17 | 8 |
|-------------------------|-------|----|---|

Your Excellency, in reference to the Return marked K., will no doubt perceive that while the Institution in the general amount of receipts and disbursements has been charged with all these materials, it has taken no credit to itself for advancing the value of the real estate of the Prison in the sum of £4407 17s. 8d., when therefore it is considered that the Debt of the Institution on the 31st December, 1853, is only £32 12s. 7d. greater than last year, while the real estate has been increased more than £4400, it must be obvious to Your Excellency, that the most

rigid economy, consistent with the general welfare of the Institution, has been enforced in every department.

This gratifying result has been attained too, at a time when the expenses of the Institution have been, from unavoidable causes, greatly augmented.

Over these causes the Inspectors could exercise no control. The rise in the market has been very striking. The price of Provisions, Fuel, Iron, Soap, Candles, Oil, Clothing, Bedding, Forage, &c., &c., have made important additions to the expenditure of the Institution; and yet in the midst of these adverse circumstances, the permanent interests of this vast establishment have steadily progressed.

Amongst similar Institutions, those in the adjoining Republic, stand deservedly high in general estimation, and especially for being conducted in the financial or economical arrangements.

It may not therefore be out of place briefly to compare the Provincial Penitentiary with some of the best similar establishments among our neighbours.

The return of the State Prison in the State of New York, exhibits the following results:—

|   |                   |
|---|-------------------|
| Expenditure in Sing Sing, during the past year.....   | \$120,815.        |
| Earnings in the same Prison, for the same time.....   | 83,563.           |
| Excess of Expenditure over Earnings.....  | <u>\$ 37,252.</u> |
| The Expenditure in Auburn, which is considered the model of American Prisons, for the same period was ..... | \$194,758.        |
| Earnings .....  | 69,425.           |
| Excess of Expenditure over Earnings .....   | <u>\$ 25,323.</u> |
| Expenditure in Clinton Prison.....  | \$ 49,449.        |
| Earnings.....   | 31,300.           |
| Excess of Expenditure over Earnings .....   | <u>\$ 18,199.</u> |

When it is remembered that these Prisons have been in operation much longer than the Provincial Penitentiary, that fewer men are required to labor for the Institution itself, and a greater number available for Contracts.

That amidst the much keener competition in that country, much higher prices are secured for the labor of Convicts than here, that the number of Convicts both in Auburn and Sing Sing are more numerous than with us; and finally, that less importance is attached to the great purpose of such an Institution, namely, the moral reformation of the Convicts, and that in this department there is less expense than in the Provincial Penitentiary. It is obvious that the comparison with these Prisons presents this Canadian Establishment in a most favorable view, and abundantly demonstrates that the present Inspectors have given the strictest attention to its economical management, and therefore these gratifying results have followed.

In a country like Canada, where all the money proceeds directly or indirectly from the people themselves, and especially as the population of Canada is justly sensitive on the subject of public expenditure. The Inspectors deemed it their duty to enter somewhat minutely into the financial condition and management of this Institution, than otherwise they should have thought it necessary to do.



## CONTRACTS.

The undersigned Inspectors also desire to present a concise account of the Contracts in the Institution, both in reference to those now in existence and of those to come into operation on the termination of the present Contracts.

## CONTRACTS NOW IN OPERATION.

Of the Contracts now existing the Shoe Contract was given to E. P. Ross, Esquire, of Auburn, on the 15th June, 1849, for 50 Convicts, at 1s. 6d. per diem.

This Contract was altered so as to admit of Mr. Ross employing, at the same rate, 100 Convicts. This Contract expires on the 16th July, 1854.

2ndly.—Mr. Stevenson entered into a Contract on the 1st February, 1850; for 50 Convicts, at 1s. 6d. per day, to be employed in the Cabinet making business.

This Contract will expire on 1st February, 1855.

3rdly.—On the 1st July, 1850, E. P. Ross, Esquire, entered into Contract, for 100 Convicts, at 1s. 6d. per day, to be employed in the Iron and Hames shop.

This Contract expires on the 1st February, 1855.

## CONTRACTS MADE AND NOT YET IN OPERATION.

On the 25th April, 1851, a new Contract was made by the late Inspectors with E. P. Ross, Esquire, for 150 Convicts for the Shoe Shop, at 1s. 9d. per day, to come into operation on the 16th July, 1854, being precisely three years, two months, and twenty days before the expiration of the first Contract.

The present Contractors for a long time past had urged upon the Inspectors the propriety of renewing their Contract so that they might be warranted in going to expenses in renewing their machinery and making other arrangements for the purpose of carrying on their business successfully.

The Inspectors took the question into consideration and came to the conclusion to advertize the letting of Convicts for labor at the trade of Cabinet-making, Blacksmith work, Tailoring, and any other work suitable to be carried on in the Provincial Penitentiary.

On the 24th May last, they received a number of Tenders, which the Inspectors did not consider satisfactory; other offers of a more satisfactory nature were made but not entertained as the Inspectors decided upon advertizing anew, they did so, and received a number of satisfactory tenders.

The Inspectors awarded the Contract for 50 or 65 Cabinet Makers to Peter Todd, at the rate of 2s. 7d. per day, for each Convict, being an advance of one shilling and one penny per day over the present Contract, which expires on the 1st February, 1855.

In the five years that this contract has to run, it will produce between £4000 and £5000 more than the present Cabinet contract for the same number of men, and also otherwise prove more favorable for the Institution in a number of ways.

The Inspectors likewise awarded One hundred Convicts to work at Blacksmith work, Harness Mounting, &c., to Austin, Holmes, & Co., at the rate of 2s. 4d. per day, which will come into operation in 1855, the last mentioned contract will

produce between £6000 and £7000 more for the same number of Convicts, than the contract now existing.

The Inspectors further propose to enter into a contract with a firm to manufacture Agricultural Implements, and things of that nature, which are principally imported from the United States, the price proposed is 2s. 3d. per day for each Convict, when all these contracts come into operation, it will add much to the revenue of the Institution.

The Inspectors could easily have had the last named contract in operation, if it had not been for the new contract for Shoemaking, made by the former Inspectors, coming into operation the 16th July, 1854, where the Warden is bound to furnish 150 Convicts, at 1s. 9d. per day, under the untoward arrangements, the Inspectors had to decline entering into any new contracts, being uncertain as to what number of Convicts might come into the Penitentiary, as it might subject the Warden to a Suit at Law, if he had not a sufficient number to fill the contract when it commenced. Under these circumstances, the Inspectors directed the Warden to enter into arrangements with the Contractor to receive such Convicts as he had to spare, at an advance of three per day from that date.

Upon examination of the Sentence Book, it appears that a great many Convicts employed in the Shoe Contract will be going out before the first Contract expires.

The Inspectors therefore deemed it better to give such spare Convicts into the Shoe Contract until such number would be sufficient to fill the new Contract entered into by the former Inspectors, and the Warden has accordingly done so.

If the Shoe Contract had been open to give out, the Inspector has no doubt but 3s. per day, for each man might be got for that Contract; as it is the most suitable business to be carried on in a Prison.

It requires no machinery and but little room, the Convicts are always on their seats and easy of supervision, and the trade is easily learned either by the old or young; moreover there is always a good demand for Boots and Shoes in Canada, hence it does not require such a large capital to carry it on successfully as some other trades, hence also, Contractors can well afford to give higher prices for Convicts employed in Shoemaking than any other departments of business.

The Inspectors would have had no trouble in getting higher prices for the foregoing Contracts if it had not been that the choice of Convicts had been given by the former Inspectors to the Shoe Contractor up to 150 Convicts, which gives him the power of selecting the most valuable men for that Contract.

From these remarks it will be seen, that when these Contracts come into operation the Institution will have a very natural increased income. The increased annual income from the new Contracts to the Cabinet shop and to the Iron and Hame shop will amount to the sum of about £2200.

Although the receipts from these Contracts will add much to the income of the Institution, it cannot be expected that it will be self-supporting while so many Convicts are required to labor for the Institution itself, and for which labor no income is received, and while so many of the best Convicts have been let out at so very low a rate, and for so long a period to the Shoe Contractor.

Moreover, the Institution is yearly at a very great expense on account of several classes of Convicts, who must be provided for by the funds of the Institution, and from whose labor it receives little or no benefit.

Amongst these may be reckoned first, the Insane Convicts, which whether retained in Prison or sent to the Asylum and again brought back are a bill of expense to the Institution.

A second Class is composed of old, lame, and infirm Convicts who, from their age and infirmities, require unusual care and attention, and they add to the yearly ex-

penses of the establishment, while there is little or no profit derived from their labor.

A third class comprises nearly all the Female Convicts, the expense for whom has been a serious item in the outlay of the past year. From sickness and the number employed as Nurses, and in the necessary duties of the Establishment, cooking, cleaning, washing, cutting wood, making fires, &c., &c., no proceeds arise.

A fourth and last class which need to be mentioned as a burden on the Institution, includes all the young Convicts, a class that has yearly increased during the last few years, some of the time of these young Convicts is required for their instruction, they are wholly unfit for general duties of the Prison, their labor adds the merest trifle to its support, while the expense incurred for them equals, if it does not exceed that of Convicts whose labor is of the greatest value to the Institution. In connection with this class, the Inspectors feel it their duty most earnestly to urge upon Your Excellency's attention, the great necessity existing, for the establishment of Houses of Reformation for Juvenile Offenders. It is true they are sent to the Provincial Penitentiary, and every thing is done for them that can be done in such an Institution, and as a matter of course, it is a much better place for such offenders than our common Jails. Yet it is not the proper place for the reformation. Juvenile Offenders who are all the time coming in contact with the most hardened villains; although all communications are forbid and punished, yet it does take place occasionally, both in word and deed.

Moreover, the strict discipline that has to be practised in a Penitentiary, to keep such a host of daring and vicious men in order, is not the kind of discipline that ought to be used for the reformation of Juveniles.

It requires a different class of Officers; in place of the harsh disciplinarians, it requires persons of the most humane and kindly feelings, who will command the love of the children under their care, as a matter of course, punishments occasionally require to be inflicted, but at the same time, kindness should be the rule in the government of such an Institution, and more extensive means of improvement adopted than are consistent in criminal establishments of this kind.

The Inspectors are pleased to state that the educational and religious progress of the Convicts has been as favorable as, all circumstances being considered, could justly have been expected, and that many Convicts have left the Institution much reformed, and the Inspectors know that they are doing well and bid fair to become respectable members of society; there are some determined villains in every community, and these frequently find their way into establishments of this kind.

Such persons will seldom or ever be changed for the better: but the large majority leave the Institution with good intentions and, if favored by circumstances, become wholly reformed.

The small number of recommittals to the Penitentiary shews conclusively the success of the moral department of the Institution.

But it is probable that the number of recommitments would have been less had these persons been released during the warm season of the year, indeed it seems essential to the moral welfare of many Convicts that the term of sentence should be made to expire before the cold weather sets in and business becomes lax, when by want, exposure, and other circumstances of distress the temptation to crime becomes almost inevitable, and therefore sentence should not expire in winter.

The Inspectors in their first Report drew His Excellency's attention to a subject on which they conceived to be of great moment to many Convicts whose sentences expire in the winter months and whose home is at a distance from Kingston.

We would therefore most respectfully draw Your Excellency's attention to this subject again, as the weal or woe of many Convicts greatly depends upon the season of the year in which they are released.

If in the season of the navigation they can go to their home, if they have one, or they can go to a distance where they will not be known, to commence life again without the finger of scorn being pointed at them.

Moreover, work is much easier procured in summer and paid for, than in winter.

But when Convicts are discharged in the cold season the case is reversed.

They have not the means of travelling to a great distance by land, they find it extremely difficult to procure employment in Kingston as the inhabitants almost invariably know them to be Convicts, hence many fall into their old paths of vice who otherwise intended to do well. But to young boys and females it is inevitable ruin to turn them out in the midst of winter hundreds of miles from home, or perhaps without a home; if some benevolent person does not take pity upon such females and do something for them, it is not difficult to conjecture what will be the result.

For these reasons the Inspectors beg permission to suggest, that if the Judges of Her Majesty's Criminal Courts in this Province could have their attention called to this subject they might, at the time of sentence, remedy the evil by having it terminate during the period of navigation, by which great advantages would result both to the Convicts and society.

The Inspectors have postponed from time to time their closing up their remarks, expecting from day to day the Report of the Roman Catholic Chaplain, which has not yet been received, and therefore the Inspectors are reluctantly compelled to close up the Report without it.

In conclusion, the Inspectors would respectfully submit the following suggestions, for the consideration of Your Excellency:—

1st.—The necessity of making the Inspectors responsible for the whole management of the Penitentiary, in so far that nothing shall be done without their concurrence.

2nd.—That the sentences should be of the longest possible duration.

3rd.—That pardons be granted, but only at the suggestion of, or after reference made to the Inspectors.

4th.—That means be devised as far as possible for procuring work and situations for discharged Convicts.

5th.—The summary punishment of all persons who may sell Liquor to, or entice discharged Convicts to tarry in their tippling houses.

6th.—The exaction of an entrance fee of One shilling and threepence, currency, from all Visitors to the Penitentiary, not by Law exempted from the payment thereof. And

Lastly.—An appropriation sufficient for completing the Prison, and erecting a new workshop. In so far as is required for the South and West wings, also the rotunda, to delay which any longer, would be to expose the whole Prison to great injury from the weather, consequent delay to remedy which a very large sum at no distant day would be required, besides, when the necessary desiderations are completed the Prison would be infinitely more safe, escape nearly impossible, the Wards would be far more comfortable, a great saving in fuel would result, and the whole establishment much easier of a very perfect supervision.

New workshops may be dispensed with for the present, seeing that amply employment could be afforded for any number of Prisoners that might be sent to the

Institution, by stone cutting, for which there is every reason to expect a brisk and a very renumerating demand.

All of which is most respectfully submitted.

(Signed,)      WOLFRED NELSON,  
M.D., I.P.P.

“                      ANDREW DICKSON,  
Inspector.

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## SUPPLEMENTARY.

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### THE POOR AND WORKING CLASSES.

“ *La Prosperité d'un pays ne consiste pas seulement dans l'augmentation et l'accumulation des richesses, dans l'activité de ses manufactures, mais encore, et avant tout dans l'aisance, la santé, la moralité le bonheur de ses ouvriers.*”

DUCPETIAUX.

“ In our Country the whole purpose is to elevate the poor classes as a body, and to annihilate poverty itself. Our intention is not so much to relieve poverty as to destroy it completely.” Address of Rev. Dr. Tyno, of New York, delivered in September, 1853, at a meeting for the benefit of the poor destitute.

Every circumstance which can in the remotest degree tend to ameliorate the condition of the “lower classes,” comprising more particularly the “working poor,” whether mechanics or day labourers is of vast and vital importance to every Country. Make these classes more comfortable and you impart self respect, you excite manly and virtuous aspirations which will not fail to lead to sobriety, industry, and thriftiness; the very antipodes of drunkenness, vice, squalid misery, and the hideous catalogue of crimes and misdeeds which arise therefrom.

It is not to be marvelled at, that many of the poor should entertain but little self respect and consideration when they assume that their lot is one of want and degradation, that they are treated as if of an inferior order of mortals born to misery and servitude, nay, that the common comforts of life are denied them, the debased condition of the poverty-stricken entails indubitably most frightful mischief upon society, which would thus appear to meet with a merited retribution for its neglect of, not to say cruelty, to those unfavored by fortune.

Poverty in the lower classes is very generally the parent of every deviation from right and order, leads to the commission of all description of crime, and these are in one way or another visited upon all indifferently, mendicity is a heavy tax, person and property both suffer from the acts of the wicked and the reckless. The dagger of the assassin, the torch of the incendiary are but too often wielded by the hand of a famishing fellow creature, maddened as much by his necessities as by the injuries he conceives himself to labor under.

Beside the large amount in which the public is mulcted in every imaginable manner by alms, pilfering, and loss of property, there is another and oftentimes far greater injury sustained in the shape of disease, epidemics, and pestilence; for, let it be kept in mind that, whenever there exists in the atmosphere any of those occult

and mysterious agencies for the development of sickness, which have baffled so completely the researches and acumen of Medical Philosophers, they are called into life and activity in the low, damp, dark, filthy, and confined abodes of the poor.

It is from such *autres as foci*, that disease radiates in every direction, it is here that it acquires its potency and malignancy, to reek, as it were, its vengeance upon all, irrespective of age, rank, wealth, or station. Let not the self-satisfied and apparently prudent, entertain the hope that they enjoy perfect immunity because they do not come within the immediate sphere of contagion, for the evil thing is abroad, and after first seeking its victims among the lowly and destitute, it seizes, as if in very mockery, upon the palaces of the rich and princely, where from the excesses of luxury, (too often, even something worse,) it finds subjects open to its attacks. Then let not the opulent cherish the delusive hope, that by seclusion they will escape the common visitation.

The pestilence is no respecter of persons, some measure of safety from such visitations can alone be expected by a constant and unanimous effort to benefit the general state of the community. The welfare and consequent happiness of the poor thus becomes the protection and security of the wealthy. History and observation have a thousand times established these truths, which no sophistry or egotism can shake.

The only just and rational course that is to be taken to arrest vice and its hideous concomitants, want and disease, and to ensure the safety of all, is to ameliorate the condition of those, without the labor of whose hands we could neither be fed nor clad, and our costly edifices be erected, nor could stupendous public works be accomplished, it is in fact a truth which should never be lost sight of, that upon the low and working orders, as upon the shoulders of Atlas, all the proud superstructures of society rest.

There can be no better or more effectual means to advance the condition of the laborer, than to provide for him a decent comfortable dwelling, where there will be no undue crowding, no receptacle for filth, no wet or muddy places, situated where the pure air of Heaven may freely circulate, and the cheering rays of the Sun may elevate the mind and invigorate the body.

We would advise that there should be no basement stories to such dwellings, as at present is too often the case, in which human beings are almost buried alive in deep, dark, cold and moist cellars, redolent of every species of filth, in a state of festering putrefaction, evolving large volumes of poisonous gases, and where men and women, young and old, the hoary vagabond and the innocent youth, the loathsome slattern alongside the yet undefiled girl, are all promiscuously huddled together on heaps of straw and rags, the whole constituting one heterogeneous mass of the most revolting degradation. It is from such dens as these, that vice, crime and disease, stalk abroad to become the bane and terror of society.

The poor inmates of these sad retreats, as if from instinctive consciousness of their prostrate condition, seem to shun the light of day, and the presence of more fortunate people, their very attitude timid and crouching, would denote that they felt as if they were an inferior class of beings, undeserving of association with their fellow men in the ordinary walks of life.

Let us elevate the poor in their own estimation, let us as far as possible raise them to the common level, and ere long their very nature will change with their altered condition. A distinguished French writer, Ducpetiaux, in his excellent work, "*De la condition physique et morale des jennes ouvriers*," (volume I, page 231,) speaks thus:—"L'essentiel pour nous est de prouver que, même sous l'empire de la constitution actuelle, il est possible de soulager les maux, et de prévenir les vices et les crimes qui affligent la communauté."

Let the good work be at once seriously undertaken, and unquestionably most encouraging results will follow. For it is in vain to expatiate on the infinite sublimity of religion, the precious advantages of education, the indispensableness of morality, and to depict in the most glowing colours the benefits that will result from virtuous conduct and a noble emulation, to persons who have been born and reared in want and wretchedness, for such can have but a very faint idea of correct principles and motives whose influence has never been brought to bear on them.

Minister to the first necessities of human nature, set a good example, be kind and indulgent to those less favored by fortune, and you will speedily develope and urge to fruition the best impulses of the soul; feelings which the miserable down-trodden creature did not conceive himself susceptible of. The first step to attain so desirable a result is, as already intimated, to provide the deserving man of slender means, and even the most destitute, with a decent habitation, the work of reformation would thus be at once nobly begun and would undoubtedly prosper.

The facts here stated are so patent and palpable, that the time has at length arrived for putting an end to the actual lamentable condition of the poor and working classes. In England, Prince Albert, to the honor of the Crown and his own name and dynasty, has taken the initiative, and given an impulse, which there can be no doubt will be felt, and the example followed by many others who are prone and proud to follow the precedents of illustrious personages.

True it is, that every body cannot erect such model dwelling houses as Prince Albert has done, but there are many who can tread in his footsteps; many who have moderate capital to dispose of, and who, instead of building palaces, which not unfrequently impoverish them in suitably furnishing, and indeed when leased, frequently prove a total loss, from the inability of the tenants to meet so high a rent; such persons might construct buildings for the classes of society herein specially referred to, in which some taste might be displayed at little cost, and which could be made decent, comfortable and healthy. The rents, though comparatively low, would be far more remunerative than the splendid tenements which always entail a large annual cost to maintain them in a proper condition.

It has been practically proven in England, that "for the small sum of Two thousand pounds, capable of accommodating no less than ninety poor families, at rents of one dollar a-week each, which after payment of a certain rent to the builder, and all other expenses, would still yield a return of two per cent, on the two thousand pounds."

The manner in which these model dwellings are erected, the conveniences of every kind which they possess, the comforts which the inmates enjoy and the effect which they have on their habits and character, are as pleasing as they are striking; and far beyond any idea a person may entertain respecting them, who has not had the advantage of visiting them, and of conversing with the occupants. Such houses should be built on a dry and rather elevated site, the cellars should not be deep or damp and the drainage must be perfect; the foundation should be of stone or hard burnt brick, and built up at least two feet above the surface of the earth. At every twelve or fifteen feet there should be a small window 8 by 15 inches, set in a frame in the foundation just under the sill to open during the summer, that no foul air may accumulate underneath, and which should also be occasionally opened in the winter.

As a general rule, where land is not of high a price, the house should not be more than two stories high, so that too large a number of persons should not collect together, it being well ascertained, that a dense population in a small space, though even on different floors, deteriorates the air, and if disease be not immediately entailed thereby great predisposition to it is engendered.

At least nine feet should be left between the floors, and a window in every room, narrow but high, say three panes of glass in width by six or seven in height, each pane being  $8\frac{1}{2}$  by  $9\frac{1}{2}$  inches, with a slide in the highest row of panes to permit the escape of the impure and heated air. There should be a fire-place in each room or at least a chimney with a pipe hole, and above that, an aperture near the ceiling 6 by 15 inches, opening upwards into the flues of the chimney, to which a sheet iron door should be adapted to act as a ventilator and to admit of its being opened or shut as occasion may require, especially in summer. If the ceiling be not plastered it should be frequently well washed with lime water and salt, this will render the wood less combustible, less liable to absorb noxious vapours, and also prevent the lodging of vermin in the interstices. The lower floor should be thoroughly saturated with linseed oil, which would also render it impervious to water and filth, make the wood far more durable, whilst the floor would require less frequent scrubbing; and when this is performed, it would be much sooner and more easily cleaned. It would be better that the walls were not painted but well white-washed, in which preparation a small quantity of Sulphate of Zinc (white vitriol,) or alum should be dissolved. This would not only add to the purifying property of the lime, but besides would fix it to the wall. The roofs of the houses should project about two feet over the walls, thereby effectually preventing the rain from flowing over these when the gutters should become obstructed or over full; this would also add to the appearance of the cottage, and as much as possible the external aspect should be pleasing to the sight, and make the tenant proud of his little domicile, but above all a plentiful supply of good pure water should be provided.

A range of such tenements could easily be fitted up under one roof, each separated from the other by a thin brick partition, to isolate more completely each family or lodging from the other, as well as to prevent the spreading of fire in the event of such an accident occurring. Several small families might inhabit one of these rows of buildings. The earth from the cellars and excavations should be spread in a sloping direction all round the house, so as to ward off the water and moisture, and the surface should have a coating of small stones, or what is even better the rubbish of old walls, this would keep the premises dry and thin. The roofs should be white-washed once a year, if not of metal or slate, this would give a cheerful aspect to the whole, prevent the forming of moss, and make the roof more durable, and almost fire proof. There should be a privy, under lock and key for each family, so constructed that should there be no drain, it could easily be emptied in the spring of the year, for no effluvia is so noisome as that generated in such places.

The proprietor of such economical and sanatory class of dwellings, should reserve to himself the right of visiting the house and premises as often as he pleases; he should even take a delight in the work of supervision not only with regard to the pecuniary advantages he would derive by maintaining his property clean and in good repair, but also that he might exercise a salutary influence over the conduct and habits of the inmates; he should be sustained by legal enactment in his right of inspection, and in the event of any of the occupants being drunken or disorderly, on proof thereof before a Magistrate, he should possess the right of ejection; such laws already exist in certain parts of the continent of Europe, and also for some time past in England. Capital laid out for such truly benevolent purposes would prove a safe investment, and one of the greatest improvements in this most extraordinary time of material progress. Let not the gigantic works of every kind that are being carried on turn our attention from, or deter us from the performance of what is infinitely more real and lasting good to society and to the moral and educational interests of the lower classes.

A man of fortune or even of moderate means, if endowed with a warm and generous heart, would soon take an interest in the success of such establishments, and while placing his capital securely he would confer benefits upon the community



that would ensure him the blessings of thousands, and make his name revered and honored as a promoter of the well-being of his race, far above that of the restless and ambitious politician or the brilliant and successful soldier.

As intimately connected with his own personal advantages, it may not be inappropriate, whilst dwelling on the means for the advantage and advancement of the laboring classes, to address the manufacturer with regard to the erection of buildings of the above description near his establishment. He would thus possess the advantage of always having his workmen at hand, who in turn would lose less time in going to and coming from their houses, and he would also maintain a more salutary surveillance over them. Under the eye of a benevolent employer the laborer who would be more circumspect, be less exposed to temptation, and remain more constantly in the bosom of his family; to attach him to his abode, and to give it more importance in his own eyes, an occasional visit from the wealthy proprietor would be attended with no small advantage; he would commend the cleanly and economical, remonstrate with the idle and thriftless, a smile of kindness and a pleasing word with an occasional small present to the more cleanly and better behaved among the children of the group would most unquestionably exercise a very salutary influence; a man of sense and a philanthropist, he might be the welcomed means of healing many little family broils, and be a friendly arbiter between dissenting neighbours, and even contending factions; he would soon secure the unbounded love and confidence of all in his employment, and whilst greatly furthering his own interests, he would incalculably better the condition of his dependents, and confer a signal boon upon society. In matters of this nature it will be shewn in another article to follow the present, that private individuals, some with munificent fortunes, but others with most slender means, have achieved wonderful results by their own unaided efforts, indeed almost every improvement in the condition of man, either in a reformatory or penal sense, has been the work of benevolent individuals acting from the most lofty and truly christian impulses, far beyond the desire of emolument or personal aggrandizement, but solely for the common good.

Another remark may be hazarded on this important subject, in furtherance of the views above indicated it may be suggested, that a small sum laid out in the purchase of moral, entertaining and religious books, (and there is no stint of such of late years,) would enable a truly patriotic man to give or rather lend a couple of books to each family, and thus establish a small poor man's library. Soon would people who had begun to taste the sweets of order and temperance take a liking to such books, it would form their mental recreation, whilst reposing their wearied limbs after a hard day's labor, it would also constitute a part of the Sabbath occupations of rational amusement, and form the most effectual safeguard against lounging and tipping on the Sunday. Under such influences good domestic habits would soon be acquired, and this would lead to the husbanding of the hard earned wages, and what could be saved from the weekly wants of the family should be deposited in some Savings Bank; thus would the listless and despirited laborer soon find himself almost to his amazement, and certainly to his infinite satisfaction, a new man, and in the exuberance of his feelings deem himself highly favored, hopes of better times dawn upon him, he now possesses self reliance and he assumes a position of dignity and independence of character of which he knew little or nothing before; he becomes attached to his family, and from entertaining no higher prospect than that of providing from day to day for a miserable subsistence, he perceives in the distance, beckoning him on to increased exertions, the possession of at least all the necessaries of life, with a reasonable promise, a little further off, of many of its comforts, and per chance, a pretty fair indication of a pleasant independence. He effectually immerses from the slough in which he had so long floundered, becomes a valuable member of the community, rears up a moral and industrious offspring, and at least ends his career as all men should in the enjoyment of an unblemished reputation, and in the possession

of privileges which every intelligent citizen cherishes and is proud to obtain. Lest the suggestions which we have made above should not be responded to by our principal manufacturers and others employing great numbers of men, who may say that their time is too much taken up with their own business and interest to intermeddle in the affairs of their servants.

In the spirit of christian charity we would at least urge upon them this advice, not to pay their hands on the Saturday night, but rather on the Monday or Tuesday, when they will have no pretext, however flimsy, to spend the weeks earnings in taverns, and not seldom in those sinks of infamy, dancing houses and brothels, drinking and revelling all Saturday night and next day, desecrating the Sabbath; ill-using their wives and children, injuring their health and losing the two first days of the week reposing their exhausted frames from the effects of those infamous and withering orgies.

In support of the sentiments above enunciated in reference to the obligations of society, the following paragraphs are transcribed from a valuable work published in Paris, in 1843, by a very distinguished and patriotic French writer, already referred to, "Edouard Ducpeteaux, Inspecteur General des Prisons et Maisons de Bien-faisance; vide vol. 2, p. 11," we find these judicious remarks:—

"La Societé doit aide et protection a tous ses Membres, elle doit assurer a chacun le libre et entier developpement de ses facultés physiques, morales et intellectuelles."

"Nier ce devoir serait tout remettre en question; a quoi serviroient des loix et des Institutions Sociales? Leur refuser cette base, ce seroit contester en même temps leur necessité."

"Si la Societé doit aider et protéger la generalité des citoyens, à plus forte raison doit elle étendre sa tutelle aux faibles, aux infortunés qui ne peuvent rien par eux mêmes, et pour eux mêmes; s'il est des obstacles qui s'opposent à leur bien être elle doit les écarter s'il est des mesures qui puissent les relever de leur abjection, satisfaire les besoins legitimes, les appeller à une vie nouvelle; elle doit les adopter; tout oubli, toute negligence sous ce rapport engageroit sa responsabilité, et ferait peser sur elle la plus grave des accusations."

Another instance may be cited as proof how easily an operative may be raised in his own estimation by having trust reposed in him.

In France, as men working for Jewellers are trusted, they become raised by the responsibility of their position, they shun the wine shop, live contented with the pleasures of their homes; dress with neatness, and would die rather than betray confidence reposed in them.

Since the suggestions contained in the foregoing remarks, having reference to the erection of dwellings for the poor and working classes in populous cities or near large factories have been reduced to writing, a number of the London Morning Chronicle for 1850, has come under notice, in which an elaborate statement is given of the present position of the working classes in that great manufacturing emporium Manchester. This article is entirely corroborative of the sentiments already expressed, and proved, beyond a doubt, that the benefits which must eventually be derived from such a system are incalculable, and no reasonable doubt can be entertained but that it will be attended with the same success here as has universally followed its introduction elsewhere. From this article, the following synopsis is given, and a few extracts copied.

The degree of comfort and thrift which now pretty generally prevails among the operatives, is due to their better treatment, the first phase of which was produced by the Act of Parliament which reduced the amount of day labor from eighteen to ten hours, this gave every family two or three hours each day to be employed in

their own private matters, the men, women and children saw the hour of adjournment approaching with delight, ran home, washed off the dust and soot of the factories, and turned to something useful to themselves; men and women to their household matters, the children to their books, better dwellings were now provided, those cursed retreats, cellars, diminished and with them squalid misery, typhus and putrid fevers; such is the debasing effects of cellar tenements that, as a general rule, the inmates are disliked by the others, they hold a species of parish position in operative estimation. Mind and body degenerate here alike, and the miserable creatures seem conscious of their abject condition, for they shun the society of others, they are lazy, sullen and revengeful, the best feelings of our nature are kept in abeyance while the worst propensities are developed and cultivated. On the other hand, "the better dwellings, the better the furniture will be found. Better tenements inculcate habits of self-respect and a degree of laudable ambition to get up the room of state in the handsomest manner possible. People well lodged take a natural pride in being well provided with household necessities."

The sanitary effect of such abiding places is very marked, "one in fifty-two deaths occur, while in the other the deaths amount to one in twenty-seven. The accounts given of the thriftiness of the majority of the operatives, and the manner in which they pass their time, especially on the Sabbath, is most gratifying. Sunday Schools are pretty general, and evening Schools are often met with."

Such are the blessed results of this order of things in Manchester, that we are told, "many of the richest men will tell you that to the Sunday Schools which taught them to read and write, and inculcate habits of sobriety and honesty, they now owe their Villas and their Mills. Very many of the Mill-owners take a strong practical interest in the Schools. A few have Sunday Schools especially connected with their establishments, and several labor in the work themselves, and pass several hours every Sabbath among the people whom they employ. A Total Abstinence Society, is a frequent accompaniment of the Factory School, evening classes are also encouraged."

Many of the Manchester Mill-owners have been originally mill-hands, have raised themselves through the agencies of industry, probity, and intelligence, from the form and the loom, to the country house and the Exchange.

The above has been adduced as proof of the correctness of the position assumed in the foregoing remarks, and also how much it is to the interest, even in a pecuniary point of view, for employers to provide comfortable lodgings for their work people, and how glorious it would be to themselves and their families, if they took some pride to set a good example, and to lead their servants to habits of sobriety and order by giving them opportunities for secular and moral instruction, thus convincing these poor people how deep an interest is taken in their behalf, a warm attachment would grow up between all parties, and a kindly common interest and a fellow feeling would be established, from which all would derive comfort and advantage.

(Signed,) WOLFRED NELSON,  
M.D., I.P.P.

## A.

**The Warden's Report, Dec. 31, 1853.**

*To the Inspectors of the Provincial Penitentiary  
of the Province of Canada.*

The REPORT of DONALD AENEAS MACDONELL, Esquire, WARDEN  
of the said PENITENTIARY, from the first day of January to the  
31st day of December, 1853, inclusive.

STATEMENT of Convicts remaining in the Penitentiary on the 31st day of  
December, 1852, including those received from the first day of January to the  
31st day of December, 1853, inclusive; as well as a Statement of the number of  
Convicts whose term of sentence has expired within the year, the number liber-  
ated by pardon, and the number who have died within the said period, and one  
Convict who effected his escape; together with the numbers sent and those brought  
back from the Lunatic Asylum at Toronto by Warrants from the Government.  
Also,

A Statement of the number of Military received and liberated from the  
Military Prison, within the same period, viz:—

|   |            |
|---|------------|
| Male Convicts remaining in the Penitentiary on the 31st Day of December, 1852.....        | 409        |
| Female Convicts.....  | 88         |
| Military Prisoners in Military Prison, undergoing Military Prison discipline.....         | 16         |
| <b>Total, remaining in Provincial Penitentiary on the 31st day of December, 1852.....</b> | <b>468</b> |
| Male Convicts received during the year 1853.....  | 145        |
| Female Convicts received during the same period.....                                      | 7          |
| Male Convicts brought back from Lunatic Asylum.....                                       | 5          |
| Female Convicts do do do.....   | 2          |
| <b>Total number of Convicts.....</b>  | <b>622</b> |
| Military received in Military Prison during the year 1853.....                            | 211        |
| <b>Total, in Penitentiary, during the year 1853.....</b>                                  | <b>838</b> |

STATEMENT of Convicts and Military Prisoners discharged by expiration of Sen-  
tence, by Pardon, by Death, and sent to the Lunatic Asylum, and Escaped.

|   |            |
|---|------------|
| Male Convicts Discharged by expiration of Sentence.....   | 77         |
| Female Convicts do do do.....   | 12         |
| Male Convicts died in Hospital.....   | 7          |
| Male Convicts Pardoned.....   | 18         |
| Convicts sent to Lunatic Asylum.....  | 4          |
| Convicts Escaped.....   | 1          |
| Military Prisoners Discharged by expiration of Sentence, Removal, &c.....   | 218        |
|   | <b>387</b> |
| <b>Total of Convicts and Military Prisoners remaining in Provincial Peniten-<br/>tary on 31st December, 1853.....</b> | <b>496</b> |

The number of Four hundred and ninety-six Convicts and Military Prisoners, remaining in the Provincial Penitentiary on the 31st day of December, 1853, is as follows:—

|                          |     |
|--------------------------|-----|
| Male Convicts .....      | 451 |
| Female do .....          | 35  |
| Military Prisoners ..... | 10  |
|                          | 496 |

The number of One hundred and fifty-two Male and Female Convicts received within the year 1853, are natives of the following Countries:—

|                         |     |                         |     |
|-------------------------|-----|-------------------------|-----|
| England .....           | 20  | <i>Brought up</i> ..... | 100 |
| Ireland .....           | 51  | Canada .....            | 49  |
| United States .....     | 19  | Wales .....             | 1   |
| Franco .....            | 1   | Nova Scotia .....       | 1   |
| Germany .....           | 1   | New Brunswick .....     | 1   |
| Scotland .....          | 8   |                         |     |
| <i>Carried up</i> ..... | 100 | Total .....             | 152 |

Of the number of 152 Convicts received within the year 1853, fourteen have been Convicts in this Institution on former Sentences, and are as follows:—

|                          |    |
|--------------------------|----|
| On Second Sentence ..... | 10 |
| On Third Sentence .....  | 3  |
| On Fifth Sentence .....  | 1  |
| Total .....              | 14 |

While on the subject of recommittals it is satisfactory to be enabled to state, that there is an amendment in this respect, as in the year 1852 there were eighteen recommittals, whereas in 1853 there are only fourteen; but it is a subject of regret, that there is an increase in the number of Convicts received within the year 1853, of fourteen over that received during the previous year. There also remain in the Penitentiary the number of thirty-nine Convicts, including the aforesaid number of fourteen over the numbers at the corresponding period in 1852.

The Convicts received within the year 1853, are from the following Districts and Counties of the Province.

|   |     |  |     |
|---|-----|--|-----|
| District of Montreal .....                | 82  | <i>Brought up</i> .....  | 114 |
| District of St. Francis .....             | 7   | United Counties of Lincoln and Welland ..  | 6   |
| District of Kamouraska .....              | 2   | County of Haldimand .....  | 8   |
| District of Three Rivers .....            | 2   | do Brant .....   | 6   |
| United Counties of Leeds and Grenville .. | 1   | do Simcoe .....  | 4   |
| Frontenac, Lennox, and Addington .....    | 17  | do Norfolk .....   | 5   |
| County of Hastings .....                  | 4   | do Waterloo .....  | 4   |
| County of Prince Edward .....             | 1   | do Middlesex .....   | 4   |
| Northumberland and Durham .....           | 4   | do Oxford .....  | 2   |
| Peterborough and Victoria .....           | 2   | do Essex .....   | 2   |
| York and Peel .....                       | 18  | do Kent .....  | 8   |
| Wentworth and Halton .....                | 24  |  |     |
| <i>Carried up</i> .....                   | 114 | Total from the various Districts and Counties<br>of the Province, for the year 1853 .. | 152 |

STATEMENT of the Ages of Convicts received in the Provincial Penitentiary, during the year 1853.

|                                  |            |
|----------------------------------|------------|
| From 13 to 16 years of age ..... | 8          |
| From 16 to 20 do .....           | 82         |
| From 20 to 30 do .....           | 60         |
| From 30 to 40 do .....           | 34         |
| From 40 to 70 do .....           | 18         |
| <b>Total</b> .....               | <b>152</b> |

The following Statement contains the Crimes, of which the number of One hundred and fifty-two, received within the year 1853, were convicted, as well as the number on each Offence.

|  |    |   |            |
|--|----|---|------------|
| Murder .....                               | 5  | <i>Brought up</i> .....                                   | 47         |
| Felony and Murder .....                    | 2  | Cutting and Wounding .....                                | 6          |
| Arson .....                                | 4  | Horse Stealing .....                                      | 18         |
| Felony .....                               | 2  | Stealing in a Shop .....                                  | 1          |
| Manslaughter .....                         | 3  | Stealing in a Dwelling House .....                        | 1          |
| Burglary .....                             | 1  | Robbery from the Person .....                             | 1          |
| Robbery .....                              | 6  | Stealing Money .....                                      | 1          |
| Assault to Murder .....                    | 1  | House Breaking .....                                      | 1          |
| Assault to Ravish .....                    | 3  | Attempting an unnatural Offence .....                     | 2          |
| Felonious Assault .....                    | 1  | Arson and Horse Stealing .....                            | 1          |
| Wounding to do grievous Bodily harm ..     | 1  | Obtaining Sureties under false pretences ..               | 1          |
| Forgery .....                              | 9  | Beating his Wife, and causing the death of<br>Child ..... | 1          |
| Perjury .....                              | 1  | Obtaining Goods falsely .....                             | 1          |
| Burglary and Larceny .....                 | 1  | Cattle Stealing .....                                     | 1          |
| Receiving Stolen Goods .....               | 1  | Unnatural Offence .....                                   | 1          |
| Stealing from the Person .....             | 2  | Larceny in a Dwelling House .....                         | 2          |
| Assault to Maim .....                      | 1  | Larceny .....   | 87         |
| Assault to do some grievous Bodily harm .. | 1  | House Breaking and Larceny .....                          | 4          |
| Stealing a Boat .....                      | 1  |   |            |
| Breaking into a Shop .....                 | 1  |   |            |
| <i>Carried up</i> .....                    | 47 | <b>Total</b> .....  | <b>152</b> |

Religious Denominations of Convicts received in the Provincial Penitentiary, during the year 1853.

|                         |    |                         |     |
|-------------------------|----|-------------------------|-----|
| Church of England ..... | 46 | <i>Brought up</i> ..... | 67  |
| Presbyterians .....     | 19 | Roman Catholics .....   | 65  |
| Lutherans .....         | 1  | Methodists .....        | 19  |
| No Religion .....       | 1  | Baptists .....          | 1   |
| <i>Carried up</i> ..... | 67 | Total .....             | 152 |

The following is a Statement of the Crimes of Convicts in the Provincial Penitentiary prior to the 31st December, 1852, and who were therein on the 31st December, 1853.

|   |     |   |     |
|---|-----|---|-----|
| Murder .....                              | 80  | <i>Brought up</i> .....   | 125 |
| Rape .....                                | 14  | Wounding to do Grievous Bodily Harm...  | 1   |
| Arson .....                               | 14  | Assault to commit Felony and Murder...  | 1   |
| Burglary .....                            | 15  | Stealing from the Person .....  | 6   |
| Bestiality .....                          | 2   | Forgery and Perjury .....   | 1   |
| Shooting to Disable .....                 | 1   | Sheep Stealing .....  | 4   |
| Highway Robbery .....                     | 1   | House Breaking .....  | 2   |
| Manslaughter .....                        | 8   | Stealing from a Dwelling House .....  | 5   |
| Sacrilege .....                           | 1   | Obtaining Goods Falsely and Forgery .....   | 1   |
| Felony .....                              | 18  | Obtaining Money Falsely .....   | 2   |
| Shooting to Murder .....                  | 8   | Larceny and Destroying Letters .....  | 1   |
| Assault to kill .....                     | 1   | Assault, 4th & 5th Vic. ....  | 1   |
| Robbery .....                             | 3   | Receiving Stolen Goods .....  | 1   |
| Shooting to do Grievous Bodily Harm ..... | 2   | Larceny from the Person .....   | 1   |
| Stabbing with intent to Murder .....      | 1   | Horse Stealing .....  | 26  |
| Assault to Rape .....                     | 1   | Forgery .....   | 11  |
| Assault to do Grievous Bodily Harm .....  | 2   | Forgery and Horse Stealing .....  | 1   |
| Cutting and Stabbing .....                | 1   | Cattle Stealing .....   | 11  |
| Intent to Murder .....                    | 1   | Bigamy .....  | 6   |
| Stealing from a Church .....              | 2   | Horse Stealing and House Breaking .....   | 1   |
| House Breaking and Stealing .....         | 1   | Stealing Money from a Shop .....  | 1   |
| Passing Counterfeit Money .....           | 1   | Obtaining Sureties under False Pretences ..   | 1   |
| Prison Breach .....                       | 1   | Larceny .....   | 125 |
| Stabbing .....                            | 1   | Total, prior to 31st December, 1852, and included in number in Penitentiary 31st December, 1853 ..... | 885 |
| <i>Carried up</i> .....                   | 125 |   |     |

The number of Four hundred and Eighty-six Convicts remaining in the Provincial Penitentiary on the 31st day of December, 1853, are natives of the following Counties:—

|                                |     |                                      |     |
|--------------------------------|-----|--------------------------------------|-----|
| England .....                  | 57  | <i>Brought up</i> .....              | 288 |
| Canada .....                   | 169 | Ireland .....                        | 175 |
| United States of America ..... | 50  | Scotland .....                       | 19  |
| France .....                   | 8   | Germany .....                        | 5   |
| Prince Edward's Island .....   | 2   | Switzerland .....                    | 1   |
| Isle of Wight .....            | 1   | West Indies .....                    | 1   |
| Wales .....                    | 1   | Nova Scotia 1, New Brunswick 1 ..... | 2   |
| <i>Carried up</i> .....        | 288 | Total .....                          | 486 |

GENERAL STATEMENT of Religious Denominations of Convicts remaining in the Provincial Penitentiary on the 31st day of December, 1853, which distinctions are recorded on their arrival and in which they continue during their term of sentence in the Institution, with one exception by order of the Board of Inspectors.

|                         |     |                         |     |
|-------------------------|-----|-------------------------|-----|
| Roman Catholics .....   | 201 | <i>Brought up</i> ..... | 250 |
| Presbyterians .....     | 40  | Church of England ..... | 174 |
| Baptists .....          | 8   | Methodists .....        | 58  |
| Lutheran .....          | 1   | No Religion .....       | 9   |
| <i>Carried up</i> ..... | 250 | Total .....             | 486 |

All of the Protestant Convicts, as well as those who have been recorded as not professing any Religion, are under the instruction of the Reverend H. Mulkins, the Protestant Chaplain of this Institution.

The Roman Catholic portion of these Convicts are under the instruction of the Reverend Angus MacDonell, Vicar General and Roman Catholic Chaplain to this Institution. I regret to state that for some time past the Reverend Mr. MacDonell has been unwell and not in a situation to attend to the discharge of his duty at the Penitentiary, but has sent a Clergyman to officiate on Sundays and at such other times as the service of a Clergyman are required, and Mr. McMahon attends for the Reverend Mr. MacDonell to the Morning and Evening prayers as well as to the Lectures on Thursdays; however, the sooner the Rev. Mr. MacDonell can attend to his duty it will contribute to the satisfaction of the Convicts of his Congregation, as well as to the progress of good order among them, for they respect as well as fear him.

The Military Prisoners are not included in the above numbers, as they are attended by a Clergyman appointed by the Military Authorities.

#### ON SENTENCES.

It is a painful subject to be brought under the notice of the public, that there is in this Institution, no less than Fifty-four Convicts undergoing imprisonment for life. It is true that the crimes of these unfortunate beings have, in general, been revolting and unfeeling, still a number of them sustain their imprisonment with so much resignation and fortitude, that it has the effect of raising a feeling of compassion for their misfortunes.

In respect to such of these as are advanced in years, and have no certain home, they are better here than if thrown upon the world for support. But these unfortunate beings who have homes and families to engage their melancholy thoughts both day and night, to these must this place be gloomy in the extreme, and it is not extraordinary that these Convicts thus situated should turn their thoughts to the God of mercy for pardon.

Another class of Convicts are those who no sooner leave this Institution on the expiration of one sentence, than they are ready to engage in new depredations, and soon return to what I may term their place of rest, from the fatigue and brutality in which they have passed a year, and even a few months; and in one or two instances, not a week before we have heard of some expert act of burglary; for such men there cannot be any feeling, but are treated and placed on the same footing as other Convicts, nor can this be avoided under the congregate system of labor, when the Convicts work in gangs.



GENERAL STATEMENT of Reconvittals to the Provincial Penitentiary, including those of the year 1853, heretofore stated.

|   |    |
|---|----|
| Convicts undergoing a second imprisonment ..... | 31 |
| do do a third imprisonment .....                | 10 |
| do do a fourth imprisonment .....               | 3  |
| do do a fifth imprisonment .....                | 2  |
| Total .....                                     | 46 |

In distinguishing the different Races, the Convicts are as follows:—

|                             |     |
|-----------------------------|-----|
| Whites .....                | 448 |
| Native Indians .....        | 8   |
| Negroes and Mulattoes ..... | 30  |
| Total .....                 | 486 |

#### ON THE DISCIPLINE IN PRACTICE IN THE PROVINCIAL PENITENTIARY.

I may with safety remark, that the discipline of this Institution is to me a most serious subject, upon its success rests the general peace and order which must be maintained, and I have at all times reflected, that the great object to be kept in view is to carry out the sentence of the Law to hard labor, and enforce good order, but at the same time keeping in view humanity to these, our unfortunate fellow-beings. In carrying out this system of discipline, it is satisfactory for me to be enabled to return thanks to the Inspectors for the confidence they have reposed in my exertions, as well as for the power placed within my reach to enforce quiet and good order in the Prison. The discipline which you wish to see carried out in this Institution is, that of humanity to the unfortunate beings in our custody, in the practice of this system of discipline, you at once distinguish between the Convicts whose temperaments are judicious and obedient, and that of the vicious and abandoned miscreant.

I find that in making up the Statement of punishments which have been inflicted during the year, that they in a slight degree exceed those of the year 1852, not in the severity of the punishment, but in the number; this may be accounted for in two ways, viz:—In the increase of the number of Convicts, as also in the case of obstinate culprits who take a position against the performance of hard labor, with such, after having exhausted your powers of persuasion and admonition, as well as tried the effect of the dark and solitary cells, without success; then there is only one alternative, that of the infliction of the cats; this punishment can also be avoided by the Convict, even after being tied to the triangles, he has only to say I will go on with my labor, when he is immediately released. You will then observe, that every precaution is taken against the practice of cruelty, as they are admonished by their Clergy, as well as individually by the Warden:

It may be well, while on the subject of punishments, to notice the difference in the system in practice in this Institution, and that at the Auburn Prison; for, as to allege or maintain that any Institution of this description could be carried

on without a wholesome degree of compulsion, is quite out of the question. I have been present in the Auburn Prison and witnessed the water punishment, for which I felt under compliment to the Warden of that Institution. The Convict is stripped quite naked, and placed in what may be termed the stocks, in a sitting position, a shower of water is brought down upon the unfortunate being, which as I could observe, produced a suffocation; this is continued for some time, the operator either increasing or slackening the torrent at his pleasure. On view of this proceeding, I was quite satisfied with the system of punishment in practice in this Institution.

On the next sheet will be found a correct Statement of the various punishments inflicted throughout the year, and while on this subject, it would be well to note, that the escape of the Convict Dawsey, was effected while under punishment, having been sent to what is termed the solitary cell, he succeeded in making a hole through the masonry, and from thence got into the rotunda or centre of the Main Prison buildings, and from the circumstance of this part of the Prison being unfinished, he passed over the roof of the East wing, and by means of a rope with a weight attached to the end, passed over the Prison wall on the East side of the yard, no doubt aided in his exertion by means of a shed which is rather near the wall.

This Convict has not been retaken, though much exertion has been made, and expense incurred.

GENERAL STATEMENT of PUNISHMENTS inflicted in the PROVINCIAL PENITENTIARY of CANADA, during the year 1853.

| MONTHS.   | Number of Meals of Bread and Water in each Punishment. |     |     |      |     |     | Number of Punishments without Bed. | Number of Punishments to the Dark Cell. | Number of Punishments to Ordinary Cell. | Number of Punishments with Cags. | Number of Lashes inflicted with the Cags. | Number of Junior Convicts punished with a Switch. | Number of Stripes of Switch inflicted. | Number of Punishments to Solitary Cell. | Number punished with a Chain attached to the leg. | Number admonished. | REMARKS.  |
|-----------|--|-----|-----|------|-----|-----|------------------------------------|---|---|----------------------------------|---|---|--|---|---|--------------------|---|
|           | 1  | 2   | 3   | 4    | 5   | 6   |                                    |   |   |                                  |   |   |  |   |   |                    |   |
| January   | 4  | 28  | 56  | 85   | 10  | 17  | 30                                 | 2                                       | 1                                       | 12                               | 1   | 1   | 9                                      | 9                                       | 9   | 9                  | Exclusive of the four Convicts who are noted in this Return as having been punished with a chain attached to the Leg for a few days. Two other Convicts who have shown a determined disposition to acts of violence are kept chained as a necessary precaution. |
| February  | 12   | 26  | 62  | 90   | 21  | 26  | 25                                 | 1                                       | 3                                       | 120                              | 1   | 1   | 20                                     | 20                                      | 20  | 20                 |   |
| March     | 4  | 27  | 74  | 107  | 35  | 18  | 28                                 | 1                                       | 1                                       | 15                               | 1   | 1   | 14                                     | 14                                      | 14  | 14                 |   |
| April     | 4  | 27  | 68  | 110  | 35  | 12  | 42                                 | 4                                       | 4                                       | 98                               | 1   | 1   | 15                                     | 15                                      | 15  | 15                 |   |
| May       | 18   | 84  | 87  | 80   | 27  | 30  | 51                                 | 4                                       | 4                                       | 60                               | 1   | 1   | 12                                     | 12                                      | 12  | 12                 |   |
| June      | 11   | 43  | 85  | 118  | 31  | 30  | 81                                 | 4                                       | 2                                       | 12                               | 1   | 1   | 12                                     | 12                                      | 12  | 12                 |   |
| July      | 13   | 27  | 42  | 140  | 27  | 29  | 28                                 | 4                                       | 2                                       | 96                               | 1   | 1   | 12                                     | 12                                      | 12  | 12                 |   |
| August    | 19   | 37  | 53  | 72   | 18  | 15  | 41                                 | 1                                       | 3                                       | 36                               | 2   | 2   | 22                                     | 22                                      | 22  | 22                 |   |
| September | 23   | 23  | 29  | 81   | 25  | 13  | 36                                 | 1                                       | 1                                       | 12                               | 2   | 2   | 9                                      | 9                                       | 9   | 9                  |   |
| October   | 4  | 46  | 28  | 48   | 39  | 21  | 46                                 | 4                                       | 2                                       | 30                               | 1   | 1   | 12                                     | 12                                      | 12  | 12                 |   |
| November  | 5  | 16  | 84  | 102  | 19  | 16  | 33                                 | 1                                       | 2                                       | 36                               | 2   | 2   | 22                                     | 22                                      | 22  | 22                 |   |
| December  | 17   | 12  | 21  | 142  | 27  | 27  | 17                                 | 17                                      | 18                                      | 464                              | 7   | 90  | 19                                     | 6                                       | 4   | 187                |   |
| Total     | 111  | 346 | 639 | 1175 | 324 | 254 | 418                                | 17                                      | 18                                      | 464                              | 7   | 90  | 6                                      | 4                                       | 187   | 187                |   |

EXPLANATION.—The column under the head of Number of Punishments without Bed, are not separate punishments from those under the head of Bread and Water, and not founded on separate Reports. A number of the Dark Cell's punishment are also included with those of Bread and Water, as for example, four meals of Bread and Water and one night in Dark Cell, or one night without Bed, according to the nature of the report upon which the punishment is founded.

(Signed,) D. Æ. MACDONELL,  
W. P. Penitentiary.

REPORT ON BUILDINGS AND GENERAL WORK IN PROGRESS, DURING  
THE YEAR 1853.

It is with much satisfaction that I am enabled to congratulate the Board of Inspectors on the completion of the Female Prison; this work has been followed up with much perseverance, and it is pleasing to be enabled to state, that it is satisfactory and commodious in the interior, in fact it is a residence as well as a Prison. This has been an expensive work, but the indispensable necessity that there was for a Female Convict Prison has fully warranted the expenditure. It is also important to notice, that the splendid building which had been erected as an Hospital in which the Female Convict has been confined is now converted to its original intention.

The grading of the Prison yard still continues, and will for some time to come, it is a stone excavation, and therefore is a work of time and great labor.

An important work has also been constructed by Convict labor, in the building of an extensive wharf on the west side of the western boundary wall, in what is termed Hatter's Bay; this work was very much required particularly since the adoption of the System of Contract labor, as vessels are now frequently passing and repassing, some laden with stone purchased from the Institution, and others in the transportation of the material belonging to the Contractors.

It is also satisfactory to be enabled to state, that the south side of the west wing of the Prison has been completed and is now occupied by the Convicts, which has enabled the Inspectors to direct, that the Protestant and Roman Catholic Convicts should occupy separate Prisons, in order that the morning and evening prayer should be said by the Chaplains to those of their own congregation.

While on the subject of Buildings, it is important that the public should know that the Main Prison Buildings are in a unfinished state, however this is a subject with which you are so well acquainted that it would be superfluous in me to make any further remarks on the subject, merely that the Buildings are suffering injury by exposure to the weather.

The following is a Statement of the number of Convicts employed in the General work of the Institution, on the 31st December, 1853, which includes the Military Prisoners as well as the Sick.

|                         |    |                         |     |
|-------------------------|----|-------------------------|-----|
| Stone Cutters .....     | 25 | <i>Brought up</i> ..... | 80  |
| Tailors .....           | 12 | Quarry-men .....        | 9   |
| Seamstresses .....      | 82 | Barber .....            | 1   |
| Cook .....              | 1  | Laborers .....          | 87  |
| Carpenters .....        | 10 | Sick .....              | 18  |
| <i>Carried up</i> ..... | 80 | Total .....             | 195 |

The foregoing number of One hundred and ninety-five Convicts, with the exception of the Sick and Military Prisoners, are continually employed in the work of the Institution. In observing the numbers set down as Laborers it would be inferred that they were able bodied Convicts, this however is not the case, for in this gang in general is included all the old men in the Institution, with the exception of a few who from age and debility, remain under cover generally employed in picking oakum. The Stone Cutter's gang is a very efficient one and well em-

ployed for the general interest of the Institution, and will most probably have to be increased in numbers in order to go on with the necessary improvements in building, &c. The Tailor's and Carpenter's gang are employed in the general works of the Institution. The Female Convicts in the binding of shoes for the Contractors, as well as the sewing and general needle work of the Prison. The greater number of the Convicts are employed at Contract labor in the shops, and this is what is termed productive labor. It is quite true that all the Convicts are employed in the labor and drudging of the Institution, but it is not productive, that is, it does not yield an income to meet the general expenditure.

I trust that hereafter the labor gang may be diminished in numbers, however this is in a measure uncertain, as it will depend upon the description of Convicts to be hereafter received in the Institution, as Contractors cannot be expected to take Convicts into the work shops who are unable from age or from some ailments to perform hard labor.

In the General Estimate of Laborers the Military have been included, but their severe discipline and diet is such, as well as their Prison regulations, that they cannot be considered as in the performance of hard labor for the Institution; but in Summer they are frequently called upon to perform general work, particularly the removal of stone, and the breaking of stone for the macadamizing of Roads, &c.; and in Winter they are employed in oakum picking, and are at all times ready for any particular work which does not interfere with their Prison discipline. Therefore the general Statement of labor on the 31st day of December, 1853, will be as follows:—

|  |                       |     |
|--|-----------------------|-----|
| Contract Labor   | { Shoemakers .....    | 169 |
|  | { Cabinetmakers ..... | 53  |
|  | { Blacksmiths .....   | 79  |
| At Contract Labor .....  |                       | 301 |
| Stone Cutters, Quarry-Men, Tailors, Carpenters, Laborers, and Seamstresses, &c., at the general Labor of the Institution ..... |                       | 167 |
| Sick .....   |                       | 18  |
| Total of Convicts in Provincial Penitentiary .....   |                       | 486 |

The following Statement contains the Total number of days' work performed by the Convicts, during the year 1853.

|                                |       |       |
|--------------------------------|-------|-------|
| Stone Cutters and Masons ..... | 6193  | 19660 |
| Carpenters and Coopers .....   | 8688  |       |
| Tailors .....                  | 3570  |       |
| Quarry-Men .....               | 290   |       |
| Seamstresses .....             | 5969  |       |
| C O N T R A C T L A B O R .    |       |       |
| Shoemakers .....               | 42668 | 88746 |
| Cabinetmakers .....            | 14775 |       |
| Blacksmiths .....              | 28090 |       |
| Seamstresses .....             | 3218  |       |
| Carried forward .....          |       | 88746 |

|   |       |        |
|---|-------|--------|
| <i>Brought forward</i> .....                      |       | 88746  |
| LABORERS IN GENERAL.                              |       |        |
| Of Stone Cutter's Gang .....                      | 3780  |        |
| Of Quarry and Yard Gang.....                      | 14607 |        |
| Kitchen Gang and Contractor's Messengers.....     | 7981  |        |
|   |       | 26368  |
| Total number of days labor for the year 1853..... |       | 129774 |

REPORT on the Finances of the PROVINCIAL PENITENTIARY, for the  
year 1853.

This subject as well as that of the discipline are the two most important considerations in connection with the general business of the Institution, and to these I have given the most particular attention.

It will not be necessary for me to go into a detail of the Receipt and Expenditure of the Funds of the Institution as that will be fully explained in the general accounts of the Penitentiary.

I feel satisfied that every exertion has been made to conduct the business of the Institution with the strictest economy, but as there has not been any special grant for the purpose of building and other improvements, the ordinary funds from Convict Labor as well as the Parliamentary Grant will not suffice to meet the general expenditure, including the balance against the Institution on the 31st December, 1852. But the supply of cloth, flannel and linen, which is on hand and paid for, together with stone for building as well as for sale, will place the expenditure in a most satisfactory position, and had the outlay been confined to the support of the Convicts, and the payment of the Officers and the ordinary expenses of the Institution, there would have been a saving upon the annual appropriation of the Legislature.

It is quite probable that there will be an increase in the demand for cut-stone during this year, as well as for every other description of stone, and in the month of July next, there will be an increase of three-pence per day on each Convict in the Shoe-shop.

If we may be permitted to look to the year 1855, an important increase in the value of Convict labor will then take place, as a Cabinet and Blacksmiths' Contract has been entered into, the former at Two shillings and seven-pence, and the latter at Two shilling and four-pence per day for each Convict. At present the Contract price of Convict labor in this Institution is only One shilling and six pence per day, so that there is every prospect of the Institution progressing in its beneficial results, and its being a place of punishment for the lawless, it is also of importance as a place of reformation, as well as a situation where useful occupations are soon acquired.

The accounts required by Law are completed, and will be submitted to you in order that they may be forwarded for the information of His Excellency the Administrator of the Government. The Annual Balance Sheet includes an expenditure of £14402 11s. 8d., but it will be kept in view, that this expenditure is not exactly confined to the year 1853, but as the general accounts will be forwarded, the exact expenditure for the year, will be as near as possible arrived at.

I am pleased to be enabled to state, that our proceeds from Convict labor, is steadily on the increase.

|  | £      | s. | d. |
|--|--------|----|----|
| Amount from Contract labor .....                   | 6091   | 4  | 0  |
| do from Stone Shed, including all Stones sold..... | 788    | 15 | 2  |
| do from all other branches of Convict labor .....  | 218    | 18 | 9  |
| Total .....  | £ 7084 | 7  | 11 |

In taking a view of our general transactions, I am pleased to be enabled to state, that the Institution is in a state of progression.

I have the honor to be, Gentlemen,  
Your obedient humble Servant,

(Signed,) D. Æ. MACDONELL,  
Warden, Provincial Penitentiary.

PROVINCIAL PENITENTIARY,  
25th January, 1854.

## B.

### The Protestant Chaplain's Report.

REPORT of the Reverend HANNIBAL MULKINS, PROTESTANT CHAPLAIN,  
to the INSPECTORS of the PROVINCIAL PENITENTIARY, for  
the year ending the 31st of December, 1853,

To WOLFRED NELSON, M.D., and ANDREW DICKSON, Esquires, Inspectors of the  
Provincial Penitentiary.

Gentlemen,—I have the honor to lay before you, as the Law requires, the following Report upon the department assigned to the oversight of the Protestant Chaplain in the Provincial Penitentiary, for the year ending the 31st of December, 1853.

In the first place I may state that the number of Convicts under my charge during the year, have been as follows:—

|   |     |
|---|-----|
| Remaining in Prison at the termination of 1852..... | 271 |
| Removed to the Asylum.....                          | 2   |
| Pardoned .....                                      | 18  |
| Died .....  | 6   |
| Escaped .....                                       | 1   |
| Removed to Roman Catholic Chapel.....               | 1   |
| Released by Expiration of Sentence .....            | 57  |
|   | 80  |
| Leaving.....  | 191 |
| <i>Carried forward</i> .....                        | 191 |

|   |     |
|---|-----|
| <i>Brought forward</i> .....                | 191 |
| RECEIVED DURING THE YEAR—                   |     |
| From the Asylum .....                       | 5   |
| On first commitment .....                   | 81  |
| On the second Commitment .....              | 6   |
| On the third Commitment .....               | 1   |
|   | 93  |
| Total number of Protestants in Prison ..... | 284 |

It will be observed from this Statement, that the increase during the year in the number of Protestant Convicts has been 13, but if the 5 Convicts received back from the Asylum be deducted therefrom, the real increase is only 8; the increase last year was 18, shewing an increase of Protestant Convicts less by 10 in 1853 than in 1852.

Of the Convicts released in the course of the year and of those received, it may be proper to offer a few remarks. The two removed to the Asylum on account of insanity had gradually grown worse and worse until they were too mentally diseased to be capable of instruction in this Institution; it was an act of humanity to remove them before they had become irrevocably deranged, to a place fitted for the relief and remedy of such patients.

Of the 13 Convicts which have this year been made the subjects of the Royal Mercy, the best hopes in general may be entertained. Experience seems more and more strongly to concur in the mode now adopted in extending pardon to the Convicts; for, by withholding the Royal pardon, except in cases of meritorious conduct, a most effectual motive is held out for good behaviour and improvement.

All the Convicts released bear testimony to the good effects of this moderate and most judicious exercise of mercy to the Culprit, and doubtless, mercy is the most potent element in all attempts to restore the fallen to reason and virtue.

This year there have been six deaths, last year only four occurred, these persons were visited daily in their sickness, the Word of God was read and explained to them, they were faithfully and affectionately warned to be ready for death, and constantly instructed in their duty, prayer was frequently offered for them, and such as desired it, had administered to them the Holy Sacrament. They opened their minds to their Ministers freely, and though grieving that they must die in a Prison, expressed themselves as resigned to God's will, and in peace and good will with man.

Of the 57 released by expiration of Sentence, from 40 to 45, I trust, will conduct themselves properly hereafter, so at least not to expose themselves to a second imprisonment. I have at different times had three of these Convicts in my service, and have found them honest, faithful, and obedient; one I retain still. Two or three others are living near by, and doing well. One is in a neighboring village, and he says, "doing as well as any young man could wish." One is in the West, receiving Seven shillings and six-pence per day. This person has a number of persons under his charge, and is much respected. I have met others at different times in the City, decently clothed, and professing to be doing well, and respected in their sphere. I have no doubt, in my mind, but that the great majority of Protestant Convicts, this year released, have been eminently benefitted by their imprisonment. Some that came here totally ignorant, without knowing a letter of the Alphabet, having never been taught the Ten Commandments, wholly without knowledge of the Creator and Governor of the Universe, were able, on going out, to read well, to write, to do simple sums in arithmetic, and above all, with much religious instruction.



Some of them had read the Bible several times over, and had perused carefully twenty or thirty of the books of the Library. There is ground therefore, I think, to believe, that in the majority of commitments, one great purpose of this Institution is realized. There can be no question but that the highest object of such an Institution is the reformation of the Convict, in the first place, so as to make him, if possible, a good Christian. The state, while it wisely aims at both these grand purposes, concerns itself more directly with the first, and has provided judicious means for its accomplishment. This end, I believe to have been attained in the great majority of Convicts released during the year past. To effect this, the educational, moral, and religious provisions of the Institution have been directed, in part, with success; and, if also, they have led others to die in hope, and others still to a new life, it is a subject of thankfulness for a Christian people. To what extent this latter purpose has been accomplished, no man can precisely say, but its achievement has been sought with earnest exertions and prayer.

Of the fifty-seven released by the expiration of their sentence, there are perhaps from five to fifteen on whom effectual impressions have not probably been made, and who will very likely be returned to this or some similar Institution again; but the number leaving the Institution without good intentions, is very small; yet doubtless, there are some who are inclined to evil, and that continually, on whom the lesson of affliction and mercy has been thrown away; who passed their time in the Prison without reflection or repentance, who left it without reformation or hope, and even perhaps more hardened by sufferings, and determined to commit fresh depredations upon society; there is, however, very few Protestants of this class leaving the Prison, and even they, if not reformed, have been inspired at least with such a salutary dread, that they will be cautious how they place themselves again in exposure to the just chastisement of the Law. A few others are persons who are at times penetrated by a sense of duty, and animated with good resolutions; but they are weak and irresolute, and will be apt in the presence of powerful temptations, to fall into vice and crime. Indeed the great majority of recommitments are supplied from this description of persons; men who have little knowledge, whose vicious and indolent habits long formed, are not easily abandoned; men who have long breathed in the moral atmosphere of intemperance and vice, and who meet on their release frequent seductions to evil, and few allurements to virtue; did such moral convalescents when they go out, after long suffering, to encounter afresh the strife and trials of the world, meet with some kind and christian person who would deal with them kindly, guiding and controlling them by moral influence until their good intentions were matured into virtuous actions, it would not only be a blessing to society, but would vastly diminish the number of recommitments. Their defects by nature, mentally and morally, arising from some peculiarity beyond their control, or from the want of early training in virtues ways, would be compensated for, though late, not too late, by the prevailing influence and guidance of other nobler christian minds; some Institution is greatly needed for such persons on their releaseal from the Penitentiary, in which they could find protection, and where they could be strengthened, and more fully equipt for their fresh combat with the evils around.

These remarks may also apply to the old and infirm, the young, and especially to orphans, such persons, released, without money, without friends, without home, with the brand of crime upon them, and perhaps at a time when they cannot get employment, are in a most perilous position, and the wonder is that their fall is not inevitable. There is yet another class more exposed and hopeless than any of the preceding, Convict Females are fit subjects for all christian commiseration, on becoming free they are generally thrown by circumstances into the midst of overwhelming temptations, that however awakened, their best intentions and firmest resolves vanish like dew before the sun; when sentenced here, it is frequently

the termination of a long course of intemperance and vice if not of crime. In some instances the ties of family have been broken, husbands and children forsaken, or parents abandoned, small indeed is the hope of saving such persons when they have no home but the house of infamy, and no means of support but the rewards of vice. There is less prospect of the permanent reformation of Convict Women than of any other class of the inmates of a Penitentiary; unremitting exertions have been made in the Provincial Penitentiary for the improvement of this class of the Protestant Convicts, they have been supplied with an abundance of religious reading, those that could not read have been instructed, the Word of God has been daily read among them, and daily prayers continued through the year, they have attended three public services every week, and they have also been visited once a week by that persevering and benevolent lady, Mrs. Robert Cartwright, whose disinterested and christian visits are always welcomed by the Convicts, and her exhortations and prayers listened to with lively attention. In the midst of the prevailing apathy in Society regarding the reformation of this wretched class of Criminals, her example is the most praiseworthy.

There is this satisfaction, however, the Protestant Convict females appear to be, year by year, decreasing, in 1851, there were twenty-three; in 1852, nineteen; and now, at the end of 1853, there are only fifteen.

It is not perhaps strictly within my department to make suggestions relative to released Convicts, yet I have thought upon the matter so long and intently, have had so constantly before me the necessity of extending to them some assistance, and have been so impressed with the benefit likely to flow to society and themselves from adopting some plan for the relief and protection of discharged Convicts, that I trust the Inspectors will excuse me for briefly referring to the matter. After reflecting upon the various modes by which discharged Convicts might be relieved, in the absence of Benevolent Societies to aid them, and of a House of Reformation to which they might be transferred for a season preparatory to their final discharge. I believe an allowance to industrious and well-behaved Convicts of a small part of their earnings, if only one-penny a day, which in the course of years would form a considerable sum, would constitute a most efficient motive for good behavior lest they should lose all their earnings by misconduct. It might in part, if needed, be given to their families, or laid out in procuring books for themselves, and it would furnish some relief on their discharge by saving them from instant want. On this subject Governor Seymour, in his late Message to the Legislature of New York observes, "I suggest the propriety of allowing Convicts, as a reward for industry and good conduct, some portion of their earnings for the benefit of themselves or families, this would be calculated to animate them with hope, to create habits of foresight and prudence, and by enabling them to assist their families, would cultivate the better instincts of their nature, it would also give them, at the expiration of their terms of imprisonment; some means of support until they could overcome their difficulties of obtaining employment, in numerous instances, discharged Convicts are led to the commission of crime by the poverty and want consequent upon the prejudices which exist against them; humanity and policy alike dictate that every encouragement should be afforded to these unfortunate persons to retrieve their past errors."

The Tables (Vide Appendix) will afford the Inspectors every requisite information concerning the 88 Convicts which have this year been received into the Prison; a large proportion of these are professedly adherents to the Church of England, but many of them are strangers in the Country, and the great majority totally un instructed in the duties and doctrines which they profess.

A similar fact explains how it is that so considerable a number belongs to those large and respectable bodies, the Presbyterians and Methodists, several of these

knew nothing of the churches whose name they bear. It is, moreover, but an act of justice to state, that a large proportion of those returned as Methodists, are coloured people, persons who have run away from slavery in the United States, and who have come into this country degraded and demoralized, and apparently wholly ignorant of their obligations to society. This of course, is not a matter of astonishment, considering the circumstances of demoralization, brutality, ignorance, and total disregard of right in which they were reared. This degradation is no doubt a just ground for sympathy with them, and for zealous exertions to instruct and christianize them, when they escape from bondage and come among us. But the fact that, out of eighty-eight Protestant Convicts committed this year, thirteen were colored persons, must force conviction upon reflecting men, that the criminal tendency in people, brought up as they have been, is very powerful. Not more so, unquestionably, than it would be in Whites under the same circumstances; and yet of such a character as to cause philanthropists to reflect before much encouragement is given to emigration to this country.

A large number of the commitments for the year has been young persons, under the age of twenty-one years. Very few of these received much instruction previous to their imprisonment. The State, the Church, to which they belonged, the Jail authorities, when they were confined, and even their own parents and friends, failed to do their duty in teaching and training these young persons in the way they should go. The result of this neglect is now evident. In all Countries, adolescence is the period of life in which crime occurs in the greatest proportion, as that is the time when the passions are in the greatest vigour, and the judgment is still immature. Hence arises the absolute necessity of an effectual mental and moral training in early life, the inculcation of just precepts and knowledge, the inward development of virtuous feelings, and, in fine, of the implantation of religion in the soul, before the passions have acquired a vigour that shall break through all the barriers of order and moral restraint. Young persons, many of them fatherless, others motherless, and others in perfect orphanage, some without a home or even any friend to care for them, others that have grown up in the midst of vile example or corrupting vice, in habits of mendacity and deception, or in positive villany and plunder, whose course, thus far in life, has always been downward, from vice to vice, and never upward, whose natural depravity has been augmented by example, by precept, by habit, by circumstance and position, and by the absence of all that training, and those principles which could have exalted them, and made them better, are subjects indeed for the deepest solicitude, for they have already lost much, lost years which can never be recalled, which should have been devoted to their improvement, and have now to begin life again under all the disadvantages, to unlearn all this evil, and, more demoralized than at the beginning, and under circumstances of suspicion and approbrium, to commence life anew. It requires no uncommon intelligence to perceive that society has not done its duty to these, its children, or to know that there is much more prospect of reclaiming the young, than when they have become hardened in crime.

The improvement therefore of this class of Convicts in this Institution has been sought after unremittingly, I must however confess that a Penitentiary does not seem perfectly fitted to reform this class of Convicts, they generally need more humanity and consideration, more instruction and care than is admissable in such a mass of aggregate crime, as a Penitentiary exhibits, and with all your anxiety, Gentlemen, it will be impossible to give them here such a training as they most need. In the shops, for it is desirable to give them trades to fit them for an honest living, the great purpose aimed at in this house of penitents; they are of necessity cut off to a great extent, by their duty there from the educational provisions of the Institution, and moreover, in the shops are too much confined to one part of a trade, just to one kind of work, so that they are not likely to be made fully

acquainted with a trade; moreover, they are schooled in lying, deceiving, and cheating, and in fact, they are corrupted and depraved by the vicious habit of introducing tobacco by the contractor's Agents and thus made worse instead of better, so that their trade is dearly purchased if at the cost of their remaining rectitude and of every hope of reformation. No person, Gentlemen, is more impressed with the anxiety of the Inspectors for the reformation of this class of offenders than I am; but from strict and constant observation and reflection I am satisfied that your good intentions cannot be so effectually realized here as in some establishment more especially adapted to reclaim the young wanderer from his course of folly, vice, and crime. Your extensive information on Institutions of the kind required, renders it quite unnecessary for me to venture a suggestion, but it would seem that some plan combining the advantages of Farm Schools, of Houses of Reformation, and of Refuge, with the security and safe keeping of a Prison, appears more feasible and likely to produce the best results. It is painful to see so many young persons associated in this Prison with old veterans in crime grown grey in the way of evil, and with others whose better understanding and greater opportunities should at least have secured society from their inroads, and these Juveniles from the force of their example. From the increase of Convicts in this Institution, and from the fact that during the progress of the numerous and highly important public works, now commencing and going on in this Province, a great augmentation of offenders may be justly anticipated, the question may arise whether a suitable establishment for the reformation of the young may not be needed, among other purposes, to leave room in this Prison for older transgressors, and thus prevent the necessity for constructing other wings for additional accommodations. The number in the Prison last year under 21 years of age, of Protestants was 103; the number this year committed under 21 years of age, is 20. Finally it is a consideration of the highest importance, both in reference to money and morals, how the increasing number of young Criminals in this Country, can be converted into good citizens, and their progress into incurable crime prevented.

With these remarks on the releasals and commitments for the year, I pass on to the means used for their improvement and better morals. The whole number which has received instruction during the year is 366, the means applied have been the same as in the last year, and need not be here recapitulated; daily prayers have been continued in the east wing, religious tracts and books have been freely supplied to the Convicts under my charge, every Protestant Convict has had a Bible in his Cell, the Library books have been distributed weekly among them, I have frequently conversed with them, have spent much time in writing letters for them, and they have spoken their thoughts and feelings freely to me, a public religious service has been held in the Chapel every Thursday, on Sunday morning another is also held in the Chapel and a discourse given, in the afternoon a second service is held, public prayers offered, and a chapter in the the New Testament expounded; the sick have been visited and instructed daily, the refractory frequently exhorted, and the dishartened encouraged; such duty among a class very low in morals and mind, often suspicious, and sometimes evil disposed, is not always agreeable, but is always necessary, and with the blessing of Heaven is always useful. I cannot say that in this respect I have done all that should be done, but I do not know of a single want or desire on the part of any Convict, which was in my power to relieve, that I have not satisfied, and to these and other duties I have devoted my whole attention and time.

Among the provisions which the law has authorized for the instruction and reform of the Provincial Convicts, are two that require especial notice, namely, the Secular School, and the Sunday School; considering the object of the Sunday School to teach the more ignorant Convicts the elements merely of education, to give their thoughts a mental bias, and fit them better to attend to their proper

avocations in life, it has to a very great extent answered its purpose, and has done much good in its mission. The teacher, Mr. Gardiner, has applied himself with his usual industry and has been instrumental in awakening in many a dull dark mind to a pleasing degree of intelligence and enquiry: in his duties the teacher has been attentive, humane and diligent; I have made frequent visits to the School and have kept a close surveillance upon its management and progress, often putting questions to the pupils that I might have a personal knowledge of their proficiency. The teacher's labors have been arduous, at night he goes round from Cell to Cell, frequently a comforter, and always an instructor; in the morning he teaches a class in the School room, and again after breakfast and dinner, from five to six he teaches such adults as have completed their day's work an hour before the usual time, that they might earn one hour to go to School and receive instruction; this class was not numerous and has been lately dropt, and will not be resumed until the spring, but made commendable progress during its operation. The class in the School room, usually instructed after breakfast and again after dinner, is small at present numbering only five or six, but these are getting on well, they have been taught reading, writing, and the fundamental rules of arithmetic; I have often regretted that a greater number of the young Convicts could not have the advantages of this School, I have little doubt that if all under the age of 20 years were allowed three hours a week for instruction in this School, but that they would work so much more diligently for it that neither the Contractors nor the Institution would suffer thereby.

The other branch of the secular School is carried on in the front part of the Dining Hall after meals, and is beneficial to many Convicts, who from their employment in the prison, are not accessible to the Teacher, except indeed it be for an occasional visit as he makes the of the Cells. In this School a large number of Convicts are taught almost daily, and now it is much increased in efficiency. The first step was to remove from it all that could read tolerable well, that those only should be taught who were in the greatest need of instruction. The next was to do away wholly with what might be called squads, and to arrange each class in rows, with passages between as inspection walks, to aid in their better oversight.

There is therefore now none taught who are not greatly needing it, and the School is carried on so as to admit of a most easy and perfect inspection; it would greatly contribute to benefit the School, if, after meals, the Convicts to be taught could pass immediately to the School-room, as the Hall would be less crowded, the order and inspection more complete, and all communication prevented. [I have long observed in the Secular School, that Sectarian books have been introduced, and Sectarian Catechisms taught; I was forbidden to allow any Protestant Sectarian book or catechism to enter this School, and accordingly I have not allowed them to enter it. And I therefore feel it my duty to report this matter to you, that the Rules of the Institution may no longer be infringed in this respect, or to request that either Protestant Sectarian books and catechisms may be also introduced at the public expense into the Secular School, or that an end may be put to all Sectarianism whatever in this School, as I know, Gentlemen, you both agree with me in thinking, should be the case.]

Before leaving the Secular School, I may also notice, that I think the Teacher might adopt rather more freely the Lecture System of Teaching, as it is the most expeditious mode of imparting knowledge; and also, that mental arithmetic should be universally used. I have been led to make this observation from the fact, that in putting questions to the Convict pupils, though they answered them readily enough when permitted to use the pencil and slate, yet the simplest question confused them when they had to solve it mentally.

[The Sunday School has been continued also through the year, according to instructions of the Inspectors.]

[This School is opened every Sunday afternoon by the Chaplain, is vigilantly inspected by the Guards, Keepers, by the Teacher, the Deputy Warden, and frequently by Mr. Inspector Dickson.]

The Convicts are arranged in classes, with their Teacher in front. The Guards and Keepers around them, and in their midst have them fully in view, so that communication is nearly impossible; the inspection complete, and detection almost inevitable. The lesson is always expounded by the Chaplain, and the Teachers directed to instruct their classes in the spelling, the reading, in reciting the parts committed to memory, in the Biography, History, and in the Geography of the places mentioned. I do not disguise the fact, that I have watched this School with more than ordinary solicitude for the last six months, with a sincere desire to know exactly whether it was doing good or evil. The Convicts have been attentive. Reports for breaches of discipline have not been numerous, no instance of disorderly conduct has occurred amongst us, and Officers that at one time were opposed to it, express themselves now satisfied that it is doing good. I am certain that it is the means of communicating a great deal of Scriptural knowledge, and will thus effectually check too great a preponderance of merely mental cultivation, should such a thing become imminent. Here I learn precisely the deficiency of the Convicts; here a more familiar mode of teaching is adopted; here all their difficult questions are solved; here they spend a short time in healthful recreation and study, and here, whenever a Convict comes in, he is instantly placed in a class, and if he cannot read, begins at once to learn. There are many advantages to the Convict connected with this School, very little communication takes place, and the Convicts prize the privilege so highly, that they will be very cautious how they transgress, for they know the enjoyment of it depends on their good behavior. So far, I cannot look upon the Sunday School otherwise than as a boon to these unfortunate and guilty men. I shall continue to watch the progress with close attention, and if anything should occur incompatible with the discipline of the Institution, I shall not fail to make it known from week to week, chapter by chapter. The School has proceeded to study the greater part of the New Testament, numerous passages have been committed to memory, the Protestant Catechism has been explained and taught, and the Ten Commandments have been learned by numerous Convicts who were ignorant of them at their commitment, while all have been instructed in their whole duty from God's Word, both to Him and their fellow-creatures. My convictions as yet are strongly in favor of the utility of the Sunday School to the Prisoners, and I should regret its discontinuance, unless under circumstances of absolute necessity.

I have further to report that the Library in use among the Protestants requires to be renewed and greatly enlarged, the books in it are much worn and not of a kind to interest every Convict; I think, Gentlemen, if you were to make a selection of books and place them under the charge of the teacher or Librarian, as a general Library, it would have a beneficial effect, none are better informed of the wants of the Convicts in this respect than the Inspectors, none more competent to select books free from all sectarianism to supply those wants, for my part I should feel every confidence in a selection so made; such an arrangement would not only supply books of a high order but would put an end to the anomaly of devoting the funds of a public Institution to sectarian purposes, and would confer at once an honor upon you and a benefit upon the Convicts and the Institution.

It was with no small degree of pleasure that I observed the subject of Vocal Music brought prominently forward in your Report last year, and read the remarks thereon. I would here beg to suggest that it would add much interest to our

public services if a few of the Convicts were selected from the rest and taught to sing, I have no doubt that a little choir could be thus formed, and I would readily undertake it with the Inspectors permission as the suggestion could be carried out with much benefit to the Prisoners.

The importance of lighting the wings is continually pressed upon my attention, with good and instructive books to read, and sufficient light to read by the winter evenings present an opportunity of acquiring instruction that ought not to be lost; two or three hours each night that now are the most dreadful to be endured, would then be spent in useful study, it would be equal to two hours of School instruction each day, and contribute greatly to the good order and better discipline of the Institution.

I feel it my duty in conclusion to express my obligations to the Religious Tract Society in this city, and also to the Upper Canada Bible Society, Toronto; the latter has given me, two years in succession, 30 Bibles and 20 Testaments, to be distributed among discharged Convicts who had conducted themselves worthily while in the Institution.

Finally, I beg to call your attention to the fact, that the Chapel for the women requires some little attention; at present they cannot hear me with distinctness and when there is any noise in the Inspection Avenue they cannot hear their preacher at all, the women's Chapel is the only passage by which the sound originating in the avenue can escape.

I have added the customary Tables of Statistics.

With the best wishes, Gentlemen,  
I have the honor to be,  
Your obedient Servant,

(Signed,) HANNIBAL MULKINS,  
Protestant Chaplain.

PROVINCIAL PENITENTIARY,  
Chaplain's Office, December 31st, 1853.

## APPENDIX . .

Containing various Tables relative to the Protestant Convicts in the Provincial Penitentiary.

Table I.—Shewing the Removals during the year.

|                                       |    |
|---------------------------------------|----|
| Removed to the Asylum .....           | 2  |
| do by Pardon .....                    | 13 |
| do by Death .....                     | 6  |
| do by Escape .....                    | 1  |
| do to the Roman Catholic Chapel ..... | 1  |
| do by Expiration of Sentence .....    | 57 |
| Total .....                           | 80 |

Table II.—Shewing the Commitments and Increase during the year.

|                               |           |
|-------------------------------|-----------|
| On the Third Commitment ..... | 1         |
| On the Second Commitment..... | 6         |
| On the First Commitment.....  | 81        |
| <b>Total</b> .....            | <b>88</b> |
| Increase during the year..... | 8         |

Table III.—Shewing the whole number of Protestant Convicts now in Prison, and their Religion.

|   |     |            |
|---|-----|------------|
| Remaining of last year's Convicts.....      | 191 |            |
| Received back from the Asylum .....         | 5   |            |
| Commitments this year.....                  | 88  |            |
|   |     | <b>284</b> |
| That is Church of England.....              | 172 |            |
| Presbyterians .....                         | 40  |            |
| Methodists .....                            | 58  |            |
| Baptists 8, Lutherans 1, No Religion 9..... | 18  |            |
|   |     | <b>284</b> |

Table IV.—Shewing the Nativity of the Commitments for this year.

|                     |           |
|---------------------|-----------|
| Ireland .....       | 20        |
| England .....       | 18        |
| Canada West .....   | 18        |
| United States ..... | 17        |
| Canada East.....    | 4         |
| Scotland .....      | 8         |
| Wales .....         | 1         |
| New Brunswick ..... | 1         |
| Nova Scotia.....    | 1         |
| <b>Total</b> .....  | <b>88</b> |

Table V.—Exhibiting the Races to which these 88 Commitments belong.

|                      |           |
|----------------------|-----------|
| To the Indian.....   | 2         |
| To the African.....  | 13        |
| To the European..... | 75        |
| <b>Total</b> .....   | <b>88</b> |

Table VI.—Exhibiting the Religion of these 88 Commitments.

|                        |           |
|------------------------|-----------|
| Church of England..... | 47        |
| Presbyterians .....    | 19        |
| Methodists .....       | 19        |
| Baptists .....         | 1         |
| Lutheran .....         | 1         |
| No Religion.....       | 1         |
| <b>Total</b> .....     | <b>88</b> |



Table VII.—Exhibiting the comparative ages of these 88 Commitments.

|  |           |
|--|-----------|
| Under Twenty-one years of age .....              | 20        |
| Between Twenty-one and Thirty years of age ..... | 36        |
| Between Thirty and Forty years of age .....      | 22        |
| Between Forty and Fifty years of age .....       | 6         |
| Between Fifty and Sixty years of age .....       | 1         |
| Between Seventy and Eighty years of age .....    | 3         |
| <b>Total</b> .....                               | <b>88</b> |

Table VIII.—Exhibiting their Marital and other Relations in life.

|                           |           |
|---------------------------|-----------|
| Unmarried or Single ..... | 53        |
| Married .....             | 24        |
| Widowed .....             | 7         |
| Illicit Connexions .....  | 4         |
| <b>Total</b> .....        | <b>88</b> |

Table IX.—Exhibiting the occupations of these Convicts previous to their Commitments.

|                         |           |                         |           |
|-------------------------|-----------|-------------------------|-----------|
| Tailors .....           | 2         | <i>Brought up</i> ..... | 78        |
| Laborers .....          | 50        | Butcher .....           | 2         |
| Sailors .....           | 1         | Blacksmith .....        | 1         |
| Carpenters .....        | 14        | Brushmaker .....        | 1         |
| Watchmaker .....        | 1         | Harnessmaker .....      | 1         |
| Brewer .....            | 1         | Barber .....            | 1         |
| Flaxdressers .....      | 2         | Turner .....            | 1         |
| Shoemakers .....        | 4         | Weaver .....            | 1         |
| Stone Cutter .....      | 1         | Ship Carpenter .....    | 1         |
| Baker .....             | 1         | Stereographer .....     | 1         |
| Sawyer .....            | 1         | <b>Total</b> .....      | <b>88</b> |
| <i>Carried up</i> ..... | <b>78</b> |                         |           |

Table X.—Exhibiting the Respective Crimes for which these Convicts were Committed.

| FIRST.—Crimes against Property.                |           |
|--|-----------|
| Obtaining Goods Falsely .....                  | 1         |
| Larceny .....                                  | 24        |
| Forgery .....                                  | 5         |
| Stealing a Gelding .....                       | 1         |
| Cattle Stealing .....                          | 1         |
| Robbery .....                                  | 3         |
| Arson .....                                    | 4         |
| Breaking into a House and Stealing Money ..... | 1         |
| House Breaking and Larceny .....               | 2         |
| Arson and Horse Stealing .....                 | 1         |
| Stealing a Boat .....                          | 1         |
| Felony .....                                   | 1         |
| <i>Carried forward</i> .....                   | <b>45</b> |

Table X.—(Continued.)

|   |    |
|---|----|
| <i>Brought forward</i> .....                          | 45 |
| SECOND.—Crimes against the Person.                    |    |
| Assault with intent to Maim .....                     | 1  |
| Cutting and Wounding .....                            | 1  |
| Assault with intent to Murder .....                   | 1  |
| Cutting.....  | 1  |
| Wounding with intent to do Greivous Bodily Harm ..... | 1  |
| Assault to Ravish .....                               | 1  |
| THIRD.—Crimes against Nature.                         |    |
| Attempt to commit an Unnatural Offence .....          | 2  |
| Total .....   | 88 |

Table XI.—Shewing the state of deprivation and want in which these Convicts were reared.

|   |    |
|---|----|
| Convicts who were Orphans.....                              | 14 |
| Convicts who had lost one Parent.....                       | 17 |
| Convicts who had no means of honest support when young..... | 28 |
| Convicts who left home young Vagrants.....                  | 46 |
| Convicts who had no Trade .....                             | 65 |
| Convicts that succeeded in getting Trades.....              | 23 |
| Total .....   | 88 |

Table XII.—Shewing the Educational State of the 88 Convicts admitted to Prison, in 1853.

|  |    |
|--|----|
| Convicts that never went to School .....         | 87 |
| Convicts that could not read .....               | 44 |
| Convicts that could not write .....              | 50 |
| Convicts that could not cypher .....             | 56 |
| Convicts that knew not the Ten Commandments..... | 89 |
| Convicts that were partially educated .....      | 29 |
| Convicts with partially educated Parents.....    | 19 |
| Convicts well educated .....                     | 1  |

Table XIII.—Shewing that these Persons have somewhat improved during the year.

|   |    |
|---|----|
| Convicts that could not even read when admitted ..... | 44 |
| Convicts that have learned to read .....              | 25 |
| Convicts still learning to read .....                 | 17 |
| Convicts that refuse to learn .....                   | 8  |
| Convicts that have improved in reading, &c.....       | 29 |
| Convicts that have learned to write .....             | 15 |
| Convicts that have learned to cypher .....            | 13 |

Table XIV.—Shewing the bad habits in which these Convicts grew up.

|  |    |
|--|----|
| Convicts that never attended a Sunday School ..... | 51 |
| That occasionally attended Religious Worship ..... | 24 |
| That never attended Religious Worship .....        | 28 |
| That were accustomed to use Profane Language ..... | 59 |
| That desecrated the Sabbath .....                  | 62 |
| That profess to belong to no Church .....          | 50 |
| That had irreligious Parents .....                 | 34 |
| Whose Parents were Profane .....                   | 10 |
| Whose Parents never had Family Worship .....       | 33 |
| Whose Parents never attended Divine Service .....  | 34 |
| Whose Parents were unkind .....                    | 24 |
| Convicts that did not read the Bible .....         | 32 |
| That could not read it .....                       | 44 |

Table XV.—Exhibiting the habits of the Convicts in regard to Temperance.

|  |    |
|--|----|
| Convicts who were habitual Drunkards .....                               | 35 |
| Convicts who committed their offence under the influence of Liquor ..... | 41 |
| Convicts occasionally Drunk .....  | 33 |
| Immoderate Drinkers .....  | 39 |
| Moderate Drinkers .....  | 30 |
| Totally abstaining .....   | 1  |
| Members of Temperance Societies .....                                    | 0  |

Table XVI.—Shewing several Miscellaneous items in regard to these 88 Convicts.

|  |    |
|--|----|
| Convicts of a hasty and rash temper .....        | 45 |
| Convicts born in Slavery .....                   | 12 |
| Convicts that were Gamblers .....                | 33 |
| That had Families .....                          | 30 |
| That had separated from wives and husbands ..... | 11 |
| Children of these 88 Convicts .....              | 77 |
| Convicts that used Tobacco .....                 | 42 |
| Convicts acknowledging Guilt .....               | 52 |
| Convicts pleading Innocence .....                | 26 |
| Convicts that Equivocate .....                   | 10 |

Table XVII.—Exhibiting the Comparative Criminality of the different Races, as illustrated by Commitments of Protestant Convicts during the year.

| RACE.          | Population. | Commitments. | Number of Persons to a Convict<br>in each Race. |
|----------------|-------------|--------------|---|
| Indian .....   | 10000       | 2            | 1 to every 5000                                 |
| African .....  | 19100       | 13           | 1 to every 1500                                 |
| European ..... | 861689      | 73           | 1 to every 12076                                |
| Total .....    | 981189      | 88           | 1 to every 11149                                |

Table XVIII.—Exhibiting the numbers in each Protestant Church, the number of Commitments from each, and the proportion of Criminals to the other Members in each of these Churches.

| CHURCHES.                  | Numbers. | Convicts. | Proportion of Convicts to the other Members in each Church. |    |                           |
|----------------------------|----------|-----------|---|----|---------------------------|
| Church of England .....    | 268592   | 47        | 1 to every 5600 Members.                                    |    |                           |
| Presbyterian .....         | 187682   | 19        | 1 do 9878 do  |    |                           |
| Methodists .....           | 888821   | 19        | 1 do 16258 do   |    |                           |
| Baptists .....             | 49804    | 1         | 1 do 49104 do   |    |                           |
| Lutherans .....            | 12089    | 1         | 1 do 12089 do   |    |                           |
| No Religion .....          | 49104    | 1         | 1 do 49104 do   |    |                           |
| Unitarians .....           | 1188     | } .....   | Nonc.   |    |                           |
| Quakers .....              | 7460     |           |   |    |                           |
| Congregationalists.....    | 11674    |           |   |    |                           |
| Christian Church.....      | 4098     |           |   |    |                           |
| Second Adventists.....     | 2082     |           |   |    |                           |
| Protestants .....          | 12208    |           |   |    |                           |
| Disciples .....            | 2064     |           |   |    |                           |
| Jews .....                 | 351      |           |   |    |                           |
| Menonists and Tunkers..... | 8232     |           |   |    |                           |
| Universalists .....        | 6184     |           |   |    |                           |
| Mormons .....              | 259      |           |   |    |                           |
| Other Creeds.....          | 21689    |           |   |    |                           |
| Total .....                | 981189   |           |   | 88 | 1 Convict to every 11149. |

## CONTENTS.

STATEMENT WITH THE REMOVALS AND COMMITMENTS WITH THE INCREASE.

CONVICTS SENT TO THE ASYLUM, PARDONED.

CONVICTS DIED.—CONVICTS RELEASED.

CONVICTS ADMITTED.—COLORED CONVICTS.

JUVENILE CONVICTS.

GENERAL MEANS USED FOR THEIR IMPROVEMENT.

SPECIAL MEANS.—SECULAR SCHOOL.

SUNDAY SCHOOL.

VOCAL MUSIC.

LIGHTING THE WINGS.

BIBLE SOCIETY.

CHAPEL FOR WOMEN.

APPENDIX CONTAINING TABLES OF STATISTICS.

## C.

**THE SURGEON'S REPORT, 31st December, 1853.**

(Copy.)

*To the Inspectors, Provincial Penitentiary.*

Gentlemen,—I herewith place before you the usual Annual Return of sick and ailing patients who have been treated in the Prison between the 1st January, 1853, and the 31st December, of the same year; No. 1 shewing the number and character of those treated in Hospital, and No. 2 specifying those not admitted thereto as externs.

It will be seen of the former of these, that seven deaths have occurred during the year, four of which have been caused by diseases of the respiratory organs. The morbid appearance of each, on *post mortem* examination, is recorded in the Register kept for such purpose. The number of Convicts who have sojourned in the Prison during that period was 599, which makes the proportion of mortality about one and one-sixth per centum.

The Prison has been during the year free from what may be strictly considered epidemical or contagious disease; and, on comparing the list with that of any former year, an evident diminution of numbers will be perceived. I have on several former occasions stated in my Reports, that simulation of sickness was a prevailing practise amongst the Convicts; and it is only by a knowledge of the character and designs of the impostor, acquired by experience, that the prevention of an extensive attempt at fraud, to evade labor, can be detected and frustrated. Still however, imposition will sometimes prevail, to prevent which, the duty of the Surgeon has therefore to combine, with his curative efforts for the relief of the sick and ailing, his tact for discrimination between counterfeit and real illness.

I have appended to my return a statement of those Convicts who, within the year, have been the subjects of Insanity; by which it will be seen, (Section No. 1,) that four Convicts, pursuant to the Act 14 & 15 Vic. cap. 11, have been removed to the Provincial Lunatic Asylum, Toronto; and by (Section No. 2,) that seven others, who at former periods were so removed, have been returned to the Prison, reported by the Officer of that Institution as being "of sound mind." By (Section No. 3,) it will be seen that three of those so returned to the Prison, remain Insane, and with the exception of Jones, (No. 5,) who seemed a little improved, I am convinced that no amelioration of their mental condition had yet taken place. With respect to the Convict Jones, on considering that he might be safely employed at light work in the kitchen, he was there placed; and continued to perform the little duty assigned to him for some time, when under a delusion of imaginary conspiring evils, he attempted his destruction by cutting his throat. For this wound which was extensive he was taken into hospital, where, after the supervention of dangerous symptoms, he at length recovered, but still continues on the list.

The Convicts Therein and Geintner, (Nos. 4 & 7,) are confined to their respective Cells, as it is considered unsafe to allow them to go at large in the Prison. The latter of these destroyed, by burning their dwelling and its inmates, his father, mother, and sister, for which he was, on trial, sentenced to death. His punishment was commuted to imprisonment for life by the Executive, doubtless on the ground that it was considered he had labored under mental derangement at the

time of the act committed; and indeed, all his conduct, during his sojourn in the Prison, amply justifies this conclusion. This Convict was sent to the Asylum in Toronto, on the 2nd December, 1851, and was returned to the Prison on the 24th September last, reported as of "sound mind;" but no improvement has taken place, and he has, since his return, been confined to his Cell, in consequence of an evident disposition he evinces to do violence to those who approach him, under the delusion that they are about to take him to the Gallows.

Therein's case is a peculiar one, and it appears by Statement furnished to me by the Sheriff of Three Rivers, that, while confined in the Jail of that District for some act of violence in his family, he committed the murder of which he was convicted, on a fellow Prisoner, under the impression that the victim of his delusion was conspiring with his family to murder him. I mentioned in my last year's Report to you the circumstance of his having refused food for twenty-seven days under a supposed religious obligation, during which period, he existed on a quart of water, with a little salt, daily. He speaks French only, and I fear, that in the Asylum, the hallucinations expressed in his own language may not have been sufficiently understood, and it is therefore to be regretted that the Law had not authorized the sending of such Convicts to the Beauport Asylum. He was removed to the Asylum, at Toronto, on the 6th of July last, and returned to the Prison on the 19th of the following month, having been retained in the former only 44 days.

The above-named three Convicts, as well as Shutts, (No. 6.) were after conviction of murder, sentenced to death by the Courts who tried them; but it seems that it afterwards appearing probable on further enquiry, that they had acted under the impulse of Insanity, their Punishments were commuted to imprisonment for life in the Penitentiary,—and here a question arises which it is not my province to discuss, namely, whether persons laboring under such an influence, and deemed undeserving of the Primary Punishment because of their unaccountability as moral agents, should be subject even to a secondary one?

In addition to the nine cases stated in the Sections Nos. 1 & 2, and included in the transactions of the past year, I subjoin a nominal list of all other Cases of Insanity (Section No. 4,) which have taken place in the Provincial Penitentiary from the period of its commencement, together with statements as to the disposal of each; several of whom, it is supposed, still remain inmates of the Asylum.

Should it be in contemplation (which is said to be the case) to endeavour to procure a repeal of that provision of 14 & 15 Vic. cap. 11, which directs the removal of Insane Convicts to the Lunatic Asylum, and, should it be intended to keep under the durance of a Prison life, those already in the Penitentiary, together with those who, in that case, might be returned from the Asylum, as well as all future subjects of Insanity occurring here, I fear indeed we should have but few recoveries to record. The fate of the Sufferer would be even worse than that of those referred to by an eminent and experienced mental Pathologist, in the following words:—

"Alas! are we not compelled to confess that many of the Asylums for the Insane constitute mere places of detention, model Prisons, and not what Government ought to insist upon making them Hospitals for the Cure of the Insane, under the government of Medical Officers well trained, by preliminary Education, for their important vocation, acquainted with the Philosophy of the human mind, and fitted by the character of their heart, as well as by their intellect, for the right performance of the solemn and responsible duties entrusted to them by the Public and the Legislature?"

It will appear by the Return, that of the twenty-four Cases of Insanity which from time to time appeared in the Prison, sixteen were, as far as could be ascertained, first manifested therein; and it is therefore presumable that the invasion

of their intellectual disorders was induced by a combination of causes incidental to their imprisonment. To remove the existing cause of mental as well as bodily derangements, is doubtless, the first indication of successful treatment, and one I believe fulfilled by the guardians of penal institutions both in Britain and the United States.

I have the honor to be, Gentlemen,

Your most obedient humble Servant,

(Signed,) J. SAMPSON,  
Surgeon.

PROVINCIAL PENITENTIARY,  
2nd January, 1854.

## No. 1.

REPORT of CASES treated in Hospital, Provincial Penitentiary, from 1st January to 31st December, 1853.

| DISEASE.                       | Remaining on 31st December, 1852. | Admitted. | Discharged. | Died. | Remaining on 31st December, 1853. |
|--------------------------------|-----------------------------------|-----------|-------------|-------|-----------------------------------|
| Abscess .....                  |                                   | 5         | 11          | 1     |                                   |
| Ascites .....                  |                                   | 2         |             |       | 2                                 |
| Bronchitis (Chronic) .....     | 1                                 | 2         | 1           | 1     |                                   |
| Cancer of the Stomach .....    |                                   | 1         |             | 1     |                                   |
| Catarrh .....                  |                                   | 12        | 12          |       |                                   |
| Chilblains .....               |                                   | 1         | 1           |       |                                   |
| Cholera Morbus .....           |                                   | 2         | 2           |       |                                   |
| Collapse .....                 |                                   | 1         |             | 1     |                                   |
| Contusion (finger) .....       | 1                                 | 1         | 1           |       |                                   |
| Cough .....                    | 1                                 | 3         | 3           |       |                                   |
| Debility .....                 |                                   | 2         | 2           |       |                                   |
| Diarrhoea .....                |                                   | 6         | 6           |       |                                   |
| Disced—Femur .....             |                                   | 1         | 1           |       |                                   |
| do Knee .....                  |                                   | 1         | 1           |       |                                   |
| do Toe .....                   |                                   | 1         | 1           |       |                                   |
| Dysentery .....                |                                   | 2         | 2           |       |                                   |
| Dyspepsia .....                |                                   | 1         |             |       | 1                                 |
| Dyspnœa .....                  |                                   | 2         | 2           |       |                                   |
| Earache .....                  |                                   | 1         | 1           |       |                                   |
| Epilepsy .....                 |                                   | 1         |             |       | 1                                 |
| Erysipelas .....               | 2                                 | 7         | 7           |       |                                   |
| Fever .....                    |                                   | 1         | 1           |       |                                   |
| Fistula (in ano) .....         |                                   | 1         | 1           |       |                                   |
| Fracture (Superior max.) ..... |                                   | 1         | 1           |       |                                   |
| Homoplysis .....               |                                   | 3         | 1           |       | 2                                 |
| Hepatitis (Chronic) .....      |                                   | 1         | 1           |       |                                   |
| Incised Wound (Thumb) .....    | 1                                 | 1         | 1           |       |                                   |
| Indigestion .....              |                                   | 1         | 1           |       |                                   |
| <i>Carried forward.</i> .....  | 6                                 | 64        | 61          | 4     | 6                                 |

## REPORT of CASES treated in Hospital, Provincial Penitentiary.—(Continued.)

| DISEASE.                     | Remaining on 31st December 1852. | Admitted. | Discharged. | Died. | Remaining on 31st December 1853. |
|------------------------------|----------------------------------|-----------|-------------|-------|----------------------------------|
| <i>Brought forward</i> ..... | 6                                | 64        | 61          | 4     | 6                                |
| Inflamed—Eyes .....          |                                  |           |             |       |                                  |
| do Knee .....                |                                  | 1         | 1           |       |                                  |
| Injured—Eyes .....           |                                  | 3         | 3           |       |                                  |
| do Back .....                | 1                                | 1         | 1           |       |                                  |
| Insanity (Cut Throat) .....  |                                  | 1         |             |       |                                  |
| Intermittent .....           |                                  | 5         | 5           |       |                                  |
| Parturition .....            |                                  | 1         | 1           |       |                                  |
| Pleurisy (Chronic) .....     |                                  | 6         | 2           | 3     | 1                                |
| Rheumatism .....             |                                  | 7         | 7           |       |                                  |
| do (acute) .....             |                                  | 3         | 3           |       |                                  |
| Scalded Foot .....           |                                  | 1         |             |       | 1                                |
| Scarlatina .....             |                                  | 2         | 2           |       |                                  |
| Scrofula .....               | 1                                | 1         | 1           |       | 1                                |
| Sore Throat .....            |                                  | 6         | 6           |       |                                  |
| Ulcerated Leg .....          | 1                                |           | 1           |       |                                  |
| Vertigo .....                |                                  | 1         | 1           |       |                                  |
| Totals .....                 | 9                                | 106       | 91          | 7     | 10                               |

## RETURN of Deaths, Provincial Penitentiary, from 1st January to 31st December, 1853.

| NAME.                | Age. | DISEASE.             | When Admitted.                   | Date of Death.                          | No. of days in Hospital. |
|----------------------|------|----------------------|----------------------------------|---|--------------------------|
| Michael Belanger ... | 66   | Cancer of Stomach.   | February 8, 1853                 | April 22, 1853                          | 74                       |
| Joseph London ...    | 30   | Pleurisy (Chronic).  | March 11, do                     | May 4, do                               | 55                       |
| Moses P. Walumsley.  | 46   | do                   | April 11, do                     | June 12, do                             | 63                       |
| Ephraim Hart... ..   | 45   | Bronchitis (Chronic) | May 14, do                       | May 17, do                              | 4                        |
| Alexander Smith ...  | 19   | Collapse .....       | June 25, seven<br>o'clock a.m... | June 25, at 20 mi-<br>nutes past 3, p.m |                          |
| James McConnell ...  | 23   | Pleurisy (Chronic).  | June 30, 1853.                   | August 29, 1853.                        | 60                       |
| Chesney Valentine .. | 23   | Pelvic Abscess ....  | August 12, do                    | October 30, do                          | 79                       |



## No. 2.

RETURN of CASES treated out of HOSPITAL, PROVINCIAL PENITENTIARY, from 1st January to 31st December, 1853.

| DISEASE.                 | No. | DISEASE.                      | No. |
|--------------------------|-----|-------------------------------|-----|
| Abscess.—Axillæ .....    | 2   | <i>Brought up</i> .....       | 250 |
| do Elbow .....           | 1   | Incised Wound—Thumb .....     | 1   |
| do Chin .....            | 1   | do Finger .....               | 2   |
| do Lip .....             | 2   | do Knee .....                 | 2   |
| do Neck .....            | 1   | do Foot .....                 | 2   |
| do Prop. ano. ....       | 2   | Injured—Eye .....             | 2   |
| Boils .....              | 16  | do Hand .....                 | 1   |
| Burn .....               | 1   | do Shoulder .....             | 1   |
| Catarrh .....            | 74  | do Arm .....                  | 1   |
| Colic .....              | 2   | do Elbow .....                | 1   |
| Cough .....              | 15  | do Side .....                 | 1   |
| Contused—Finger .....    | 2   | do Back .....                 | 2   |
| do Hand .....            | 2   | do Loins .....                | 2   |
| do Leg .....             | 1   | do Foot .....                 | 1   |
| do Foot .....            | 2   | Insanity .....                | 4   |
| do Toe .....             | 2   | Intermittent .....            | 7   |
| Diarrhoea .....          | 35  | Itch .....                    | 1   |
| Diseased (Femur) .....   | 1   | Lacerated—Finger .....        | 1   |
| Dyspepsia .....          | 2   | do Thumb .....                | 1   |
| Dysuria .....            | 3   | Lumbago .....                 | 3   |
| Ear-ache .....           | 3   | Nausca .....                  | 6   |
| Epilepsy .....           | 1   | Neuralgia .....               | 4   |
| Excoriation .....        | 1   | Orchitis .....                | 1   |
| Frost-bite .....         | 1   | Paralysis .....               | 1   |
| Gastralgia .....         | 1   | Pleurisy, (Chronic) .....     | 1   |
| Griping .....            | 6   | Ptyalism, (Spontaneous) ..... | 1   |
| Head-ache .....          | 34  | Relaxed Uvula .....           | 1   |
| Homaturæa .....          | 1   | Rheumatism .....              | 48  |
| Homorrhoids .....        | 7   | Scald, (Foot) .....           | 1   |
| Hernia .....             | 1   | Scrofula .....                | 1   |
| Hypochondriasis .....    | 1   | Sore—Leg .....                | 5   |
| Indigestion .....        | 2   | do Hand .....                 | 2   |
| Inflamed—Hand .....      | 6   | do Throat .....               | 2   |
| do Finger .....          | 10  | Sprained—Thumb .....          | 8   |
| do Gums .....            | 2   | do Wrist .....                | 1   |
| do Eye .....             | 7   | do Back .....                 | 1   |
| do Check .....           | 1   | do Ankle .....                | 2   |
| do Thigh .....           | 1   | Sycosis Menti .....           | 1   |
| do Foot .....            | 1   | Ulcerated Leg .....           | 1   |
| Incised Wound—Hand ..... | 2   | Vertigo .....                 | 5   |
| <i>Carried up</i> .....  | 256 | Total Cases .....             | 385 |

STATEMENT of INSANE CONVICTS in the PRISON during the year 1853, removed to  
the PROVINCIAL LUNATIC ASYLUM.

*Section No. 1.*

| No. | N A M E .                | Form of Insanity. | Date of Removal. |
|-----|--------------------------|-------------------|------------------|
| 1   | William W. Stewart ..... | Mania .....       | May 13th, 1853.  |
| 2   | John Mundy King .....    | do .....          | do, do.          |
| 3   | William Ryan .....       | do .....          | July 6th, do.    |
| 4   | Thomas Therein .....     | do .....          | do, do.          |

Removed from the Asylum to Prison.

*Section No. 2.*

| No. | N A M E .          | Form of Insanity. | Date of Removal to Asylum. | Date of Return from Asylum. | Remarks.           |
|-----|--------------------|-------------------|----------------------------|-----------------------------|--------------------|
| 5   | John Jones .....   | Dementia          | December 2, 1851..         | August 19, 1853..           | Slightly Improved. |
| 6   | William Shutts ..  | Mania ..          | do do do ..                | do do do ..                 | Improved.          |
| 7   | Christian Geintner | do ..             | do do do ..                | September 24, do ..         | Not Improved.      |
| 8   | Grace Marks ....   | do ..             | May 3, 1852..              | August 19, do ..            | Recovered.         |
| 9   | Anne Little .....  | do ..             | October 11, do ..          | do do do ..                 | Recovered.         |
| —   | William Ryan ....  | do ..             | July 6, 1853..             | do do do ..                 | Recovered.         |
| —   | Thomas Therein..   | do ..             | do do do ..                | do do do ..                 | Not Improved.      |

Remaining in the Prison, Insane.

*Section No. 3.*

| No. | N A M E .                | R E M A R K S .                    |
|-----|--------------------------|------------------------------------|
| 4   | Thomas Therein .....     | Returned from the Asylum as above. |
| 5   | John Jones .....         | do do do.                          |
| 7   | Christian Geintner ..... | do do do.                          |

In addition to the forgoing nine, the following fifteen cases of Insanity, from time to time occurred in the Prison, viz. :—

*Section No. 4.*

| No. | N A M E.               | Form of Insanity. | REMARKS AS TO DISPOSAL.  |
|-----|------------------------|-------------------|--|
| 1   | John Cook .....        | Mania .....       | Removed to the Provincial Lunatic Asylum, Toronto, on 29th June, 1846.     |
| 2   | John Donavin.....      | do .....          | do do, per Military Order, 4th August, 1845.                               |
| 3   | Narcisse Beauchet .... | do .....          | do Beauport Lunatic Asylum, 12th August, 1846.                             |
| 4   | John Murphy .....      | do .....          | Committed Suicide, 26th October, 1847.                                     |
| 5   | Michael Sheehan.....   | Dementia....      | Removed to the Provincial Lunatic Asylum, Toronto, on 12th November, 1847. |
| 6   | James Campbell.....    | do .....          | Died in Prison, on 8th September, 1850.                                    |
| 7   | Bridget Cain .....     | do .....          | Removed to the Provincial Lunatic Asylum, Toronto, in November, 1850.      |
| 8   | James Brown.....       | Mania .....       | do do, 2nd December, 1851.   |
| 9   | Rose Bradley .....     | do .....          | do do, do, do.   |
| 10  | James L. Sicles.....   | do .....          | do do, do, do.   |
| 11  | William Walker.....    | do .....          | do do, do, do.   |
| 12  | Thomas Pierce .....    | Dementia....      | do do, 3rd May, 1852.  |
| 13  | Bridget Maloney.....   | Mania .....       | do do, do, do.   |
| 14  | Jacob Young .....      | do .....          | do do, 16th June, do.  |
| 15  | George Fowler .....    | do .....          | do do, 11th October, do.   |

Of the foregoing twenty-four cases, there were:—Insane on entering the Prison, 8; Became Insane while in Prison, 16; Total, 24, as per Sections Nos. 1, 2, and 3.

D.

RETURN of CONVICTS RECEIVED into the PROVINCIAL PENITENTIARY, during the year ending 31st December, 1853.

| No.  | N.A.M.E.         | Age. | COUNTRY.      | CALLINGS.    | CRIME.          | COUNTY OR DISTRICT. |
|------|------------------|------|---------------|--------------|-----------------|---------------------|
| 3446 | Wm. H. Davis     | 28   | Ireland       | Tailor       | Larceny         | Hastings.           |
| 3447 | Joseph Ryan      | 48   | Ireland       | Laborer      | do              | Peterborough.       |
| 3448 | Edward Hill      | 26   | England       | do           | do              | Wentworth.          |
| 3449 | James McIver     | 22   | Scotland      | do           | do              | do.                 |
| 3450 | George Freeman   | 22   | United States | do           | Murder          | do.                 |
| 3451 | Joseph Rutler    | 29   | do            | do           | do              | do.                 |
| 3452 | George Tipple    | 69   | England       | Mariner      | do              | do.                 |
| 3453 | George Russell   | 35   | Canada East   | Cabinetmaker | Burglary        | Three Rivers.       |
| 3454 | N. Thebaud       | 36   | Scotland      | Laborer      | Larceny         | Frontenac.          |
| 3455 | William Welsh    | 29   | Ireland       | do           | do              | do.                 |
| 3456 | John Twolly      | 27   | do            | do           | do              | do.                 |
| 3457 | John Brayton     | 20   | Canada West   | Carpenter    | do              | Lincoln.            |
| 3458 | Charles Thayer   | 24   | United States | do           | do              | do.                 |
| 3459 | Morris Stevenson | 35   | do            | do           | Robbery         | do.                 |
| 3460 | Hannahd Harper   | 18   | England       | Laborer      | Larceny         | Hastings.           |
| 3461 | John A. Brooks   | 49   | United States | Shoemaker    | do              | Braut.              |
| 3462 | Stephen Meadows  | 35   | Canada West   | Carpenter    | Manslaughter    | Essex.              |
| 3463 | George Wright    | 21   | do            | Watchmaker   | Larceny         | York.               |
| 3464 | John Nichol      | 21   | England       | Brewer       | do              | do.                 |
| 3465 | John Mason       | 23   | Scotland      | Laborer      | do              | do.                 |
| 3466 | William Welsh    | 53   | do            | Shoemaker    | do              | do.                 |
| 3467 | E. Robinson      | 18   | do            | do           | do              | do.                 |
| 3468 | James Brophy     | 36   | do            | Laborer      | do              | do.                 |
| 3469 | George Baker     | 70   | United States | do           | Felony          | Kent.               |
| 3470 | David Towner     | 26   | Scotland      | Flaxdresser  | Assault to Rape | Frontenac.          |
| 3471 | Edward Griffiths | 32   | Wales         | Stone-Cutter | Larceny         | do.                 |
| 3472 | M. Quinn         | 33   | Ireland       | Laborer      | do              | Montreal.           |
| 3473 | Mary O'Conner    | 20   | do            | do           | do              | do.                 |

## RETURN of CONVICTS RECEIVED into the PROVINCIAL PENITENTIARY, &amp;c.—(Continued.)

| No.  | N A M E.            | Age. | COUNTRY.      | CALLINGS. | C R I M E.                   | COUNTY OR DISTRICT. |
|------|---------------------|------|---------------|-----------|------------------------------|---------------------|
| 3474 | Charles Gormby      | 16   | Ireland       | Laborer   | Stealing from Person         | Montreal.           |
| 3475 | John Kearny         | 18   | Canada East   | do        | Cutting and Wounding         | do.                 |
| 3476 | John Coley          | 21   | England       | do        | Larceny                      | do.                 |
| 3477 | James Rulston       | 15   | Canada East   | Shoemaker | False Securities             | do.                 |
| 3478 | A. Goden            | 19   | do            | do        | Stealing from the Person     | do.                 |
| 3479 | Jos. L. de Lapointe | 61   | do            | Laborer   | Stealing Mare                | do.                 |
| 3480 | Lorent Couter       | 20   | do            | do        | do                           | do.                 |
| 3481 | James Quegan        | 21   | do            | do        | Larceny                      | do.                 |
| 3482 | Mary Molloy         | 19   | Ireland       | do        | do                           | do.                 |
| 3483 | Jean B. Fillen      | 22   | Canada East   | Laborer   | Stealing Mare                | do.                 |
| 3484 | Michael Senecal     | 55   | do            | do        | do                           | do.                 |
| 3485 | Jean B. Page        | 29   | do            | do        | do                           | do.                 |
| 3486 | Joseph Thereca      | 17   | do            | do        | Receiving Stolen Goods       | do.                 |
| 3487 | James Colledge      | 20   | Ireland       | do        | Stealing a Gelding           | do.                 |
| 3488 | B. McMahon          | 26   | do            | do        | Murder                       | do.                 |
| 3489 | Daniel Morphy       | 31   | do            | do        | Horse Stealing               | St. Francis.        |
| 3490 | Isaac Johns         | 52   | England       | do        | Stealing in a Shop           | do.                 |
| 3491 | John O'Donnell      | 40   | Ireland       | Mason     | Perjury                      | do.                 |
| 3492 | Nar. Durand         | 17   | Canada East   | Laborer   | Horse Stealing               | Three Rivers.       |
| 3493 | Michael Keating     | 25   | Ireland       | do        | do                           | Middlesex.          |
| 3494 | Peter Wilson        | 35   | United States | Carpenter | Beating his Wife             | do.                 |
| 3495 | Robert Tweedy       | 28   | Canada West   | do        | Arson                        | do.                 |
| 3496 | P. Simpson          | 40   | United States | do        | Stealing in a Dwelling House | Wentworth.          |
| 3497 | J. Camp             | 23   | Canada West   | do        | Forgery                      | do.                 |
| 3498 | Benjamin Rightman   | 28   | United States | Laborer   | do                           | do.                 |
| 3499 | Thomas Blake        | 33   | Scotland      | Baker     | Larceny                      | do.                 |
| 3500 | Edward Kennifick    | 43   | Ireland       | Laborer   | do                           | do.                 |
| 3501 | J. Verzenia         | 28   | United States | do        | Robbing from the Person      | do.                 |
| 3502 | Michael Cleary      | 30   | Canada West   | Carpenter | Larceny                      | Prince Edward.      |
| 3503 | Joseph Bernbe       | 39   | Canada East   | Laborer   | Felony and Murder            | Kamouraska.         |
| 3504 | Gesarc Thercault    | 16   | do            | do        | do                           | do.                 |
| 3505 | Michael Keegan      | 35   | Ireland       | Laborer   | Robbery                      | Haldimand.          |

|      |                    |    |               |            |   |                 |
|------|--------------------|----|---------------|------------|---|-----------------|
| 3506 | George Carey       | 14 | United States | Laborer    | Robbery                                   | Haldimand.      |
| 3507 | James Wilkins      | 19 | Canada West   | Shoemaker  | Forgery                                   | Waterloo.       |
| 3508 | William Wilson     | 18 | England       | Sawyer     | Stealing a Boat                           | Norfolk.        |
| 3509 | Michael Cooper     | 29 | Ireland       | Baker      | do Money, &c.                             | do.             |
| 3510 | James Tynan        | 18 | United States | Laborer    | Murder                                    | Essex.          |
| 3511 | James Park         | 16 | Canada West   | do         | House breaking                            | Norfolk.        |
| 3512 | N. Mullendy        | 17 | Ireland       | do         | Forgery                                   | Simcoe.         |
| 3513 | John Mullendy      | 46 | Canada West   | do         | do  | do.             |
| 3514 | Samuel Johnson     | 48 | Ireland       | Carpenter  | Felony                                    | do.             |
| 3515 | Eleonor Stephenson | 29 | do            | do         | Arson                                     | Peterborough.   |
| 3516 | Nelson Jacobs      | 29 | United States | Laborer    | Larceny                                   | Oxford.         |
| 3517 | John Boyle         | 29 | Ireland       | do         | Cutting and Wounding                      | St. Francis.    |
| 3518 | Michael Downie     | 18 | do            | do         | do  | do.             |
| 3519 | John Gurney        | 25 | England       | do         | do  | York.           |
| 3520 | Andrew Neil        | 19 | Canada West   | Painter    | Manslaughter                              | do.             |
| 3521 | Thomas Neil        | 16 | do            | do         | do  | do.             |
| 3522 | Richard Howard     | 23 | United States | Laborer    | Larceny                                   | Simcoe.         |
| 3523 | James Gibson       | 17 | Ireland       | do         | Assault to Murder                         | Wentworth.      |
| 3524 | William White      | 23 | England West  | Butcher    | Larceny                                   | do.             |
| 3525 | James Nichol       | 18 | Canada West   | Laborer    | do  | do.             |
| 3526 | A. Hope            | 36 | Scotland      | Blacksmith | do  | Middlesex.      |
| 3527 | P. Bourke          | 46 | Ireland       | Carpenter  | Assault to Ravish                         | Montreal.       |
| 3528 | Francis Marson     | 31 | Canada East   | Blacksmith | Larceny                                   | do.             |
| 3529 | Joseph Breun       | 17 | do            | Laborer    | Stealing a Mare                           | do.             |
| 3530 | Owen Faughan       | 23 | Ireland       | do         | Larceny                                   | do.             |
| 3531 | J. Martin          | 17 | do            | Carpenter  | Cutting                                   | do.             |
| 3532 | Samuel Glide       | 37 | England       | Laborer    | Assault to Ravish                         | do.             |
| 3533 | Ken. Fates         | 33 | Canada West   | Blacksmith | Stealing a Mare                           | Frontenac.      |
| 3534 | John Walsh         | 26 | Canada East   | Laborer    | Felonious Assault                         | Brant.          |
| 3535 | Peter Monture      | 24 | Canada West   | do         | Larceny                                   | do.             |
| 3536 | Peter Bombery      | 24 | do            | do         | do  | do.             |
| 3537 | W. Foster          | 31 | Ireland       | Carpenter  | Housebreaking, &c.                        | York.           |
| 3538 | Michael Roach      | 25 | do            | Laborer    | Cutting and Wounding                      | St. Francis.    |
| 3539 | John Waters        | 33 | do            | do         | Attempting to commit an unnatural offence | Frontenac.      |
| 3540 | John Potter        | 25 | England       | Brushmaker | do  | do.             |
| 3541 | John Taylor        | 21 | United States | Laborer    | Housebreaking and Larceny                 | do.             |
| 3542 | John McCarty       | 18 | Ireland       | do         | do  | do.             |
| 3543 | Charles Davenport  | 22 | Scotland      | do         | do  | do.             |
| 3544 | John Hind          | 20 | Canada East   | Shoemaker  | Larceny                                   | Lincoln.        |
| 3545 | Samuel Crawford    | 26 | Ireland       | Carpenter  | do  | Northumberland. |

RETURN of CONVICTS RECEIVED into the PROVINCIAL PENITENTIARY, &c.—(Continued.)

18 Victoriae.

Appendix (D.D.)

A. 1854.

18 Victoriae.

Appendix (D.D.)

A. 1854.

| No.  | NAME.               | Age. | COUNTRY.      | CALLINGS.    | CRIME.  | COUNTY OR DISTRICT. |
|------|---------------------|------|---------------|--------------|---|---------------------|
| 3546 | B. Babcock          | 44   | Canada West   | Laborer      | Horse Stealing                                  | Hastings.           |
| 3547 | C. Marsh            | 36   | do            | Harnessmaker | Wounding with intent to do Grievous Bodily Harm | do.                 |
| 3548 | Samuel Birdsall     | 42   | New Brunswick | Laborer      | Arson and Horse Stealing                        | Norfolk.            |
| 3549 | John Carrick        | 19   | Ireland       | do           | Larceny   | Montreal.           |
| 3550 | John Cobb           | 25   | do            | do           | do  | do.                 |
| 3551 | Joseph Senecal      | 31   | Canada East   | do           | Arson   | do.                 |
| 3552 | James Grace         | 29   | Scotland      | Carpenter    | Forgery   | Leeds.              |
| 3553 | Matthew Debean.     | 28   | Ireland       | Barber       | Larceny   | Frontenac.          |
| 3554 | Hugh Duffly         | 24   | France        | Laborer      | do  | do.                 |
| 3555 | C. Beauchase        | 38   | Canada East   | Stone Cutter | do  | do.                 |
| 3556 | David Bowers        | 38   | United States | Barber       | do  | do.                 |
| 3557 | S. J. Perry         | 22   | England       | do           | do  | do.                 |
| 3558 | John Finlayson      | 21   | Nova Scotia   | Turner       | Forgery   | Waterloo.           |
| 3559 | Thomas Wylie        | 38   | Scotland      | Weaver       | Burglary and Larceny                            | do.                 |
| 3560 | Jacob Halman.       | 30   | United States | Carpenter    | Forgery   | do.                 |
| 3561 | James Holland       | 46   | England       | Tailor       | Larceny   | Frontenac.          |
| 3562 | Richard Robinson    | 39   | do            | Laborer      | do  | do.                 |
| 3563 | Alexander St. Louis | 18   | Canada East   | do           | Stealing a Mare                                 | Montreal.           |
| 3564 | J. C. A. Jackman    | 32   | United States | do           | Larceny   | do.                 |
| 3565 | Oliver Recher       | 18   | Canada East   | do           | do  | do.                 |
| 3566 | James Johnson       | 27   | England       | do           | Obtaining Goods Falsely                         | do.                 |
| 3567 | Robert Darah        | 38   | Canada East   | Laborer      | Forgery   | do.                 |
| 3568 | William Alexander   | 26   | Ireland       | Carpenter    | Stealing a Gelding                              | do.                 |
| 3569 | Edward Hillock      | 41   | do            | do           | Larceny   | Brant.              |
| 3570 | George Brogden      | 32   | England       | Laborer      | Cattle Stealing                                 | do.                 |
| 3571 | John Smith.         | 25   | United States | do           | Horse Stealing                                  | Kent.               |
| 3572 | Patrick Duffy       | 28   | Canada East   | do           | Larceny   | Frontenac.          |
| 3573 | Thomas Halliday     | 22   | England       | do           | do  | Northumberland.     |
| 3574 | James McColough     | 20   | Ireland       | do           | do  | do.                 |
| 3575 | Robert McKenny      | 19   | do            | do           | do  | do.                 |
| 3576 | William Burns       | 19   | England       | do           | do  | Norfolk.            |

|      |                   |    |             |                |                             |            |
|------|-------------------|----|-------------|----------------|-----------------------------|------------|
| 3577 | John Reynolds     | 38 | Ireland     | Shoemaker      | Assault with intent to Maim | Frontenac. |
| 3578 | Sarah O'Reilly    | 17 | do          | do             | Larceny                     | Wentworth. |
| 3579 | Ellen Gunn        | 17 | do          | do             | do                          | do.        |
| 3580 | Nathaniel Marlaft | 33 | Canada West | Tailor         | do                          | do.        |
| 3581 | James Mathew      | 21 | do          | Laborer        | do                          | do.        |
| 3582 | William Robinson  | 26 | England     | do             | do                          | do.        |
| 3583 | Richard Clouston  | 19 | Ireland     | do             | do                          | do.        |
| 3584 | Patrick Brady     | 33 | do          | do             | do                          | do.        |
| 3585 | James O'Brien     | 27 | do          | do             | Assault to do Bodily Harm   | do.        |
| 3586 | George Jones      | 25 | Canada West | do             | Robbery                     | do.        |
| 3587 | Pesse Duval       | 21 | do          | do             | do                          | do.        |
| 3588 | John Prodgon      | 23 | England     | do             | Larceny                     | York.      |
| 3589 | James Blakely     | 19 | Canada West | do             | do                          | do.        |
| 3590 | Samuel Stirling   | 47 | Ireland     | Ship Carpenter | do                          | do.        |
| 3591 | Richard Murray    | 26 | do          | Laborer        | do                          | do.        |
| 3592 | William O'Gerran  | 49 | do          | Butcher        | do                          | do.        |
| 3593 | Lewis Prisk       | 33 | Canada West | Laborer        | Robbery                     | do.        |
| 3594 | William Cote.     | 33 | Ireland     | do             | Larceny                     | do.        |
| 3595 | Alexander Roy     | 24 | do          | Watchmaker     | Arson                       | do.        |
| 3596 | W. P. O. Owens    | 25 | do          | Clerk          | Stealing Money in Shop      | Oxford.    |
| 3597 | Henry Vidal       | 17 | Germany     | Laborer        | Breaking into Shop          | do.        |

The following Convicts were received during the year from the Lunatic Asylum, Toronto, having been previously sent there by Order of the Government, as Insane Persons, viz.:

John Jones, William Shuffts, Christian Geintner, Grace Marks, Ann Little, Thomas Therein, and William Ryan.

(Signed.)

D. Æ. MACDONELL,

Warden, Provincial Penitentiary.

PROVINCIAL PENITENTIARY,

31st December, 1853.

## E.

RETURN of CONVICTS who DIED in the PROVINCIAL PENITENTIARY, during the year ending 31st December, 1853.

| No.  | N A M E.               | Age. | C O U N T R Y.     | C A L L I N G S.  | C R I M E.     | C O U N T Y<br>OR<br>D I S T R I C T. |
|------|------------------------|------|--------------------|-------------------|----------------|---------------------------------------|
| 1204 | Eph. Hart.....         | 38   | United States..... | Basketmaker ..... | Larceny.....   | Midland.                              |
| 2878 | Moses P. Wormley.....  | 45   | do .....           | Shoemaker .....   | Burglary ..... | Lincoln.                              |
| 2916 | Joseph London .....    | 27   | Canada West.....   | Laborer .....     | Rape .....     | Wentworth.                            |
| 3352 | Michael Belanger ..... | 65   | do East .....      | do .....          | do .....       | Montreal.                             |
| 2801 | Alexander Smith .....  | 18   | Scotland .....     | Brushmaker .....  | Larceny.....   | York.                                 |
| 2670 | James McConnell .....  | 19   | Canada West.....   | Cooper.....       | Forgery.....   | Home.                                 |
| 3047 | C. Valentine .....     | 31   | United States..... | Laborer .....     | Burglary ..... | Essex.                                |

(Signed,)

D. Æ. MACDONELL,  
Warden, Provincial Penitentiary.

PROVINCIAL PENITENTIARY,  
31st December, 1853.

F.

RETURN of CONVICTS who RECEIVED the ROYAL PARDON, and were DISCHARGED from the PROVINCIAL PENITENTIARY, during the year ending the 31st December, 1853.

| No.  | NAME.                   | Age. | COUNTRY.           | CALLINGS.      | CRIME.                    | COUNTY OR DISTRICT. |
|------|-------------------------|------|--------------------|----------------|---------------------------|---------------------|
| 882  | John H. DeWitt.....     | 36   | United States..... | Laborer.....   | Arson.....                | Niagara.            |
| 1892 | James Stontenburgh..... | 26   | Canada West.....   | do.....        | Burglary and Robbery..... | Home.               |
| 1898 | Hiram Stontenburgh..... | 28   | do.....            | do.....        | do.....                   | do.                 |
| 1684 | Nathan Case.....        | 29   | do.....            | do.....        | do.....                   | do.                 |
| 1695 | Robert Barr.....        | 22   | do.....            | do.....        | Burglary.....             | do.                 |
| 2551 | William Johnson.....    | 30   | do.....            | do.....        | Horse Stealing.....       | Gore.               |
| 2768 | Peter McNaughton.....   | 42   | Scotland.....      | Carpenter..... | Forgery.....              | Middlesex.          |
| 2985 | Ann J. Martell.....     | 17   | Canada East.....   | Saddler.....   | Larceny.....              | Quebec.             |
| 8051 | Richard Morron.....     | 35   | Ireland.....       | Laborer.....   | Forgery.....              | Carlton.            |
| 3104 | Norbert Jarry.....      | 27   | Canada East.....   | do.....        | Stealing an Ox.....       | Montreal.           |
| 8883 | Abram Downison.....     | 16   | Canada West.....   | do.....        | Stealing Cattle.....      | Lincoln.            |
| 3361 | Robert Morrison.....    | 29   | do.....            | Carpenter..... | Forgery.....              | York.               |
| 8407 | Thomas McColey.....     | 29   | United States..... | Laborer.....   | Felony.....               | Essex.              |
| 2900 | William Westarry.....   | 24   | England.....       | Miller.....    | Embezzlement.....         | Westworth.          |
| 626  | Patrick Kelly.....      | 27   | Ireland.....       | Laborer.....   | Sodomy.....               | Western.            |
| 1848 | Joseph Goss.....        | 87   | England.....       | Carpenter..... | Murder.....               | Victoria.           |
| 8513 | John Malley.....        | 19   | Canada West.....   | Laborer.....   | Forgery.....              | Simcoe.             |
| 1996 | James Graden.....       | 20   | Ireland.....       | do.....        | Arson.....                | Victoria.           |

(Signed)

D. Æ. MACDONELL,  
Warden, Provincial Penitentiary.

PROVINCIAL PENITENTIARY,  
31st December, 1853.



G.

RETURN of CONVICTS DISCHARGED from the PROVINCIAL PENITENTIARY by EXPIRATION of SENTENCE, during the year ending 31st December, 1853.

| No.  | N A M E.          | Age. | C O U N T Y.  | C A L L I N G S. | C R I M E.                           | C O U N T Y<br>OR<br>D I S T R I C T. |
|------|-------------------|------|---------------|------------------|--------------------------------------|---------------------------------------|
| 1001 | Samuel Benson     | 30   | United States | Laborer          | Larceny                              | Home.                                 |
| 1604 | Jon. Brooks       | 38   | England       | do               | Assault with intent to Kill          | Gore.                                 |
| 1617 | William Sampson   | 20   | United States | do               | Assault and Manslaughter             | Talbot.                               |
| 2158 | Michael Conlan    | 24   | Ireland       | Shoemaker        | Larceny                              | Midland.                              |
| 2280 | John Smith        | 31   | England       | Clothier         | do                                   | Gore.                                 |
| 2256 | Joseph Brodrie    | 37   | Canada East   | Stone Cutter     | do                                   | Newcastle.                            |
| 2485 | John Trohy        | 23   | Ireland       | Laborer          | do                                   | Midland.                              |
| 2536 | William E. Eccles | 30   | do            | do               | Forgery                              | Talbot.                               |
| 2591 | James Holland     | 41   | England       | Tailor           | Larceny                              | Midland.                              |
| 2694 | Humphry Guest     | 28   | do            | Laborer          | do                                   | Midland.                              |
| 2698 | John P. Mason     | 28   | Ireland       | Carpenter        | do                                   | Hastings.                             |
| 2699 | Richard Beach     | 42   | Canada West.  | Laborer          | Horse Stealing                       | Middlesex.                            |
| 2702 | Charles Smith     | 20   | England       | Tailor           | Larceny                              | York.                                 |
| 2708 | Peter Stirrup     | 16   | do            | Laborer          | do                                   | do.                                   |
| 2704 | Henry Williams    | 50   | Ireland       | do               | do                                   | do.                                   |
| 2707 | Timothy Corcoroy  | 22   | do            | Shoemaker        | Intending to do Grievous Bodily Harm | Quebec.                               |
| 2716 | Sarah J. Perry    | 25   | England       | do               | Larceny                              | Frontenac.                            |
| 2717 | Emily Jones       | 19   | West Indies   | do               | do                                   | do.                                   |
| 2723 | C. Henderson      | 35   | Canada West.  | do               | do                                   | do.                                   |
| 2729 | Ellen McCallum    | 22   | do            | do               | do                                   | Middlesex.                            |
| 2732 | Thomas Kneeshaw   | 30   | England       | Laborer          | do                                   | Leeds.                                |
| 2733 | Francis Kelly     | 25   | Ireland       | Blacksmith       | do                                   | Montreal.                             |
| 2734 | James McNamara    | 21   | do            | Laborer          | Felony                               | do.                                   |
| 2735 | James Hall        | 56   | do            | No Trade.        | Stealing from the Person.            | do.                                   |
| 2736 | Laurent Gaynor    | 18   | do            | Laborer          | do                                   | do.                                   |
| 2736 | Michael Coleman   | 20   | Canada East   | do               | do in a Shop                         | do.                                   |
| 2737 | M. St. Thomas     | 40   | Ireland       | do               | Larceny                              | do.                                   |
| 2740 |                   | 20   | Canada East   | do               |                                      | do.                                   |

|      |                    |    |               |            |                                    |                 |
|------|--------------------|----|---------------|------------|------------------------------------|-----------------|
| 2741 | George Rice        | 10 | Ireland       | No Trade.  | Larceny                            | Montreal.       |
| 2486 | James Wilson       | 27 | England       | Shoemaker  | do                                 | Midland.        |
| 2743 | John Robb          | 22 | Ireland       | Laborer    | Stealing in a St. House            | Montreal.       |
| 2745 | John Quegan        | 20 | do            | do         | Larceny                            | do.             |
| 2747 | Edward Allen       | 28 | England       | Hosier     | Robbery                            | Quebec.         |
| 2752 | Eliza Clarke       | 16 | Ireland       | do         | Larceny                            | Montreal.       |
| 2753 | M. Besson          | 19 | Canada East   | Laborer    | do                                 | do.             |
| 2754 | John S. Jones      | 19 | England       | do         | do                                 | Lincoln.        |
| 2762 | Eliza Wilson       | 32 | Ireland       | do         | Felony                             | Frontenac.      |
| 2763 | Sarah Clements     | 40 | do            | do         | do                                 | do.             |
| 2769 | James Ritchie      | 36 | Scotland      | Blacksmith | Manslaughter                       | Middlesex.      |
| 2767 | John Williams      | 34 | England       | Painter    | Larceny                            | Frontenac.      |
| 2794 | Alexander Smith    | 63 | Scotland      | Laborer    | Felony                             | York.           |
| 2799 | Francis Caldwell   | 19 | Ireland       | do         | Intent to Ravish                   | do.             |
| 2820 | Amasa Gunsoll      | 19 | England       | do         | Larceny                            | Hastings.       |
| 2821 | Ann Adair          | 33 | Ireland       | do         | do                                 | Frontenac.      |
| 2824 | A. Hill            | 20 | Canada West   | Laborer    | Horse Stealing                     | Middlesex.      |
| 2825 | Sidney Mulfery     | 21 | do            | do         | do                                 | do.             |
| 2828 | Thomas Rice        | 21 | Ireland       | do         | Larceny                            | Quebec.         |
| 2829 | James Burke        | 74 | England       | do         | do                                 | do.             |
| 2840 | John Walsh         | 23 | Canada East   | do         | Wounding with intent to Kill.      | do.             |
| 2829 | Mary A. Stephenson | 18 | England       | do         | Larceny                            | York.           |
| 3027 | Joseph Harding     | 19 | United States | Laborer    | Intent to Rape                     | Haldimand.      |
| 3154 | Conas Smith        | 17 | Canada West   | Shoemaker  | Larceny                            | Wentworth.      |
| 2720 | Edward Jackson     | 22 | United States | Laborer    | do                                 | Hastings.       |
| 2853 | Charles McDale     | 25 | Ireland       | do         | Robbery                            | Quebec.         |
| 2838 | Franklin Brown     | 41 | United States | do         | Larceny                            | Western.        |
| 1195 | Jacob Dunkh.       | 19 | Canada West   | do         | Horse Stealing and attempt to Rape | Gore.           |
| 2830 | C. Jacques         | 84 | New Brunswick | do         | Horse Stealing                     | London.         |
| 2851 | John Freeman       | 19 | Canada West   | Shoemaker  | Stabbing                           | Gore.           |
| 2852 | Michael Haber      | 49 | Germany       | do         | Manslaughter                       | do.             |
| 2874 | Bridget Donnelly   | 29 | Ireland       | Mason      | Larceny                            | Frontenac.      |
| 2868 | William Johnson    | 25 | England       | Blacksmith | do                                 | Northumberland. |
| 2884 | Andrew Davids      | 22 | Canada West   | Laborer    | Manslaughter                       | Essex.          |
| 2886 | James Hibbert      | 30 | England       | do         | Felony                             | do.             |
| 2886 | Henry Harding      | 25 | do            | do         | do                                 | do.             |
| 2895 | David Fox          | 15 | Canada West   | do         | Larceny                            | Middlesex.      |
| 2900 | Thomas Orrons      | 18 | Ireland       | do         | Uttering Forged Notes.             | Montreal.       |
| 2901 | Alexander Gunter   | 19 | Canada East   | do         | Stealing a Gelding                 | do.             |
| 2902 | C. Dupurs          | 48 | do            | do         | do                                 | do.             |

RETURN of CONVICTS DISCHARGED from the PROVINCIAL PENITENTIARY, &c.—(Continued.)

| No.  | N A M E.               | Age. | C O U N T R Y. | C A L L I N G S. | C R I M E.                   | C O U N T Y<br>OR<br>D I S T R I C T. |
|------|------------------------|------|----------------|------------------|------------------------------|---------------------------------------|
| 2908 | Joseph Katenontic..... | 19   | Canada East    | Laborer          | Stealing a Gelding.....      | Montreal                              |
| 2905 | V. Legres.....         | 30   | do             | do               | Obtaining Goods Falsely..... | do.                                   |
| 2906 | Mid. Cardinal.....     | 26   | do             | do               | Killing a Cow.....           | do.                                   |
| 2938 | Daniel Moore.....      | 45   | Ireland.....   | do               | Larceny.....                 | Quebec.                               |
| 3191 | Henry François.....    | 25   | New Brunswick  | do               | do                           | do.                                   |
| 3192 | Esteru Carrier.....    | 46   | Canada East    | Butcher          | do                           | do.                                   |
| 3246 | William Riley.....     | 53   | Ireland.....   | Tailor           | do                           | Wentworth                             |
| 3247 | Henry Marks.....       | 27   | do             | do               | do                           | do.                                   |
| 3347 | Louis Thebery.....     | 22   | Canada East    | Laborer          | Burglary                     | Quebec.                               |
| 2936 | H. Martel.....         | 16   | do             | Saddler          | Larceny                      | do.                                   |
| 2678 | Charles Stone.....     | 30   | United States  | Stone-Cutter     | Uttering a Forged Note.....  | Home.                                 |
| 2674 | Joseph Montgomery..... | 23   | Ireland.....   | Carpenter        | Forgery.....                 | do.                                   |
| 2678 | Robert Littlell.....   | 28   | Scotland       | Laborer          | Burglary                     | do.                                   |
| 2909 | E. C. Tois.....        | 29   | Canada West    | Carpenter        | Assault to Disable.....      | Lincoln.                              |
| 2910 | Silas Green.....       | 39   | United States  | Laborer          | Larceny                      | do.                                   |
| 2918 | Elizabeth Capper.....  | 16   | Canada West    | do               | do                           | Wentworth.                            |
| 2920 | John Walters.....      | 38   | England        | Hoster           | Robbery with Violence        | do.                                   |
| 2929 | John Catterall.....    | 33   | Ireland.....   | Blacksmith       | Larceny.....                 | York.                                 |
| 2930 | John Tebo.....         | 19   | Canada West    | Laborer          | Burglary                     | do.                                   |
| 3229 | John Sheppy.....       | 28   | do             | Druggist         | Assault to Rape.....         | Oxford.                               |
| 2995 | Austin Denery.....     | 24   | United States  | Laborer          | Larceny                      | Gore.                                 |
| 2408 | John Reynolds.....     | 33   | Ireland.....   | do               | do                           | Wellington.                           |

NOTE.—Convict Oliver Dawson made his escape from the Prison, on the 28th November, 1853.

(Signed) D. A. MACDONELL,  
Warden, Provincial Penitentiary.

PROVINCIAL PENITENTIARY,  
31st December, 1853.

G.G.

RETURN of CONVICTS sent to the LUNATIC ASYLUM, TORONTO, from the PROVINCIAL PENITENTIARY, during the year ending 31st December, 1853.

| No.  | N A M E.                | Age. | C O U N T R Y. | C A L L I N G.       | C R I M E.           | C O U N T Y<br>OR<br>D I S T R I C T. |
|------|-------------------------|------|----------------|----------------------|----------------------|---------------------------------------|
| 2795 | John M. King.....       | 28   | .....          | Ship Carpenter ..... | Larceny.....         | York.                                 |
| 3001 | William W. Stewart..... | 17   | .....          | Laborer .....        | do .....             | Northumberland.                       |
| 3285 | William Ryan.....       | 30   | .....          | do .....             | Cattle Stealing..... | Wentworth.                            |
| 3438 | Thomas Therein.....     | 48   | .....          | do .....             | Murder .....         | Three Rivers.                         |

(Signed,) D. Æ. MACDONELL,  
Warden, Provincial Penitentiary.

PROVINCIAL PENITENTIARY,  
31st December, 1853.

## H.

TABULAR STATEMENT of CONVICTS and MILITARY PRISONERS who have been received into, and discharged from the PENITENTIARY, during the year ending the 31st December, 1853.

|   |     |
|---|-----|
| Male Convicts remaining in the Penitentiary, 31st December, 1852..... | 409 |
| Female do do do do .....  | 88  |
| Military Prisoners undergoing Military Discipline .....               | 16  |
|   | 463 |
| Male Convicts received at the Penitentiary, during the year 1853..... | 145 |
| Female do do do do .....  | 7   |
| Male Convicts brought back from the Asylum, Toronto .....             | 5   |
| Female do do do do .....  | 2   |
| Military Prisoners received into the Military Prison .....            | 211 |
|   | 888 |
| Male Convicts Discharged by Expiration of Sentence .....              | 77  |
| Female do do do do .....  | 12  |
| Male Convicts who have Died .....                                     | 7   |
| do do Pardoned .....  | 18  |
| do do sent to Lunatic Asylum .....                                    | 4   |
| do do escaped from Prison .....                                       | 1   |
| Military Prisoners by Expiration of Sentence and Removal .....        | 218 |
|   | 337 |
| Remaining in the Prison .....   | 496 |
|   | 451 |
| Say, Male Convicts .....  | 451 |
| Female do .....   | 35  |
| Military Prisoners .....  | 10  |
|   | 496 |
|   | 455 |
| Average number during the year—Civilians .....                        | 455 |
| do do do —Military .....  | 14  |

(Signed,)

D. Æ. MACDONELL,

Warden, Provincial Penitentiary.

PROVINCIAL PENITENTIARY,

31st December, 1853.

## I.

STATEMENT of CONTRACT of LABOR entered into by the WARDEN for the hire of CONVICTS, in 1853.

FIRST.—With Peter Todd as Principal; and James Moreton as Surety, for 50 to 65 Convicts, to be employed as Cabinet and Chair Makers, for a period of five years, to commence on the 1st February, 1855; at the rate of 2s. and 7d. per day for each man.

SECOND.—With Henry W. Austin, and Ruben A. Holmes as Principals, and Douglass Prentiss and John Fraser as Sureties, for 100 Convicts, to be employed at Blacksmithing, including Pick-axe making, Axe making, Hames making, Harness Mountings, &c. &c., for a period of five years, to commence on the first day of July, 1855; at the rate of 2s. and 4d. per day for each man.

(Signed,) D. Æ. MACDONELL,  
Warden, P. Penitentiary.

PROVINCIAL PENITENTIARY,  
31st December, 1853.

## O.

RETURN shewing the MANNER in which the CONVICTS at the PROVINCIAL PENITENTIARY were EMPLOYED, on the 31st December, 1853.

|                                |     |                         |     |
|--------------------------------|-----|-------------------------|-----|
| Stone Cutters and Masons ..... | 25  | <i>Brought up</i> ..... | 857 |
| Carpenters .....               | 10  | Seamstresses .....      | 82  |
| Tailors .....                  | 12  | Barber .....            | 1   |
| Quarrymen .....                | 9   | Cook .....              | 1   |
|                                |     | Laborers .....          | 87  |
| CONTRACT WORK.                 |     | Sick List .....         | 18  |
| Shoemakers .....               | 119 |                         |     |
| Cabinetmakers .....            | 58  |                         |     |
| Blacksmiths .....              | 79  |                         |     |
| <i>Carried up</i> .....        | 857 | <i>In all</i> .....     | 496 |

(Signed,) D. Æ. MACDONELL,  
Warden, P. Penitentiary.

PROVINCIAL PENITENTIARY,  
31st December, 1853.

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**THE MATRON'S REPORT, December 31, 1853.**

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WOLFRED NELSON, M.D., and ANDREW DICKSON, Esquires, Inspectors of the  
PROVINCIAL PENITENTIARY.

Gentlemen,—According to the Law and custom of this Institution, I have the honor to lay before you, a brief Report of the Convict Women placed under my oversight in the Provincial Penitentiary, in the year now expiring. 13 Convicts were released from Prison on the expiration of their sentence; 2 have been returned from the Lunatic Asylum; 7 have been received into the Prison on the first commitment, and one on the second commitment; there are now 35 Convict females in the Institution, 15 are Protestants, and 20 Roman Catholics; being a decrease of 3 in the course of the year.

From whatever cause it may arise, for the last two or three years there has been a gradual increase of Roman Catholics and a corresponding decrease of Protestants.

The business of the Institution in this Ward has been similarly conducted to what it was last year; the same arrangements and the same kinds of work continued. The Convicts have been constantly employed during the year, some in making shirts, drawers, bed-ticks, sheets, &c., others in knitting socks and stockings, and in making bedding; while from 10 to 14 have been daily engaged in binding shoes for the Contractor in the Shoe-shop, and have worked at this during the year 3,213 days.

Others have had enough to do in cooking, washing, cleansing and nursing. As every hive has its drones, it would be singular if there were not some here, yet I am happy to say they have been few.

A very great majority of these women have shewn a commendable willingness to make themselves useful so that I have little fault to find, in this respect indeed I think there has been some improvement in their industrial habits, as they have attended to their work more freely this year than formerly.

Every reasonable means have been used for their moral improvement, and I trust with some effect.

Morning and evening prayer has been held with them daily through the year, by the Matrons respectively of each religion. The Assistant-Matron has shewn every readiness to assist the Roman Catholics in religious improvement, and besides what has been done here, the Convicts of that persuasion have regularly attended their own Service in Chapel on Sundays and Holidays.

The occasional Lecture to the women in the Ward by the Reverend Vicar-General, in the course of the week, since his indisposition has been discontinued.

The Protestant women have attended two Services weekly in their Chapel. Their Chaplain has continued his Lecture every Wednesday in the Ward, besides frequently visiting and advising them. They have had Bibles, Prayer books, religious and useful Tracts, and Library books in abundance to read, and Mrs. Cartwright continues to visit and instruct these women every Saturday,—reading, exhorting, and praying with them, and has very kindly supplied them all with Hymn-books, which they take much pleasure in reading.

I may here state, that the Protestant Convicts, although anxious to listen to their public teaching in the Chapel, do not receive the benefit which is intended, as the Chapel is so situated that they cannot hear without great difficulty and attention, and when the Guards in the Hall below make any noise by talking, walking about, or opening of doors, as is uniformly the case, much of the Chaplain's discourse is lost. Indeed the very whispers of the Guards in the Inspection

Hall are distinctly heard in the women's Chapel, and renders fixed attention almost impossible, and produce such a confusion of noises, that the Chaplain, although he speaks strong and loud, cannot be heard with satisfaction.

There are but two Convicts that cannot read, all the rest can read—some of them very well. Those that need it are daily instructed, all in this respect are improving, and all are daily practised in reading. On the whole, I think they have ample means if they use them right to grow wiser and better.

The conduct of the female Convicts has, generally speaking, been something better this year than last, there has been less contention, less quarrelling, and less trouble. This I ascribe in part to the fact that one or two very unruly women have been released, who were the cause of much annoyance and irritation to the rest of the women; and also, to another fact that there have not been so frequent changes of the Assistant Matron as in last year, which, no doubt, was a great detriment to the Institution. I would also ascribe it in part to the blessing of God on the means used to benefit these women and change them for the better.

As we lose sight of them on their release it is difficult to say precisely what may be the result of the pains taken to improve them, I am happy however to say, there has been only one re-commitment this year, and that there have been fewer punishments than in the last year or than in the two years before.

I am of opinion that the separation of one of the most depraved and violent of the Convicts from the rest has contributed to the better order of the Prison, aided also by the spacious work-room which we now have, in which the Convicts are placed at a much greater distance from each other during working hours, an object which however desirable we could never attain until we removed from the Hospital to the well prepared Ward we now occupy where everything is much more orderly, convenient, and at the same time, compact and snug.

In conclusion I beg also to add, that the visits of the Surgeon have been regular, and the sick have been well attended.

I have the honor to be, Gentlemen,  
Your obedient Servant,

(Signed,) JULIA COX.

PROVINCIAL PENITENTIARY,  
December 31st, 1853.

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## THE SCHOOL-MASTER'S REPORT, for 1853.

WOLFRED NELSON, M.D. and ANDREW DICKSON, Esquires, Inspectors of the  
PROVINCIAL PENITENTIARY, &c.

Gentlemen,—I have again the honor of laying before you the Annual Report of the School in connection with this Institution. That for 1852 contained an outline of my duties, which have been the same, or nearly so, during the year now ending, 31st December, 1853; it is therefore presumed that you will deem it unnecessary for me to recapitulate the various portions into which it is divided,

and consequently, will at once proceed to lay before you, as briefly as possible, the following remarks on the School and other departments of my duty, with the progress that has, and is being made, by these unfortunate creatures for whose benefit the services of a secular Instructor have been provided, through the benignity of our philanthropic and enlightened Government.

As it is in the School allotted to the juvenile portion of the Convicts, who were too young to be admitted to contract labor on their coming to this place of confinement, that the Teacher has had more ample opportunities of watching closely the progress as well as the effect that Education has on the Convicts, and especially on these juvenile offenders, whose first steps in life had, apparently, never been directed to anything beyond carrying out the suggestions of depraved nature; he is therefore, able to speak with more certainty regarding these, than perhaps any other portion of the Convicts in this Institution.

The Teacher would remark, what may very naturally be expected, that a great diversity of character exists amongst those who have come under his more immediate direction; some of them have tender feelings, and almost sweet dispositions, so much so, that it has often been with him a matter of surprise that nobody took an interest in them before they fell deep enough into crime to warrant their incarceration in a Penitentiary; others there are, whose every feeling, if feeling they ever had, seems blunted; whose every habit is vicious, and almost every word a lie; these certainly are they who have sprung up on the "way side," and knew nothing but the haunts of vice and misery, and whose every effort must have been put in lawless requisition to procure the morsel necessary to support nature. In aiming at rooting out from these the vicious tendencies of human frailty and depravity, the most ingenious and strenuous efforts, tempered with kindness, must be resorted to; but with these success is almost certain. Children have their moral faculties as well as men, and upon the right exercise of them their happiness or misery hereafter depends, and if these are subject to the law of Education, how important, how supremely important, is that Education.

Dr. Watts, in speaking of the benefits resulting to Society from the Education of youth, says, "The children of the present age are the hope of the age to come, we, who are now acting our several parts in the busy scenes of life, are hastening off the stage apace. Months and days are sweeping us away from the business and surface of the earth, and continually laying some of us to sleep in the dust. The circle of thirty years will plant another generation in our room. Another set of mortals will be the chief actors in all the greater and lesser affairs of this life, and will fill the world with blessings or with mischiefs when our heads are lying low.

"Shall we not then consider with ourselves,—What can we do now to prevent those mischiefs, and entail blessings on our successors? What shall we do to secure wisdom, goodness, and religion amongst the next generation of men? Have we any concern for the glory of God in the rising age? Any solicitude for the propagation of virtue and happiness to those who shall stand up in our stead? Let us then hearken to the voice of God and Solomon, and we shall learn how this may be done; the all-wise God and the wisest of men join to give us this advice: "Train up a child in the way he should go, and when he is old he will not depart from it." The sense of it may be expressed more at large in this proposition, namely: Let children have a good Education given them in the younger parts of life, and this is a most likely way to establish them in virtue and piety in their elder years."

But the Education of juvenile Convicts must not be an Education that consists merely in reading, writing, the science of numbers, &c. &c., these are primary things with the teachers of children whose parents do the moral training, but the Teacher in a Penitentiary has to instruct both mentally and morally, if he dis-



charges his duty conscientiously, and as a Christian. These children, habituated from their infancy to lying, must be taught to respect truth, and, as this is the foundation of virtue, the moral training necessarily commences here; they must be taught, both by precept and example, that an habitual regard for it is absolutely necessary through life. They must be taught justice, by not only cautioning them against theft, and cheating, and robbery, but against all those little tricks, arts, and artifices, by which children attempt to wound each others feelings; by which one child often endeavors to shift to another the blame that belongs to himself, and, above all, against the wanton, mischievous, or malicious tendency they often have of exaggerating the faults, or mis-representing the conduct of others, in order to raise themselves in the estimation of those under whose care they are more immediately placed. They must be taught to love mercy; even the slightest act of cruelty towards insects, whether wanton or malevolent, must be rebuked, if we would attain the great end in view; namely, the bringing from evil to good, and from darkness to light, of these neglected children, whose utter ignorance ought to enlist our deepest sympathy, and whose moral welfare should lie nearest our hearts.

The Summer season afforded the Teacher many favorable opportunities for strongly impressing the minds of all those children attending his class, that "Mercy is twice blessed," and he scarcely let one day pass without giving them a lecture on the sin of killing or destroying any part of God's creation wantonly, and in which he tried to impress upon their minds that every sin must be punished, that God's all-seeing eye is looking at whatever we do, whether publicly or in secret, and that he always rewards those who do such things as are pleasing to Him: the effect was truly encouraging, for, after a short time, with all the vigilance possible, he was not able to detect one solitary instance of cruelty with any of the boys; but was once highly pleased on surprising one of them who had been sent to sweep the School-room floor, gathering up an insect and putting it in a place of security lest he should kill it with the broom; on enquiring of him why he did so, he replied, "Because you explained to us what a great sin it is to hurt anything that has life, and that God always punishes those who do so." I verily believed him to be sincere in what he said, and his conduct strengthened the opinion I had formed regarding the first step towards his reformation; and much the more so, that, formerly this was the most secretly cruel boy in the class. At the age of thirteen years, he was convicted and sentenced to three years in the Penitentiary, and was then ignorant of the letters of the Alphabet; but at the expiration of his Sentence, which was on the 30th of March last, he had read the Bible through once; the "Child at Home," twice; the "History of New Zealand," once; the "Life of Solomon," once; "Pilgrim's Progress," twice; "Infant's Progress," twice; "Third Book of Lessons," several times in Class; had passed through the Arithmetic in use, once, and was about half-way the second time, when his sentence expired; he also knew English Grammar, and the rudiments of Geography tolerably well, and wrote an excellent hand; his conduct in School, during the latter part of his term of sentence, was no good, that when it expired, I took him to my own house, and treated him as one of my own family, until I procured him a good place in Kingston, where he wrought steadily, till he acquired enough of money to take him to his mother, who had removed from Montreal and gone to reside to the United States.

George R.—, whose term of sentence expired on the 30th March, was nine years of age when convicted and sentenced to three years in the Penitentiary; he did not then know all the letters of the Alphabet, but during his imprisonment, he learned to read correctly, to write a good hand, and at his going out, knew English Grammar, the rudiments of Geography, and Arithmetic perfectly as far as "Practice," inclusively; he had read the Bible through; the "Child at Home," the "Faithful little Girl," the "History of China," the "Barren Fig Tree," the

"Life of Solomon;" the "Life of David;" and the "Third and Fifth Book of Lessons," several times. A few days before he was released a letter was received at this Institution, bearing his address; by permission of the Warden I read it to him, and afterwards tried if he could read it himself, which he did with ease and fluency. I have made enquiry after him since he went out, and when last heard of, his friends expressed themselves highly satisfied with his conduct, which they said was much superior to anything it had ever been before.

Antoine Julien M—— was seventeen years of age when convicted and sentenced to three years in the Penitentiary, and knew very little more than the letters of the French Alphabet on his coming here, but during his imprisonment he learned to read the French and English languages correctly; had read the "History of Rome" in French; the "*Devoir du Chrétien*," several times; the "Third Book of Lessons," in English; had frequently passed through the Arithmetic in use, and wrote a superior hand; this boy, rather volatile in character, took such a liking to Education, that every moment he could get from work he improved in studying Arithmetic, and by his untired perseverance and application, arrived at such perfection in this branch of Education, that he was able to solve some of the most difficult sums with the greatest ease; he has often told me that his main object in studying with such application was to become a good Mechanic, as he intended learning his father's trade as soon as he went home. I entertain good hope that this boy will do well. From the rapid progress these boys made in Education, one would be led to suppose that they had spent all their time at School, but you are aware, Gentlemen, that this is not the case; each boy attended to his daily labor, and had but a short time each day, allowed him for study; therefore their progress, which certainly exceeded anything I could have expected, must be attributed to their assiduity and eagerness to improve the opportunity afforded them, and indeed, they did improve it fully to my satisfaction.

Several other boys besides those just mentioned have been released from the Prison during the past year, but of whom the Teacher cannot speak particularly, as they were constantly engaged in Contract labor, and had not the same opportunity of making the desired improvement in their Education as those who attended the daily classes; however, they could all read their respective languages, and it is to be hoped, had acquired such knowledge of trades as would enable them to earn their living honestly if they were so disposed. Although the above are encouraging facts, the Teacher, from experience, feels it incumbent to say, that the Penitentiary is not the best place to which juvenile Offenders should be sent for improvement; here they come in contact with the murderers, robbers, and those who are hardened in crime, and almost lost to all good, some of whom would seem to delight in trying to initiate those youths in all the secrets of making expert robberies, give them Tobacco to chew, &c., &c., at every opportunity, which tend to counteract, to a certain degree, all that can be done towards implanting in them purity of principle. I have had occasion to report for punishment, some of the men whom I have caught personally in the above acts; happily, the number of Convicts who might be considered capable of such is not great, yet there are some.

In the daily class at present, there are but very few boys in attendance, partly owing to expiration of sentences, and partly owing to others having been removed to contract labor, and it is to be regretted, that some of those who have been removed, and had nearly no Education at the time, have been placed in shops at work that will never be of any service to them hereafter. The Teacher abstains from venturing any opinion regarding the above, lest he might be taxed with presumption; but at the same time, begs to say, that nothing baffles more, or rather frustrates the good that might be done to children sentenced to the Penitentiary, than the Contractors having the privilege of selecting, without any re-

gard either for their Education or Reformation, such boys as they may think would be a *desideratum* in their speculations, as it would seem, that they consider they are the only persons to be benefited, and not Society.

Humanity and justice forbid such a proceeding, unless they are guaranteed to have taught to these boys a trade, or such portion of a trade, as would be a means of procuring them an honest livelihood outside these walls, without falling back into their former habits of procuring it by unlawful means; and to give them this would only be discharging an imperative duty that society at large owes to its weakest link. The Shoe-shop furnishes trades to a great number, and this reason alone is sufficient to make it the only desirable one to which the juvenile Convicts should be sent.

The improvement made in Education during the past year by the men who work in the Blacksmith-shop is most encouraging, many of them have learned to read, and others have acquired a fair knowledge of Arithmetic; without exception, they have shown a continued increasing desire to acquire knowledge, and a very forcible proof of their sincerity to do so, is the fact, that each man made fifteen axes *per diem*, instead of from ten to twelve which was their former task; although it was generally supposed by them, that this augmentation to their day's work would prevent their having any time for School, yet, they were determined to work so much the harder and gain an hour for improvement, which, much to their praise, they accomplished, still not without difficulty. The Teacher regrets not having access to the other Shops the same as to that of the Blacksmith's, as by far the greater portion of young men and boys are sent to those to which he alludes; and he is convinced that a more extended field for usefulness exists in the Shoe-shop than in all the others put together, seeing that there is a large proportion of boys and young men in this Shop, who, were it not for the half-hour of School after breakfast and dinner in the Dining-hall, three days in the week, with Sunday School, and the instruction they receive in their Cells after their day's work is finished, would be completely without the means of improving or even relaxing the mind for several successive years; a thing sufficient in itself to deaden the brightest intellect.

The Dining-hall School is of infinite service under the present arrangement, in assisting to educate not only boys, but also a large number of un instructed men who are constantly engaged at labor, and can have no other time for improvement during the day. At present 127 persons receive instruction in this School, in spelling and reading, 70 of whom are Roman Catholics, and 57 Protestants; of the Catholics 40 are French Canadians, and the remainder principally of Irish origin; of the Protestants, there are 7 Indians, 14 Colored men, and the remainder of English, Irish and Scotch descent. Several important improvements have taken place in these classes during the past year, amongst which may be mentioned that of placing the men to be taught in straight lines, and the teachers in front of their respective classes, instead of sitting in a circular position with the teachers in the centre; so that under the present arrangement and strict surveillance of the guards and myself, there can be little possibility of the Convicts speaking on other subjects than the lesson being taught, without immediate detection, and consequent punishment; but where such does take place, which is of rather rare occurrence, it is with some of those heedless unthinking boys whose attention can scarcely be directed to anything, and these do not escape, for I make it a strict point of view to report for punishment every one of them caught in infringing on the rules of the Prison, in order to preserve the good order its rules require.

All those men whom I considered capable of reading a book alone, and with understanding, have been removed from these classes, furnished with books, and desired to read at the tables where they take their meals, so as to leave place for spellers and those only commencing to read; of these this School is principally composed.

The number of men who are instructed in their Cells after labor hours, has greatly increased during the past year; there are at present 92; of these 39 are Protestants, and 53 Roman Catholics; they are located as follows, namely: East wing 39 Protestants, South wing 27 Catholics, West wing 26 Catholics. The teaching in the East wing occupies three consecutive evenings; the South and West wings each three; so that in nine evenings I have made a complete round of this part of my duty, with a few exceptions, where there exists an apathy for anything that is good, all are grateful, and diligently improve the time I be with them; and several have made rapid progress in spelling and reading, principally by the above means of instruction. The visiting of the Cells at night is the most onerous, and perhaps one of the most important portion of the Teacher's duty; there is certainly no other in which he has such an opportunity for giving counsel and advice to these unhappy victims of their own folly, and they often open their minds more fully here than they would do anywhere else, or, perhaps, to any other person about the Prison, the Chaplains alone excepted. I will mention one among many instances, though, I am happy to say, few have been of so grave a nature. There is at present a young man confined in this Institution, from whose appearance, address, and education, I supposed had been respectably connected, and on learning his history I found I had judged rightly. In passing his Cell at night I generally stop a moment to inquire how he is getting along; for two or three successive nights he seemed to be in a melancholy state, and on my persisting to know the cause of it, he said he intended committing suicide; that he had on that day taken a quantity of poison, which he obtained in the Shop where he works, in order to effect his purpose, and that if what he had taken would not have the desired effect, he would renew a stronger dose on the day following; he said his reason for doing so was, that he could not support the idea of being incarcerated in a Prison for a number of years for the trifling offence he had committed, and at the same time, begged of me never to reveal what he had told me concerning himself and his family. I endeavored to show him his error, and exhorted him to pray for strength to overcome the temptations of the devil, and before leaving the Prison for the night, made known his intention to the Warden; the next morning I informed the Reverend Mr. Mulkins of the circumstance, and on the following evening made it my business to pass his Cell; he hailed me, and said, "I have received more encouragement to-day than I ever have since I came to the Prison, the Warden talked with me this morning like a father, I have been speaking with the Chaplain, and he also gives me a very excellent advice; thank God, I find my mind much more easy, and have desisted in my intention; the which, I would certainly have carried into effect had they not given me kindly and timely advice."

Such persons, although requiring no Education, surely require occasional advice; for what mind is there that does not suffer in being torn from their friends, from society, from liberty, and plunged into slavery for a number of years; the most degraded feel it, but much more acutely, those who have any respect for themselves or the families to which they belong. It will be seen from what has just been stated, that the Teacher has many opportunities of making himself a very useful person; but at the same time, it requires him to be very cautious; he must preserve a strict neutrality of principle; show by all his actions that his sincere desire is to do good, and above all things, he must strictly abstain from all interference with their religious opinions, and by doing so he establishes a respectful confidence, his advice is listened to with deference, and it has its effect.

The want of sufficient light in the wings is a cause of great complaint amongst the men who are desirous of passing the early part of the evenings in reading, and indeed it seems to be a great drawback to their moral as well as their mental improvement; the mind like the body requires nourishment, and if this were judiciously administered to those, who, from the very nature of their situation,

require it above all others, much difficulty with them might be obviated, besides alleviating, as far as conformity with the rules of the Prison would allow, the misery of hundreds of wretched beings in their lonely hours of Confinement.

I continue to assist the Protestant Chaplain in the Sabbath School, but as this comes immediately under his direction, and that in all probability he will report upon it, I consider there is therefore no absolute necessity for me to do so further than this, that if the Convicts be as eager to gain a knowledge of the Scriptures and of the way to eternal life, as this gentleman is willing to devote his talents to expound the former and point out the latter, they shall be happy indeed; and it is to be hoped that they are as sincere in their efforts to gain a knowledge of the way to salvation, as one would be led to judge from their outward manifestations. I have to acknowledge the above gentleman's kind attention in visiting the daily class, as well as for the interest he seems to take in the progress of the children attending it.

Since the Roman Catholic Chaplain's illness, several of the French Canadian Convicts have requested me to write letters in the French language to their families, having first obtained permission of the Warden, I wrote the letters and then handed them over to this gentleman for his inspection. It is scarcely necessary to add, that they have expressed their deepest gratitude even for this small favor.

There are several other things in connection with the School that might be noticed, but which the Teacher begs to omit, as this Report is already beyond the limit he had at first assigned it; still there is one thing remaining which ought, perhaps, to have been mentioned elsewhere, but however misplaced, he is confident it shall not on that account receive the less attention, as it is one of the most important subjects yet touched upon. It will be remembered that the sentences of the first two boys mentioned in this Report expired in a season when it was impossible for them to make their way home, the trifle allowed on leaving the Penitentiary being not more than sufficient to pay the expenses of one-fourth the distance they had to travel, and provide victuals. What were these children then to do in the region of a Canadian Winter; strangers in a strange Country; destitute of friends, and without a shelter from the inclemency of the weather, unless paying out of the few shillings they had received, whatever might be exacted from them? I answer, it is obvious, that if they were desirous of reaching home, their only alternative was to commit another robbery; in order to defray the expense.

Gentlemen, any person who could meet at the gates of this Institution, a child going out in the Winter months with the above prospects, and be able to preserve his heart unmoved, is, I must confess, far in advance of me with regard to self-command. I could not do it, one trial was sufficient to prove that I had not that fortitude; without hesitating for a moment as already stated, I took one of those boys, which are the subject of the present remarks, to my own home, and entreated of a worthy gentleman from Montreal, to take the other boy in his sleigh to that City, whither he himself was going; he willingly acceded to my request, and said he would not only take him home, but if necessary, provide him with victuals while on his journey. May He, who once had not where to lay His head, provide this good Samaritan with an hundred fold more than what he has, in this present world, and in the world to come life everlasting.

In conclusion, the Teacher humbly hopes, that through the blessing of God, much good has been done during the past year, and trusts, this, his humble efforts, may have contributed to the bringing of these fallen creatures to a sense of the necessity of living in obedience to the laws of their Maker and their

Country; and with sincere gratitude he has the honor of again subscribing himself,

Gentlemen,  
Your most obedient and humble Servant,

(Signed,) JAMES T. GARDINER.

PROVINCIAL PENITENTIARY,  
31st December, 1853.

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## R E T U R N S

### From Chartered Banks, Savings Banks, Insurance Companies, and Loan Companies.

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#### CHARTERED BANKS.

- No. 1.—Bank of British North America, (Canadian Branches,) on 15th September, 1854.
  - No. 2.—Bank of Montreal, to 31st August, 1854.
  - No. 3.—Bank of Upper Canada, to 28th February, 1854.
  - No. 4.—City Bank, (Montreal,) to 31st August, 1854.
  - No. 5.—Commercial Bank of the Midland District, on 31st August, 1854.
  - No. 6.—Gore Bank, on 30th September, 1854.
  - No. 7.—La Banque du Peuple, to 1st September, 1854.
  - No. 8.—Quebec Bank, on 30th September, 1854.
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#### SAVINGS BANKS.

- No. 9.—Hamilton and Gore District Savings Bank, for 1854.
- No. 10.—London Savings Bank, 1st September, 1854.
- No. 11.—Montreal City and District Savings Bank, on 1st January, 1854, and 1st January, 1855.
- No. 12.—Montreal Provident and Savings Bank, on 1st June, 1854, and 1st September, 1854.
- No. 13.—Northumberland and Durham Savings Bank, 1st June, 1854.
- No. 14.—Quebec Provident and Savings Bank, on 1st March, 1854.
- No. 15.—Toronto Savings Bank, on 18th March, 1855.

**INSURANCE COMPANIES.**

- No. 16.—Canada Life Assurance Company, on 30th April, 1853, and 30th April, 1854.  
 No. 17.—Canada West Farmers' Mutual and Stock Insurance Company, on 17th November, 1854.  
 No. 18.—Erie and Ontario Insurance Company, to 20th July, 1854.  
 No. 19.—Ontario Marine and Fire Insurance Company, for 1854.  
 No. 20.—Provincial Insurance Company of Toronto, to 17th February, 1855.  
 No. 21.—St. Lawrence Inland Marine Assurance Company, for 1853.  
 No. 22.—Western Assurance Company, to 30th November, 1853.

**LOAN COMPANIES.**

- No. 23.—Welland Canal Loan Company, on 1st September, 1854.

**No. 1.**

ACCOUNT shewing the whole Amount of the DEBTS and ASSETS of the CANADIAN BRANCHES of the BANK of BRITISH NORTH AMERICA, on the 15th September, 1854, with the amount of NOTES in Circulation, and SPECIE on hand.—Furnished in accordance with the Order of the House of Assembly.

| DEBTS.                     | Amount.   |    |    | ASSETS.                                  | Amount.   |    |    |
|----------------------------|-----------|----|----|--|-----------|----|----|
|                            | £         | s. | d. |  | £         | s. | d. |
| Circulation .....          | 605596    | 15 | 0  | Specie .....                             | 151967    | 6  | 5  |
| Balances due to Banks .... | 16677     | 4  | 11 | Notes and Cheques of other Banks .....   | 44926     | 8  | 8  |
| Deposits .....             | 496776    | 10 | 9  | Balances due by Banks....                | 88204     | 17 | 0  |
|                            |           |    |    | Bills Discounted, and other Assets ..... | 2085486   | 15 | 5  |
|                            | £ 1119050 | 10 | 8  |  | £ 2815585 | 7  | 6  |

D. DAVIDSON,  
*Manager.*

BANK OF BRITISH NORTH AMERICA,  
 Montreal Branch, 4th October, 1854.

No. 1.—(Continued.)

(Copy.)

ACCOUNT shewing the whole Amount of the DEBTS and ASSETS of the BANK of BRITISH NORTH AMERICA, at the close of the year 1853, and shewing the Amount of its Notes payable on demand, which had been in Circulation during every month of that year, together with the Amount of Specie and other Assets, distinguishing each kind immediately available in every such month for the discharge of such Notes.—Published pursuant to Royal Charter of Incorporation.

| DEBTS.                  | Sterling. |    |    | ASSETS.            | Sterling. |    |    |
|-------------------------|-----------|----|----|--------------------|-----------|----|----|
|                         | £         | s. | d. |                    | £         | s. | d. |
| Circulation .....       | 661629    | 0  | 10 | Specie .....       | 284573    | 14 | 11 |
| Other Liabilities ..... | 1272572   | 19 | 9  | Other Assets ..... | 2804977   | 15 | 8  |
|                         | £ 1984202 | 0  | 7  |                    | £ 3089551 | 10 | 7  |

  

| 1853.           | NOTES IN CIRCULATION. |    |    | SPECIE.           |    |    | NOTES OF OTHER BANKS. |    |    |
|-----------------|-----------------------|----|----|-------------------|----|----|-----------------------|----|----|
|                 | Halifax Currency.     |    |    | Halifax Currency. |    |    | Halifax Currency.     |    |    |
|                 | £                     | s. | d. | £                 | s. | d. | £                     | s. | d. |
| January .....   | 571898                | 5  | 0  | 203378            | 3  | 3  | 46609                 | 18 | 10 |
| February .....  | 578074                | 15 | 0  | 213720            | 7  | 9  | 47152                 | 15 | 8  |
| March .....     | 595014                | 10 | 0  | 218817            | 12 | 9  | 39980                 | 1  | 3  |
| April .....     | 612080                | 15 | 0  | 221870            | 14 | 5  | 45662                 | 4  | 3  |
| May .....       | 580945                | 5  | 0  | 207418            | 0  | 2  | 59929                 | 5  | 9  |
| June .....      | 598888                | 10 | 0  | 206725            | 7  | 11 | 45914                 | 3  | 1  |
| July .....      | 609990                | 0  | 0  | 186979            | 4  | 10 | 74251                 | 4  | 11 |
| August .....    | 632328                | 15 | 0  | 221550            | 6  | 10 | 69568                 | 16 | 3  |
| September ..... | 860520                | 0  | 0  | 212699            | 1  | 10 | 61661                 | 7  | 2  |
| October .....   | 903407                | 15 | 0  | 190746            | 8  | 0  | 84469                 | 6  | 10 |
| November .....  | 928642                | 10 | 0  | 210159            | 1  | 0  | 63126                 | 5  | 0  |
| December .....  | 890638                | 10 | 0  | 239758            | 7  | 7  | 57081                 | 2  | 0  |

By Order of the Court of Directors.

(Signed,) G. D. B. ATTWOOD,

Secretary.

BANK OF BRITISH NORTH AMERICA,

London, 31st May, 1854.



No. 2.

RETURN of the average Amount of LIABILITIES and ASSETS of the BANK of MONTREAL, from 1st March to 31st August, 1854.

|  | 31st March, 1854.             |         |       | 30th April, 1854. |         |       | 31st May, 1854. |         |       | 30th June, 1854. |         |       | 31st July, 1854. |         |       | 31st August, 1854. |         |       |   |
|--|-------------------------------|---------|-------|-------------------|---------|-------|-----------------|---------|-------|------------------|---------|-------|------------------|---------|-------|--------------------|---------|-------|---|
|  | £                             | s.      | d.    | £                 | s.      | d.    | £               | s.      | d.    | £                | s.      | d.    | £                | s.      | d.    | £                  | s.      | d.    |   |
|  | <b>L I A B I L I T I E S.</b> |         |       |                   |         |       |                 |         |       |                  |         |       |                  |         |       |                    |         |       |   |
| Promissory Notes in circulation, not bearing Interest.....   | 1201870                       | 2       | 6     | 1200609           | 15      | 0     | 1167231         | 12      | 6     | 1155754          | 12      | 6     | 1180695          | 12      | 6     | 1191007            | 2       | 6     |   |
| Bills of Exchange in circulation, not bearing Interest.....  | .....                         | .....   | ..... | .....             | .....   | ..... | .....           | .....   | ..... | .....            | .....   | ..... | .....            | .....   | ..... | .....              | .....   | ..... |   |
| Bills and Notes in circulation, bearing Interest.....  | 56777                         | 4       | 4     | 58012             | 14      | 4     | 176675          | 3       | 8     | 189983           | 7       | 7     | 75476            | 18      | 3     | 34576              | 1       | 11    |   |
| Balances due to other Banks.....   | 439970                        | 5       | 2     | 415939            | 6       | 7     | 414482          | 5       | 1     | 435291           | 18      | 7     | 456151           | 4       | 5     | 422668             | 11      | 5     |   |
| Cash Deposits, not bearing Interest.....   | 229907                        | 18      | 1     | 238994            | 17      | 3     | 229005          | 19      | 7     | 165471           | 18      | 4     | 150970           | 17      | 4     | 139235             | 8       | 7     |   |
| Cash Deposits bearing interest.....  | .....                         | .....   | ..... | .....             | .....   | ..... | .....           | .....   | ..... | .....            | .....   | ..... | .....            | .....   | ..... | .....              | .....   | ..... |   |
| Total, average Liabilities.....  | £                             | 1928525 | 10    | 1                 | 1913416 | 13    | 2               | 1987895 | 0     | 10               | 1945501 | 17    | 0                | 1863294 | 12    | 6                  | 1737507 | 4     | 5 |
| <b>A S S E T S.</b>  |                               |         |       |                   |         |       |                 |         |       |                  |         |       |                  |         |       |                    |         |       |   |
| Coin and Bullion.....  | 234096                        | 6       | 4     | 209095            | 15      | 7     | 206152          | 16      | 3     | 223908           | 3       | 3     | 263665           | 1       | 0     | 235169             | 14      | 11    |   |
| Landed or other Property of the Bank.....  | 38622                         | 18      | 2     | 39921             | 18      | 4     | 39821           | 18      | 4     | 39821            | 18      | 4     | 39580            | 18      | 4     | 39580              | 18      | 4     |   |
| Government Securities.....   | 73000                         | 0       | 0     | 70000             | 0       | 0     | 70000           | 0       | 0     | 70000            | 0       | 0     | 70000            | 0       | 0     | 70000              | 0       | 0     |   |
| Promissory Notes or Bills of other Banks.....  | 43957                         | 13      | 10    | 44229             | 8       | 7     | 55677           | 10      | 7     | 48032            | 10      | 9     | 50722            | 2       | 7     | 40073              | 12      | 4     |   |
| Balances due from other Banks.....   | 187532                        | 9       | 10    | 124176            | 14      | 8     | 159059          | 13      | 11    | 199990           | 16      | 6     | 196913           | 14      | 0     | 200413             | 10      | 0     |   |
| Notes and Bills discounted or other debts due to the Bank, not included under the foregoing heads..... | 2557348                       | 18      | 8     | 2634674           | 13      | 6     | 2658041         | 15      | 2     | 2567676          | 6       | 1     | 2460350          | 4       | 2     | 2435315            | 13      | 11    |   |
| Total, average Assets.....   | £                             | 3134558 | 6     | 10                | 3122098 | 15    | 8               | 3188753 | 14    | 3                | 3149869 | 14    | 11               | 3085232 | 0     | 1                  | 3020553 | 14    | 6 |

A. SIMPSON,  
Cashier.

BANK OF MONTREAL,  
Montreal, 9th September, 1854.

No. 3.

RETURN of the average Amount of LIABILITIES and ASSETS of the BANK of UPPER CANADA, during the period from the 1st of September, 1853, to the 28th of February, 1854, in conformity with the Act 6 Vic. cap. 27.

|  | M O N T H E N D I N G . |       |               |         |                |       |                |       |               |         |                |       |
|--|-------------------------|-------|---------------|---------|----------------|-------|----------------|-------|---------------|---------|----------------|-------|
|  | 30th September,         |       | 31st October, |         | 30th November, |       | 31st December, |       | 31st January, |         | 28th February, |       |
|  | 1853.                   |       | 1853.         |         | 1853.          |       | 1853.          |       | 1854.         |         | 1854.          |       |
|  | £                       | s.    | d.            | £       | s.             | d.    | £              | s.    | d.            | £       | s.             | d.    |
| LIABILITIES.   |                         |       |               |         |                |       |                |       |               |         |                |       |
| Promissory Notes in circulation, not bearing Interest . . . . .  | 547618                  | 5     | 0             | 607651  | 15             | 0     | 634257         | 0     | 0             | 644909  | 0              | 0     |
| Bills of Exchange in circulation, not bearing Interest . . . . .   | .....                   | ..... | .....         | .....   | .....          | ..... | .....          | ..... | .....         | .....   | .....          | ..... |
| Bills and Notes in circulation, bearing Interest . . . . .   | .....                   | ..... | .....         | .....   | .....          | ..... | .....          | ..... | .....         | .....   | .....          | ..... |
| Balances due to other Banks and Foreign Agents . . . . .   | 31718                   | 16    | 0             | 33848   | 17             | 6     | 34098          | 10    | 0             | 32568   | 19             | 5     |
| Cash Deposits, not bearing Interest . . . . .  | 700721                  | 18    | 3             | 686976  | 4              | 5     | 787655         | 19    | 7             | 861496  | 18             | 1     |
| Cash Deposits, bearing Interest . . . . .  | 382862                  | 4     | 10            | 323250  | 0              | 10    | 266247         | 1     | 2             | 188575  | 17             | 8     |
| Total, average Liabilities . . . . .   | £ 1662916               | 4     | 1             | 1651726 | 17             | 9     | 1712258        | 10    | 9             | 1727550 | 15             | 2     |
| ASSETS.  |                         |       |               |         |                |       |                |       |               |         |                |       |
| Coin and Bullion . . . . .   | 124029                  | 5     | 4             | 149917  | 6              | 0     | 140959         | 14    | 8             | 150560  | 17             | 0     |
| Landed and other Property of the Bank . . . . .  | 32254                   | 3     | 8             | 32296   | 15             | 1     | 31881          | 4     | 0             | 31082   | 10             | 2     |
| Government Securities . . . . .  | 24515                   | 0     | 7             | 31107   | 12             | 4     | 27849          | 16    | 10            | 26297   | 2              | 9     |
| Promissory Notes or Bills of other Banks . . . . .   | 37318                   | 5     | 0             | 45937   | 0              | 0     | 54833          | 10    | 0             | 53913   | 5              | 0     |
| Balances due from other Banks and Foreign Agents . . . . .   | 445749                  | 18    | 1             | 422358  | 12             | 6     | 398120         | 12    | 7             | 111376  | 2              | 11    |
| Notes and Bills discounted or other Debts due to the Bank,<br>not included under the foregoing heads . . . . . | 1506150                 | 4     | 2             | 1498628 | 6              | 11    | 1614231        | 12    | 2             | 2126260 | 0              | 3     |
| Total, average Assets . . . . .  | £ 2169816               | 16    | 10            | 2180245 | 12             | 10    | 2268026        | 10    | 3             | 2499106 | 12             | 9     |

THOS. G. RIDOUT,  
Cashier.

BANK OF UPPER CANADA,  
Toronto, 1st March, 1854.

No. 4.

RETURN of the average Amount of LIABILITIES and ASSETS of the CITY BANK, during the period from the 28th February to the 31st August, 1854.

|  | M O N T H E N D I N G, |       |             |        |           |       |            |       |            |        |              |       |
|--|------------------------|-------|-------------|--------|-----------|-------|------------|-------|------------|--------|--------------|-------|
|  | 31st March,            |       | 29th April, |        | 31st May, |       | 30th June, |       | 31st July, |        | 31st August, |       |
|  | 1854.                  |       | 1854.       |        | 1854.     |       | 1854.      |       | 1854.      |        | 1854.        |       |
|  | £                      | s.    | d.          | £      | s.        | d.    | £          | s.    | d.         | £      | s.           | d.    |
| Promissory Notes in Circulation, not bearing Interest.....   | 269460                 | 15    | 0           | 245996 | 15        | 0     | 254667     | 10    | 0          | 250194 | 15           | 0     |
| Bills of Exchange, not bearing Interest.....   | .....                  | ..... | .....       | .....  | .....     | ..... | .....      | ..... | .....      | .....  | .....        | ..... |
| Bills and Notes in Circulation, bearing Interest.....  | .....                  | ..... | .....       | .....  | .....     | ..... | .....      | ..... | .....      | .....  | .....        | ..... |
| Balances due to other Banks.....   | 24981                  | 9     | 5           | 32921  | 4         | 1     | 14816      | 2     | 2          | 6958   | 6            | 11    |
| Cash Deposits, not bearing Interest.....   | 84484                  | 9     | 1           | 93430  | 11        | 5     | 98348      | 15    | 11         | 91475  | 19           | 5     |
| Cash Deposits, bearing Interest.....   | 70108                  | 4     | 2           | 63655  | 17        | 2     | 59815      | 16    | 9          | 67413  | 17           | 3     |
| Total, average Liabilities.....  | 449029                 | 17    | 8           | 436004 | 7         | 8     | 427148     | 4     | 10         | 416042 | 18           | 7     |
| A S S E T S.   |                        |       |             |        |           |       |            |       |            |        |              |       |
| Coin and Bullion.....  | 48524                  | 13    | 1           | 43984  | 8         | 6     | 48120      | 15    | 3          | 40022  | 9            | 8     |
| Landed and other Property of the Bank.....   | 8456                   | 17    | 4           | 8456   | 17        | 4     | 8500       | 0     | 0          | 8500   | 0            | 0     |
| Government Securities.....   | 16500                  | 0     | 0           | 17250  | 0         | 0     | 17250      | 0     | 0          | 17250  | 0            | 0     |
| Promissory Notes and Bills of other Banks.....   | 16006                  | 19    | 1           | 29251  | 1         | 5     | 30833      | 0     | 8          | 17315  | 1            | 4     |
| Balances due from other Banks.....   | 19224                  | 5     | 2           | 11849  | 13        | 9     | 18181      | 15    | 8          | 9844   | 1            | 2     |
| Notes and Bills discounted and other Debts due to the Bank,<br>not included under the foregoing heads..... | 596467                 | 19    | 1           | 584425 | 12        | 4     | 564242     | 10    | 3          | 581238 | 4            | 8     |
| Total, average Assets.....   | 705180                 | 13    | 9           | 694697 | 13        | 4     | 682128     | 1     | 10         | 674169 | 16           | 10    |

F. MACCULLOCH,  
Cashier.

CITY BANK,  
Montreal, 7th September, 1854.





No. 7.

RETURN of the average Amount of LIABILITIES and ASSETS of LA BANQUE DU PEUPLE, during the period from 1st March 1854, to 1st September, 1854.

| L I A B I L I T I E S.  | 31st March, 1854.  |        |       | 30th April, 1854. |        |       | 31st May, 1854. |        |       | 30th June, 1854. |        |       | 31st July, 1854. |        |       | 31st August, 1854. |        |       |
|---|--|--------|-------|-------------------|--------|-------|-----------------|--------|-------|------------------|--------|-------|------------------|--------|-------|--------------------|--------|-------|
|   | £  | s.     | d.    | £                 | s.     | d.    | £               | s.     | d.    | £                | s.     | d.    | £                | s.     | d.    | £                  | s.     | d.    |
|   | Promissory Notes in circulation, not bearing Interest..... | 138462 | 10    | 0                 | 131628 | 10    | 0               | 131952 | 10    | 0                | 117998 | 10    | 0                | 125978 | 10    | 0                  | 126706 | 10    |
| Bills of Exchange in circulation, not bearing Interest.....   | .....  | .....  | ..... | .....             | .....  | ..... | .....           | .....  | ..... | .....            | .....  | ..... | .....            | .....  | ..... | .....              | .....  | ..... |
| Bills and Notes in circulation, bearing Interest.....   | .....  | .....  | ..... | .....             | .....  | ..... | .....           | .....  | ..... | .....            | .....  | ..... | .....            | .....  | ..... | .....              | .....  | ..... |
| Balance due to other Banks and Bankers.....   | 15549  | 2      | 9     | 6725              | 3      | 10    | 2579            | 5      | 11    | 6088             | 19     | 2     | 12432            | 10     | 3     | 19805              | 19     | 4     |
| Cash Deposits, not bearing Interest.....  | 56091  | 5      | 0     | 44911             | 7      | 9     | 45918           | 19     | 5     | 80467            | 0      | 3     | 64968            | 5      | 9     | 87960              | 2      | 10    |
| Cash Deposits, bearing Interest.....  | 145106   | 16     | 3     | 145779            | 7      | 5     | 149814          | 4      | 2     | 141976           | 7      | 9     | 139989           | 16     | 4     | 138654             | 6      | 5     |
| Total, average of Liabilities.....£   | 355209   | 14     | 0     | 329044            | 9      | 0     | 330264          | 19     | 6     | 346525           | 11     | 2     | 343369           | 2      | 4     | 372626             | 18     | 7     |
| A S S E T S.  |  |        |       |                   |        |       |                 |        |       |                  |        |       |                  |        |       |                    |        |       |
| Coin and Bullion.....   | 26380  | 19     | 8     | 19390             | 19     | 5     | 22517           | 19     | 9     | 45069            | 14     | 3     | 36325            | 0      | 1     | 29495              | 16     | 0     |
| Landed and other Property of the Bank.....  | 11357  | 9      | 4     | 11357             | 9      | 4     | 10353           | 7      | 6     | 10353            | 7      | 6     | 10353            | 7      | 6     | 16302              | 16     | 3     |
| Government Securities.....  | .....  | .....  | ..... | .....             | .....  | ..... | .....           | .....  | ..... | .....            | .....  | ..... | .....            | .....  | ..... | .....              | .....  | ..... |
| Promissory Notes, or Bills, and Checks of the other Banks.....  | 7768   | 2      | 3     | 8318              | 0      | 3     | 9254            | 15     | 7     | 11954            | 8      | 5     | 9605             | 13     | 2     | 6875               | 5      | 6     |
| Balance due from other Banks and Bankers.....   | 24438  | 1      | 6     | 31285             | 5      | 7     | 32691           | 19     | 4     | 28604            | 12     | 11    | 34933            | 19     | 1     | 28853              | 16     | 3     |
| Notes and Bills discounted and other debts due to the Bank, and not included under the foregoing heads..... | 514823   | 1      | 5     | 488392            | 2      | 9     | 486450          | 12     | 8     | 479286           | 0      | 9     | 481888           | 0      | 8     | 529267             | 12     | 3     |
| Total, average of Assets.....£  | 584767   | 14     | 2     | 558743            | 17     | 4     | 561248          | 14     | 10    | 575198           | 3      | 10    | 573606           | 0      | 6     | 604795             | 6      | 3     |

JACOB DEWITT, Vice-President.  
B. H. LEMOINE, Cashier.

LA BANQUE DU PEUPLE,  
Montreal, 14th September, 1854.

No. 8.

RETURN of the average Amount of LIABILITIES and ASSETS of the QUEBEC BANK, during the period from the 28th February to the 31st August, 1854.—Published in conformity with the Act 4th and 5th Vic. cap. 94.

|   | M O N T H E N D I N G . |       |             |        |           |       |            |       |            |        |              |       |
|---|-------------------------|-------|-------------|--------|-----------|-------|------------|-------|------------|--------|--------------|-------|
|   | 31st March,             |       | 30th April, |        | 31st May, |       | 30th June, |       | 31st July, |        | 31st August, |       |
|   | 1854.                   |       | 1854.       |        | 1854.     |       | 1854.      |       | 1854.      |        | 1854.        |       |
|   | £                       | s.    | d.          | £      | s.        | d.    | £          | s.    | d.         | £      | s.           | d.    |
| Promissory Notes in circulation, not bearing Interest   | 163863                  | 10    | 0           | 187759 | 5         | 0     | 186044     | 0     | 0          | 183777 | 10           | 0     |
| Bills of Exchange in circulation, not bearing Interest  | .....                   | ..... | .....       | .....  | .....     | ..... | .....      | ..... | .....      | .....  | .....        | ..... |
| Bills and Notes in circulation, bearing Interest  | 12070                   | 6     | 1           | 7313   | 19        | 1     | 596        | 4     | 11         | 785    | 3            | 0     |
| Balances due to other Banks   | 79046                   | 12    | 3           | 76234  | 17        | 2     | 103284     | 5     | 8          | 93250  | 3            | 8     |
| Cash Deposits, not bearing Interest   | 94443                   | 11    | 9           | 89247  | 18        | 11    | 73526      | 19    | 1          | 76527  | 4            | 1     |
| Cash Deposits, bearing Interest   | .....                   | ..... | .....       | .....  | .....     | ..... | .....      | ..... | .....      | .....  | .....        | ..... |
| Total average Liabilities   | 349424                  | 0     | 1           | 360556 | 0         | 2     | 368451     | 9     | 8          | 359340 | 0            | 9     |
| A S S E T S .   |                         |       |             |        |           |       |            |       |            |        |              |       |
| Coin and Bullion  | 46097                   | 6     | 0           | 32775  | 15        | 3     | 36415      | 11    | 11         | 30021  | 18           | 6     |
| Landed or other Property of the Bank  | 3500                    | 0     | 0           | 3500   | 0         | 0     | 3500       | 0     | 0          | 3500   | 0            | 0     |
| Government Securities   | .....                   | ..... | .....       | .....  | .....     | ..... | .....      | ..... | .....      | .....  | .....        | ..... |
| Promissory Notes or Bills of other Banks  | 2167                    | 0     | 0           | 3608   | 2         | 9     | 4495       | 3     | 2          | 3330   | 10           | 0     |
| Balances due from other Banks   | 7152                    | 12    | 11          | 19364  | 17        | 1     | 10988      | 0     | 1          | 19374  | 17           | 1     |
| Notes and Bills discounted or other Debts due to the Bank, not included under the foregoing heads | 474211                  | 16    | 10          | 492309 | 8         | 9     | 502626     | 5     | 4          | 499562 | 1            | 9     |
| Total average Assets  | 533128                  | 15    | 9           | 551558 | 3         | 10    | 558025     | 0     | 6          | 555789 | 7            | 4     |

C. GETTINGS, Cashier.

QUEBEC BANK,  
31st August, 1854.

RETURN of the average Amount of LIABILITIES and ASSETS of the QUEBEC BANK, during the period from the 31st August to the 30th September, 1854.—Published in conformity with the Act 4th and 5th Vic. cap. 94.

| L I A B I L I T I E S.   | M O N T H E N D I N G. |       |                     |       |                      |       |                      |       |                     |       |                      |       |
|--|------------------------|-------|---------------------|-------|----------------------|-------|----------------------|-------|---------------------|-------|----------------------|-------|
|  | 30th September, 1854.  |       | 31st October, 1854. |       | 30th November, 1854. |       | 31st December, 1854. |       | 31st January, 1854. |       | 28th February, 1854. |       |
|  | £                      | s. d. | £                   | s. d. | £                    | s. d. | £                    | s. d. | £                   | s. d. | £                    | s. d. |
| Promissory Notes in circulation, not bearing Interest.....   | 210639                 | 5 0   |                     |       |                      |       |                      |       |                     |       |                      |       |
| Bills of Exchange in circulation, not bearing Interest.....  |                        |       |                     |       |                      |       |                      |       |                     |       |                      |       |
| Bills and Notes in circulation, bearing Interest.....  |                        |       |                     |       |                      |       |                      |       |                     |       |                      |       |
| Balances due to other Banks.....   | 9165                   | 0 9   |                     |       |                      |       |                      |       |                     |       |                      |       |
| Cash Deposits, not bearing Interest.....   | 81861                  | 12 2  |                     |       |                      |       |                      |       |                     |       |                      |       |
| Cash Deposits, bearing Interest.....   | 77339                  | 7 8   |                     |       |                      |       |                      |       |                     |       |                      |       |
| Total average Liabilities.....   | 379005                 | 5 7   |                     |       |                      |       |                      |       |                     |       |                      |       |
| A S S E T S.   |                        |       |                     |       |                      |       |                      |       |                     |       |                      |       |
| Coin and Bullion.....  | 38899                  | 1 11  |                     |       |                      |       |                      |       |                     |       |                      |       |
| Landed or other Property of the Bank.....  | 3500                   | 0 0   |                     |       |                      |       |                      |       |                     |       |                      |       |
| Government Securities.....   |                        |       |                     |       |                      |       |                      |       |                     |       |                      |       |
| Promissory Notes or Bills of other Banks.....  | 3601                   | 10 0  |                     |       |                      |       |                      |       |                     |       |                      |       |
| Balances due from other Banks.....   | 28715                  | 13 4  |                     |       |                      |       |                      |       |                     |       |                      |       |
| Notes and Bills discounted or other debts due to the Bank, not included under the foregoing heads..... | 538297                 | 12 1  |                     |       |                      |       |                      |       |                     |       |                      |       |
| Total average Assets.....  | 604513                 | 17 4  |                     |       |                      |       |                      |       |                     |       |                      |       |

C. GETTINGS,  
*Cashier.*

QUEBEC BANK,  
30th September, 1854.



No. 9.

STATEMENT of the Affairs of the HAMILTON and GORE DISTRICT SAVINGS BANK, furnished for the information of the Honorable the Legislative Assembly, for the year ending the 30th December, 1854.

| L I A B I L I T I E S .  |                 | A S S E T S .   |                 |
|--|-----------------|---|-----------------|
| Amount.  |                 | Amount.   |                 |
| £  | s. d.           | £   | s. d.           |
| 32866  | 1 4             | 28829   | 8 3             |
| 50   | 0 0             | 762   | 10 0            |
| 4652   | 7 5             | 3730  | 0 0             |
|  |                 | 275   | 0 0             |
|  |                 | 4767  | 10 0            |
|  |                 | 2138  | 0 0             |
|  |                 | 540   | 0 0             |
|  |                 | 85  | 0 0             |
|  |                 | 514   | 14 8            |
|  |                 | 166   | 17 3            |
|  |                 | 5826  | 18 7            |
| Total.....   | £ 37368   8   9 | Total.....  | £ 37368   8   9 |
| Total amount of Interest paid to Depositors during the year 1854.. | £1250 12 6      | Total number of Depositors at date,                       | .....793.       |
| Total amount of Current Expenses for the year 1854.....            | 330 14 1        | Present Surplus Fund, calculating Investments at par..... | £4652 7 5       |

We, the Deponents whose names are subscribed below, hereby make oath and assert, that the foregoing statement is correct and true, to the best of our knowledge and belief.

Trustees. { JOHN YOUNG,  
C. O. COUNSELL,  
ARCH. KERR.

RICH. P. STREET, *Actuary.*

Sworn before me, at Hamilton, this 13th day of April, in the year of Our Lord One thousand eight hundred and fifty-five.

J. D. PRINGLE,  
*A Commissioner in Q.B.*

No. 10.

LONDON SAVINGS BANK.

STATEMENT to be laid before the Provincial Legislature at each Session, as required by the Act 4th and 5th Vic. cap. 32, section 12.

|   | £     | s. | d. |   | £    | s. | d. |  | £     | s. | d. |
|---|-------|----|----|---|------|----|----|--|-------|----|----|
| Total amount of Deposits made by 562 Depositors.                                  | 23843 | 19 | 5  | Amounted invested in Bank Stock.—                 |      |    |    |  |       |    |    |
| Total accrued Interest, including Discount on Debentures purchased below par..... | 2493  | 8  | 5  | Bank of Upper Canada.....                         | 325  | 0  | 0  |  | 625   | 0  | 0  |
|   |       |    |    | Gore Bank.....                                    | 300  | 0  | 0  |  | 2800  | 0  | 0  |
|   |       |    |    | Amount Deposited in Bank of Montreal, at Interest |      |    |    |  | 1392  | 2  | 2  |
|   |       |    |    | Cash on hand—Amount Deposited in Bank of          |      |    |    |  |       |    |    |
|   |       |    |    | Montreal, without Interest .....                  |      |    |    |  |       |    |    |
|   |       |    |    | Amount secured by Bank Stock.....                 |      |    |    |  |       |    |    |
|   |       |    |    | Amount vested in Public Security—                 |      |    |    |  |       |    |    |
|   |       |    |    | County of Middlesex Debentures .....              | 881  | 1  | 2  |  |       |    |    |
|   |       |    |    | Town of London .....                              | 2918 | 0  | 0  |  |       |    |    |
|   |       |    |    | City of Hamilton .....                            | 1100 | 0  | 0  |  |       |    |    |
|   |       |    |    | Town of St. Thomas .....                          | 2800 | 0  | 0  |  |       |    |    |
|   |       |    |    | Township of Blanchard .....                       | 2000 | 0  | 0  |  |       |    |    |
|   |       |    |    | Township of South Dorchester do .....             | 500  | 0  | 0  |  |       |    |    |
|   |       |    |    | Township of Delaware do .....                     | 350  | 0  | 0  |  |       |    |    |
|   |       |    |    | Township of Aldoborough do .....                  | 100  | 0  | 0  |  |       |    |    |
|   |       |    |    | Township of London do .....                       | 119  | 6  | 8  |  |       |    |    |
|   |       |    |    | Township of Walsingham do .....                   | 75   | 0  | 0  |  |       |    |    |
|   |       |    |    | Township of Moss do .....                         | 50   | 0  | 0  |  |       |    |    |
|   |       |    |    |   |      |    |    |  | 18867 | 7  | 10 |

No. 10.

LONDON SAVINGS BANK.

STATEMENT to be laid before the Provincial Legislature at each Session, as required by the Act 4th and 5th Vic. cap. 32, section 12.

|   | £     | s. | d. | £     | s. | d. |
|---|-------|----|----|-------|----|----|
| Total amount of Deposits made by 562 Depositors.                                  | 23843 | 19 | 5  |       |    |    |
| Total accrued Interest, including Discount on Debentures purchased below par..... | 2433  | 8  | 5  |       |    |    |
| Amounted invested in Bank Stock.—   |       |    |    |       |    |    |
| Bank of Upper Canada.....   | 325   | 0  | 0  |       |    |    |
| Gore Bank.....  | 300   | 0  | 0  | 625   | 0  | 0  |
| Amount Deposited in Bank of Montreal, at Interest                                 |       |    |    | 2800  | 0  | 0  |
| Cash on hand—Amount Deposited in Bank of Montreal, without Interest               |       |    |    | 1392  | 2  | 2  |
| Amount secured by Bank Stock.....   |       |    |    |       |    |    |
| Amount vested in Public Security—   |       |    |    |       |    |    |
| County of Middlesex Debentures  | 8881  | 1  | 2  |       |    |    |
| Town of London  | 2918  | 0  | 0  |       |    |    |
| City of Hamilton  | 1100  | 0  | 0  |       |    |    |
| Town of St. Thomas  | 2300  | 0  | 0  |       |    |    |
| Township of Blanchard   | 2000  | 0  | 0  |       |    |    |
| Township of South Dorchester  | 500   | 0  | 0  |       |    |    |
| Township of Delaware  | 350   | 0  | 0  |       |    |    |
| Township of Aldoborough   | 100   | 0  | 0  |       |    |    |
| Township of London  | 113   | 6  | 8  |       |    |    |
| Township of Walsingham  | 75    | 0  | 0  |       |    |    |
| Township of Mosa  | 50    | 0  | 0  |       |    |    |
|   |       |    |    | 18987 | 7  | 10 |

|  | £     | s. | d. | £     | s. | d. |
|--|-------|----|----|-------|----|----|
| Total .....  | 26277 | 7  | 10 |       |    |    |
| Amount loaned on Personal Securities .....                     |       |    |    | 3492  | 6  | 11 |
| Expenses of the Institution for six months, to this date ..... |       |    |    | 80    | 10 | 11 |
| Total.....   | 26277 | 7  | 10 | 26277 | 7  | 10 |

LONDON SAVINGS BANK,  
London, September 1st, 1854.

I, William Warren Street, Actuary or Treasurer of the London Savings Bank, make Oath and say, that the above Statement is true and correct, to the best of my knowledge and belief.

W. W. STREET.

Sworn before me, at London, this 13th September, 1854.

GEO. J. GOODHUE, J.P.

We, the undersigned, being a majority of the Trustees of the London Savings Bank, do make Oath that the above Statement is correct, according to the best of our knowledge and belief.

ADAM HOPE,  
ALEXR. ANDERSON,  
F. WILSON,  
WILLIAM BEGG,  
E. LEONARD,  
J. MONICE.

Sworn before me, at London, this 13th September, 1854.

GEO. J. GOODHUE, J.P.

No. 11.

STATEMENT of the Affairs of the CITY and DISTRICT SAVINGS BANK, MONTREAL, 1st January, 1854.

*Dr.*

*Cr.*

|   | £      | s. | d. | £           | s.     | d.  |
|---|--------|----|----|-------------|--------|-----|
| January 1, 1854.. To amount due Depositors at this date including Interest..... | 201392 | 9  | 10 | 61092       | 9      | 4   |
| do do .. To Balance of Salaries, Rent, and Accounts not settled.....            | 540    | 13 | 2  | 11235       | 15     | 0   |
| To Balance carried to Profit and Loss.  | 3856   | 0  | 9  | 10467       | 1      | 2   |
| Total .....   | 205289 | 3  | 9  | 26228       | 10     | 6   |
|   |        |    |    | 68565       | 10     | 11  |
|   |        |    |    | 26462       | 12     | 2   |
|   |        |    |    | 181         | 17     | 7   |
|   |        |    |    | 1055        | 7      | 1   |
|   |        |    |    | Total ..... | 205289 | 3 9 |

By Amount of Loans upon endorsed Promissory Notes, with the collateral security of Bank Stock, Provincial Bonds, &c. ....  
 By Montreal Court House and Quebec Fire Debentures, with Interest to date .....

I certify that the above is, to the best of my knowledge and belief, a just and true Statement of the Affairs of the City and District Savings bank, Montreal.

A. LAROCQUE, *President.*

I certify that the above is a correct and faithful Statement of the Transactions of the City and District Savings Bank, Montreal, for the period ending 1st January, 1854.

JOHN COLLINS, *Actuary.*

CITY and DISTRICT SAVINGS BANK, MONTREAL,—STATEMENT of Affairs to 1st January, 1855.

*Cr.*

| <i>Dr.</i> |    |    |   |    |    |   |    |    |  |
|------------|----|----|---|----|----|---|----|----|--|
| £          | s. | d. | £ | s. | d. | £ | s. | d. |  |
|            |    |    |   |    |    |   |    |    | By Montreal Court House, Debentures and Interest.....  |
|            |    |    |   |    |    |   |    |    | By Provincial & City Corporation Bonds   |
|            |    |    |   |    |    |   |    |    | By Bank Stocks .....   |
|            |    |    |   |    |    |   |    |    | By Champlain and St. Lawrence Railroad Company's First Mortgage Bonds .....  |
|            |    |    |   |    |    |   |    |    | By Loans at short dates on endorsed Promissory Notes, and the collateral security of Bank Stocks, Provincial and Court House Debentures, &c., &c., such as required by the Act of Parliament ..... |
|            |    |    |   |    |    |   |    |    | By Office Furniture .....  |
|            |    |    |   |    |    |   |    |    | By Cash on hand .....  |
|            |    |    |   |    |    |   |    |    | Total .....  |
|            |    |    |   |    |    |   |    |    | Total .....  |

I certify that the above is, to the best of my knowledge and belief, a just and true Statement of the Affairs of the City and District Savings Bank, Montreal.

A. LAROCQUE,  
*President.*

I certify that the above is a full and true Account of the transactions and State of the Funds of the City and District Savings Bank, Montreal, for the period ending the 1st January, 1855.

JOHN COLLINS,  
*Actuary.*

## No. 12.

STATEMENT of the LIABILITIES and ASSETS of the MONTREAL PROVIDENT and SAVINGS BANK, on the 1st June, 1854.

|  | £           | s.       | d.       | £            | s.        | d.       |
|--|-------------|----------|----------|--------------|-----------|----------|
| Amount due Depositors, per Statement rendered Legislature on 31st August, 1852 .....   |             |          |          | 16563        | 5         | 6        |
| Deduct amount paid on account of Dividends, as follows:—   |             |          |          |              |           |          |
| 1st Dividend of four shillings per pound .....   | 17          | 9        | 11       |              |           |          |
| 2nd do of seven shillings do .....   | 197         | 4        | 6        |              |           |          |
| 3rd do of five shillings do .....  | 176         | 3        | 3        |              |           |          |
| 4th do of two shillings do .....   | 75          | 9        | 5        |              |           |          |
| 5th do of two-pence do .....   | 697         | 9        | 3        |              |           |          |
| (Making in all eighteen shillings and two-pence per pound.)  |             |          |          |              |           |          |
| Petty Balances.....  | 1           | 14       | 5        | 1165         | 10        | 9        |
| <b>Total, Balance due .....</b>  |             |          |          | <b>15897</b> | <b>14</b> | <b>9</b> |
| Deduct One shilling and ten-pence per pound not declared, being amount of loss to Depositors .....                             |             |          |          | 13976        | 10        | 6        |
| <b>Balance due on Dividends declared .....</b>   |             |          |          | <b>1421</b>  | <b>4</b>  | <b>3</b> |
| Details of which are as follows:—  |             |          |          |              |           |          |
| Due on 1st Dividend .....  | 91          | 0        | 5        |              |           |          |
| do 2nd do .....  | 298         | 1        | 1        |              |           |          |
| do 3rd do .....  | 231         | 14       | 11       |              |           |          |
| do 4th do .....  | 127         | 17       | 1        |              |           |          |
| do 5th do .....  | 545         | 17       | 3        |              |           |          |
| Petty Balances.....  | 126         | 18       | 6        |              |           |          |
| <b>Total .....</b>   | <b>1421</b> | <b>4</b> | <b>3</b> |              |           |          |
| <b>A S S E T S.</b>  |             |          |          |              |           |          |
| Loans upon Real and Personal Security, still outstanding, considered good .....  | 944         | 3        | 10       |              |           |          |
| Cash, in Bank of Montreal, viz:—   |             |          |          |              |           |          |
| Deposit Account .....  | £787        | 10       | 0        |              |           |          |
| Open do .....  | 91          | 7        | 9        |              |           |          |
|  | 878         | 17       | 9        | 1823         | 1         | 7        |
| Estimated surplus, after payment of Eighteen shillings and two-pence per pound, subject to payment of Office expenses, &c..... |             |          |          | £ 401        | 17        | 4        |

We, John Redpath, James Ferrier, and John Torrance, Trustees, and James Court, Actuary, of the Montreal Provident and Savings Bank, do hereby severally certify, that the foregoing Statement is correct and true, to the best of our knowledge and belief.

J. REDPATIL,  
J. FERRIER,  
J. TORRANCE. } Trustees, M.P. and S.B.

JAMES COURT, Actuary.

MONTREAL, 10th June, 1854.

STATEMENT of the LIABILITIES and ASSETS of the MONTREAL PROVIDENT and SAVINGS BANK, on 1st September, 1854.

|  | £      | s. | d. | £     | s. | d. |
|--|--------|----|----|-------|----|----|
| Amount due Depositors per Statement rendered Legislature, 31st August, 1852 .....          | 16568  | 5  | 6  |       |    |    |
| Deduct paid since 1st September, 1852, to date, on account of Dividends.....               | 1276   | 18 | 9  |       |    |    |
|  |        |    |    | 15286 | 11 | 9  |
| Deduct 1s. 10d. per pound unpaid, being amount of loss to Depositors .....                 |        |    |    |       |    |    |
|  |        |    |    | 18976 | 10 | 6  |
| Balance due on Dividends declared .....  |        |    |    |       |    |    |
|  |        |    |    | 1810  | 1  | 8  |
| Details of which are as follows:—  |        |    |    |       |    |    |
| Outstanding, on 1st dividend of 4s. per pound....  | 81     | 9  | 2  |       |    |    |
| do, on 2nd do of 7s. do .....  | 268    | 13 | 6  |       |    |    |
| do, on 3rd do of 5s. do .....  | 207    | 3  | 10 |       |    |    |
| do, on 4th do of 2s. do .....  | 112    | 14 | 11 |       |    |    |
| do, on 5th do of 2d. do .....  | 518    | 6  | 4  |       |    |    |
|  |        |    |    |       |    |    |
|  |        |    |    |       |    |    |
| 18s. 2d.   |        |    |    |       |    |    |
| On Petty Balances .....  | 126    | 18 | 6  |       |    |    |
| Total .....  | £ 1810 | 1  | 8  |       |    |    |
| <b>A S S E T S .</b>   |        |    |    |       |    |    |
| Loans upon Real and Personal outstanding, considered good .....                            | 856    | 0  | 9  |       |    |    |
| Cash in Bank of Montreal, on Interest.....£798 2 6   |        |    |    |       |    |    |
| do do, open account .... 54 1 1  |        |    |    |       |    |    |
| do on hand..... 5 18 9   |        |    |    |       |    |    |
|  | 853    | 2  | 4  |       |    |    |
|  |        |    |    | 1709  | 8  | 1  |
| Estimated Surplus after payment of 18s. 2d. per pound, subject to Office Expenses, &c..... |        |    |    |       |    |    |
|  |        |    |    | £ 899 | 1  | 10 |

We, John Redpath, James Ferrier, and John Torrance, Trustees, and James Court, Actuary, of the Montreal Provident and Savings Bank, do hereby severally certify, that the foregoing Statement is correct and true, to the best of our knowledge and belief.

J. REDPATH,  
J. TORRANCE, } Trustees.  
J. FERRIER, }

JAMES COURT,  
Actuary.

Dated at MONTREAL,  
this 20th September, 1854.

## No. 13.

STATEMENT shewing position of the NORTHUMBERLAND and DURHAM SAVINGS BANK, at 1st June, 1854.

| DR.   | £    | s. | d. | £    | s. | d. |
|---|------|----|----|------|----|----|
| To DEPOSITORS.—Amount at Credit of 174 individuals ..   |      |    |    | 5472 | 8  | 9  |
| To INTEREST.—Amount of balance at credit of that account ..                                       |      |    |    | 99   | 12 | 7  |
| Total .....   |      |    | £  | 5572 | 1  | 4  |
| CR.   |      |    |    |      |    |    |
| By MONTREAL BANK AGENCY.—Amount deposited, being cash in hand .....                               |      |    |    | 1039 | 5  | 7  |
| By MUNICIPAL DEBENTURES.—Amount of Investments, as follows—                                       |      |    |    |      |    |    |
| Cobourg, Town of, and Harbour .....   | 2180 | 0  | 0  |      |    |    |
| Hamilton City .....   | 18   | 10 | 0  |      |    |    |
| Toronto City .....  | 1    | 10 | 0  |      |    |    |
| Port Hope, Town of .....  | 200  | 0  | 0  |      |    |    |
| Seymour, Township of .....  | 150  | 0  | 0  |      |    |    |
| Peterborough, Town of .....   | 300  | 0  | 0  |      |    |    |
| Cramahe, Township of .....  | 1626 | 15 | 0  |      |    |    |
| Mercantile Note, secured .....  | 50   | 0  | 0  |      |    |    |
|   |      |    |    | 4526 | 15 | 0  |
| By EXPENSE ACCOUNT.—Amount of Balance at Debit of that Account .....                              |      |    |    | 6    | 0  | 9  |
|   |      |    | £  | 5572 | 1  | 4  |
| Amount of Interest paid to Depositors from 1st June, 1853, to 1st June, 1854, at 4 per cent ..... |      |    |    | 181  | 17 | 4  |
| do Expense of Management .....  |      |    |    | 110  | 0  | 0  |
| do Office Rent .....  |      |    |    | 7    | 10 | 0  |
| Total Receipts from 1st June, 1853, to 1st June, 1854 ..  |      |    |    | 7698 | 9  | 2  |
| do Payments do do ..  |      |    |    | 5314 | 12 | 11 |
|   |      |    |    | 2838 | 16 | 8  |
| Amount of Deposits, 1st June, 1853 .....  |      |    |    | 3088 | 12 | 6  |
| Total, as above .....   |      |    | £  | 5472 | 8  | 9  |

David Burn, of the Town of Cobourg, Canada West, Actuary and Treasurer of the Northumberland and Durham Savings Bank, maketh Oath and saith, That the Statement of the said Bank, prefixed, contains a true and accurate account of the Affairs, Transactions, and Assets of the said Bank at the first day of June, 1854, to the best of his knowledge and belief.

DAVID BURN, *Actuary and Treasurer.*

Sworn before me, this 19th day of June, 1854,  
in the Town of Cobourg, Canada West.

W. G. STRONG, *J.P.*

Andrew Jeffrey of the Town of Cobourg, Canada West, President of the Northumberland and Durham Savings Bank, maketh Oath and saith, that the Statement of the said Bank, prefixed, contains a true and accurate account of the Affairs, Transactions, and Assets of the said Bank, at the 1st day of June, 1854, to the best of his knowledge and belief.

A. JEFFREY.

Sworn before me, this 19th day of June, 1854,  
in the Town of Cobourg, Canada West.

W. G. STRONG, *J.P.*



## No. 14.

RETURN by the TRUSTEES of the QUEBEC PROVIDENT and SAVINGS BANK, to the Three Branches of the Provincial Legislature, under the Provisions of the 4th & 5th Vic. cap. 32, section 13, for the year ending the first day of March, 1854, being the day fixed upon by the regulations for the Annual Statement.

|  | £     | s. | d. | £      | s. | d. |
|--|-------|----|----|--------|----|----|
| Invested in Bank Stock, viz. :—                                      |       |    |    |        |    |    |
| Quebec Bank .....  | 6575  | 0  | 0  |        |    |    |
| City Bank .....  | 3600  | 0  | 0  |        |    |    |
| Deposited at Interest in Quebec Bank .....                           |       |    |    | 10175  | 0  | 0  |
| Secured by Bank Stock, viz. :—                                       |       |    |    | 24101  | 6  | 1  |
| Montreal Bank, City Bank, Banque du Peuple, and<br>Quebec Bank ..... |       |    |    | 3055   | 5  | 11 |
| Vested in, or Loaned on, Public Securities, viz. :—                  |       |    |    |        |    |    |
| Montreal Corporation Water Works Debentures . . . . .                | 10821 | 12 | 0  |        |    |    |
| Quebec Corporation Debentures .....                                  | 19650 | 0  | 0  |        |    |    |
| Quebec Fire Debentures .....   | 17950 | 0  | 0  |        |    |    |
| Provincial Debentures .....  | 13539 | 14 | 6  |        |    |    |
| Trinity House Certificates .....                                     | 6500  | 0  | 0  |        |    |    |
| Montreal Harbor Debentures .....                                     | 850   | 0  | 0  |        |    |    |
| City of Hamilton Debentures .....                                    | 10000 | 0  | 0  |        |    |    |
| Town of London Debentures .....                                      | 14000 | 0  | 0  |        |    |    |
| Town of Woodstock Debentures .....                                   | 3500  | 0  | 0  |        |    |    |
| County of Oxford Debentures .....                                    | 5000  | 0  | 0  |        |    |    |
| Number of Depositors .....   | 2246  |    |    | 101811 | 6  | 6  |
| Total amount of Deposits .....                                       |       |    |    | 148338 | 5  | 1  |
| Accrued Interest for the year .....                                  |       |    |    | 4469   | 2  | 0  |
| Expenses of the Bank for the year .....                              |       |    |    | 659    | 6  | 6  |

We, the undersigned, do make oath and say, that the above Return is just and true, to the best of our knowledge and belief.

HENRY S. SCOTT,  
 JOS. MORRIN,  
 JOHN S. FRY,  
 A. C. BUCHANAN,  
 ANGUS McDONALD,  
 L. MASSUE,  
 JOSEPH AULD, } Trustees.

GEO. VEASEY,  
 Cashier.

Sworn before me, on this twenty-first  
 day of June, in the year of Our Lord  
 One thousand eight hundred and fifty-four.

R. G. BELLEAU, J.P.

# No. 15.

STATEMENT of the AFFAIRS of the TORONTO SAVINGS BANK, from its origin, 4th July, 1854, to date 13th March, 1855.

Dr.

Cr.

| March 13, 1855   | £      | s. | d. | March 13, 1855  | £    | s. | d. |
|--|--------|----|----|---|------|----|----|
| To total Deposits received from 208 Depositors .....   | 8414   | 10 | 5  | By Cash withdrawn by Depositors to date .....   | 2465 | 5  | 0  |
| To Interest added to accounts of Deposits, and paid to Depositors, at four per cent .....  | 34     | 13 | 6  | Balance, total Liabilities this day .....   | 6025 | 6  | 6  |
| To Estimated amount of Interest due Depositors since 31st December, 1854, at four per cent .....   | 41     | 7  | 7  | £ 8490 11 6   | 8490 | 11 | 6  |
| To Total Liabilities brought down—Balance, Surplus Profit, a considerable portion of which being discount received on Debentures, having several years to run, will require to be laid aside, and a pro rata division of it only added annually to profits ..... | £ 8490 | 11 | 6  | City of Toronto Debentures, deposited in Banks of Upper Canada .....                    | 1760 | 0  | 0  |
| Memo.—Surplus Profit as above .....  | 446    | 7  | 0  | County of Middlesex do do .....   | 1250 | 0  | 0  |
| Paid total expenses to date, Stationery, &c. .....   | 20     | 11 | 5  | City of Hamilton do £2000 held as collateral security for a loan at 12 months, of ..... | 3010 | 0  | 0  |
| Interest to Depositors as above .....  | 34     | 13 | 6  | Mortgage on City Property, held as collateral security for a loan of .....              | 1000 | 0  | 0  |
| Gross Profits, 8 months 13 days .....  | £501   | 11 | 11 | Personal Securities, maturing in March 1855 .....                                       | 60   | 0  | 0  |
|  |        |    |    | April do .....  | 542  | 18 | 3  |
|  |        |    |    | May do .....  | 456  | 7  | 2  |
|  |        |    |    | June do .....   | 475  | 18 | 4  |
|  |        |    |    | September do .....  | 25   | 8  | 0  |
|  |        |    |    | By accrued Interest on above securities to date .....                                   | 1800 | 6  | 9  |
|  |        |    |    | By Office Furniture .....   | 46   | 14 | 11 |
|  |        |    |    |   | 56   | 16 | 6  |

|   |       |    |   |  |      |    |    |
|---|-------|----|---|--|------|----|----|
| Estimated value of Interest due Depositors as above ..... | 41    | 7  | 7 | By Cash on hand.—In Bank of Upper Canada ..... | 52   | 10 | 10 |
| Gross Profits .....                                       | £ 542 | 18 | 6 | do do in City Bank .....                       | 306  | 17 | 0  |
|   |       |    |   | do do in Treasurer's hands .....               | 188  | 7  | 6  |
|   |       |    |   | 407  | 15   | 4  |    |
|   |       |    |   | £ 6471   | 13   | 6  |    |
|   |       |    |   | Currency .....                                 | 6471 | 13 | 6  |

I, the undersigned, Denis Kelly Feehan, Treasurer of the Toronto Savings Bank, do hereby solemnly make oath and swear, that the foregoing Statement is correct: So help me God.

D. K. FEEHAN.

Sworn before me, in the City of Toronto, in the County of York, this 16th day of March, A.D., 1855.

THOMAS BELL, J.P.

We, the undersigned, William John MacDonell, President, James John Hayes, M.D., and Samuel Goodenough Lynn, Trustees, a majority of the Board of Trustees and Directors of the Toronto Savings Bank, severally make Oath and swear, that we have examined the foregoing Statement, and compared it with the Books of Account and other branches, and find the same to be correct, according to the best of our respective knowledge and belief: So help me God.

W. J. MACDONELL,  
JAS. JNO. HAYES,  
S. G. LYNN,

Sworn before me, in the City of Toronto, in the County of York, this 16th day of March, A.D., 1855.

THOMAS BELL, J.P.

The foregoing Statement has been prepared in accordance with a requisition received from W. B. Lindsay, Esquire, to be submitted to the Honorable the Legislative Assembly of Canada.

No. 16.

GENERAL ABSTRACT of the ESTIMATED LIABILITIES and ASSETS of the CANADA LIFE ASSURANCE COMPANY, on the 30th April, 1853.

| LIABILITIES.  | Amount. |       | ASSETS.   |        | Amount. |       |
|---|---------|-------|---|--------|---------|-------|
|   | £       | s. d. | £   | s. d.  | £       | s. d. |
| To 9 per cent. paid on Capital Stock of £50000.....   | 4500    | 0 0   | By Cash at Bankers .....  | 2837   | 6 5     |       |
| To Balance of money lodged for accumulation, with Interest, to 30th April, 1853 .....   | 7280    | 0 0   | By Cash at Agencies .....   | 210    | 0 0     |       |
| To Claims matured, awaiting demand £100 payable by Instalments, present value £1265 13s.....  | 1365    | 13 0  | By Bank Stock, at par value .....   | 10437  | 3 7     |       |
| To present value of Capital Sums assured under 917 policies for life, including vested additions, say £37827 9s. 0d.....            | 100695  | 6 1   | By Municipal Corporation Debentures .....   | 18216  | 7 7     |       |
| To present value of Capital Sums assured under 17 policies for a limited period, including vested additions, say £4522 10s. 4d..... | 875     | 3 1   | By Provincial Government Debentures .....   | 25     | 0 0     |       |
| To present value of two Life Annuities of... £110 11 8  | 1807    | 9 9   | By terminable Annuity on Real Estate, present value .....   | 288    | 13 0    |       |
| To present value of one deferred Annuity of.. 100 0 0   | 116523  | 11 11 | By Bills Receivable .....   | 164    | 4 9     |       |
| £   | 50776   | 3 8   | By Interest to 30th April, 1853, on above securities .....  | 315    | 17 4    |       |
| Total.....  | 167299  | 15 7  | By deferred Half-payments on Half-Credit Policies, and by half-yearly, &c., premiums secured on policies, and payable within nine months..... | 1998   | 13 6    |       |
|   |         |       | By Leasehold property, Companies Offices.....   | 3304   | 9 4     |       |
|   |         |       | By Office Furniture .....   | 774    | 12 10   |       |
|   |         |       | By present value of Income of £10642 8s. 4d., from whole Life Premiums .....  | 181    | 8 9     |       |
|   |         |       | By present value of Income of £396 19s. 5d., from Life Premiums, for a limited period .....   | 125740 | 2 8     |       |
|   |         |       | Total.....  | 3305   | 15 10   |       |
|   |         |       | £   | 167299 | 15 7    |       |

HUGH C. BAKER, *President.*  
THOS. M. SIMONS, *Secretary.*

The CANADA LIFE ASSURANCE COMPANY,  
Hamilton, 2nd August, 1853.

STATEMENT of the RECEIPTS and EXPENDITURE of the CANADA LIFE ASSURANCE COMPANY, for the year ending 30th April, 1853.

| RECEIPTS.  | Amount. |       |    | EXPENDITURE.  | Amount. |      |      |
|--|---------|-------|----|---|---------|------|------|
|  | £       | s.    | d. |   | £       | s.   | d.   |
| Premiums on 225 new Policies taken up, and renewals... | 11259   | 0     | 10 | Expense Account.....                                | 2382    | 9    | 3    |
| Extra Sea and residence risks.....                     | 47      | 15    | 0  | Vote of 5th General Meeting for Board.....          | 260     | 0    | 0    |
| Annuities .....  | 387     | 6     | 4  | Re-Assurance .....                                  | 44      | 1    | 2    |
| Received for Accumulation .....                        | 5304    | 18    | 2  | Claims paid .....                                   | 3603    | 17   | 5    |
| Interest on Investments .....                          | 2450    | 0     | 10 | Annuities (2).....                                  | 110     | 11   | 8    |
| Entrance Fees .....                                    | 13      | 0     | 0  | Deposits withdrawn.....                             | 1180    | 13   | 1    |
| Policy Fees, Fines, &c .....                           | 88      | 0     | 8  | Interest paid on Deposits.....                      | 273     | 12   | 3    |
|  |         |       |    | Profits of Mutual Branch paid —                     |         |      |      |
|  |         |       |    | As Reversionary Bonus.....                          |         | £ 55 | 6 11 |
|  |         |       |    | In Cash.....  |         | 139  | 8 8  |
|  |         |       |    | In diminution of Premium.....                       |         | 22   | 3 9  |
|  |         |       |    | Premiums on Policies discontinued, written off..... | 216     | 19   | 4    |
|  |         |       |    | Entrance Fee and Interest refunded .....            | 262     | 16   | 7    |
|  |         |       |    | Cancelled or Purchased Policies.....                | 3       | 2    | 6    |
|  |         |       |    |   | 32      | 0    | 6    |
| Abn.—Balance on hand per Statement on 30th April,      | £       |       |    |   |         |      |      |
| 1852 .....   | 19545   | 1     | 10 | Leaving a balance of.....                           | 8320    | 3    | 9    |
|  | 23905   | 15    | 9  | Total .....   | 35180   | 13   | 10   |
| Total .....  | £       | 49450 | 17 | 7   | 49450   | 17   | 7    |
| Carried over .....                                     | £       | 49450 | 17 | 7   | 49450   | 17   | 7    |

STATEMENT of the RECEIPTS and EXPENDITURE of the CANADA LIFE ASSURANCE COMPANY, &c.—  
 —(Continued.)

| RECEIPTS.                         | Amount. |       |     | EXPENDITURE.   | Amount. |       |       |
|-----------------------------------|---------|-------|-----|--|---------|-------|-------|
|                                   | £       | s.    | d.  |  | £       | s.    | d.    |
| <i>Brought over</i> .....         | 43450   | 17    | 7   | <i>Brought over</i> .....                            | 43450   | 17    | 7     |
|                                   |         |       |     | Distributed as follows:—                             |         |       |       |
|                                   |         |       |     | Cash at Bankers .....                                | £1664   | 7     | 3     |
|                                   |         |       |     | Cash at Agencies.....                                | 672     | 19    | 2     |
|                                   |         |       |     | Investments as detailed in the Abstract:—            |         |       |       |
|                                   |         |       |     | Statements, the par value being £29341               | 8       | 11    | ..... |
|                                   |         |       |     | Interest on above to 30th April, 1853                | 26218   | 6     | 8     |
|                                   |         |       |     | Deferred half-payments on half-credit policies ..... | 315     | 17    | 4     |
|                                   |         |       |     | Half-yearly and Quarterly Instalments of Premiums    | 1998    | 13    | 6     |
|                                   |         |       |     | on Policies, payable within nine months.....         | 3304    | 9     | 4     |
|                                   |         |       |     | Real Estate.....                                     | 774     | 12    | 10    |
|                                   |         |       |     | Office Furniture .....                               | 181     | 8     | 9     |
| Total .....                       | £       | 43450 | 17  | Total .....  | £       | 35130 | 13    |
|                                   |         |       |     |  |         |       |       |
| Whole Sum Assured .....           | £402349 | 19s.  | 4d. | Number of Lives Assured .....                        | 894     |       |       |
| Number of Policies in force ..... | 934     |       |     | Number of Annuities 3, Yearly amount thereof .....   | £210    | 11s.  | 8d.   |

HUGH C. BAKER,  
*President.*  
 THOS. M. SIMONS,  
*Secretary.*

GENERAL ABSTRACT of the ESTIMATED LIABILITIES and ASSETS of the CANADA LIFE ASSURANCE COMPANY, on the 30th April, 1854.

| LIABILITIES.   | Amount. |    |    | ASSETS.  |         |    | Amount. |    |    |
|--|---------|----|----|--|---------|----|---------|----|----|
|  | £       | s. | d. | £  | s.      | d. | £       | s. | d. |
| To 12½ per cent. paid on Capital Stock of £50,000.....   | 6250    | 0  | 0  | By Cash at Bankers .....   | 1591    | 19 | 5       |    |    |
| do Balance of money lodged for accumulation, with Interest, to 30th April, 1854.....   | 8270    | 11 | 9  | do Agencies .....  | 780     | 16 | 0       |    |    |
| do Claims matured awaiting proof.....  | 400     | 0  | 0  | do Mortgages on Real Estate, par .....   | 21084   | 16 | 2       |    |    |
| do do payable by instalments, present value .....  | 1105    | 12 | 10 | do Municipal Corporation Debentures, par .....   | 15290   | 3  | 4       |    |    |
| do Present value of Capital sums assured under 1128 Policies for life, including vested additions, say £506,543 6s. 5d ..... | 129108  | 6  | 1  | do Provincial Government Debenture .....   | 25      | 0  | 0       |    |    |
| do do under 22 Policies for a limited period, including vested additions, say £5764 13s. 9d. ....                            | 1307    | 4  | 1  | do Terminable Annuity secured on Real Estate, present value .....                              | 251     | 3  | 8       |    |    |
| do Present value of two life annuities of £110 11s. 8d., and one deferred annuity of £100.....                               | 1804    | 5  | 10 | do Bills receivable .....  | 1209    | 12 | 5       |    |    |
| To Balance, being a Surplus .....  | £148246 | 0  | 7  | do Lease-hold property, and Real Estate Companies Offices .....                                |         |    |         |    |    |
|  | 63045   | 9  | 8  | do Interest to 30th April on above securities .....  |         |    |         |    |    |
|  |         |    |    | do deferred half-payments on half-credit policies .....  |         |    |         |    |    |
|  |         |    |    | do half-yearly and quarterly premiums secured on policies, and payable within nine months..... |         |    |         |    |    |
|  |         |    |    | do Office Furniture .....  |         |    |         |    |    |
|  |         |    |    | do present value of income of £18461 12s. 2d., from whole life premiums .....                  |         |    |         |    |    |
|  |         |    |    | do present value of income of £580 10s. 5d., from life premiums of a limited period .....      |         |    |         |    |    |
| Total.....   | £211291 | 10 | 3  | Total .....  | £211291 | 10 | 3       |    |    |

HUGH C. BAKER, *President.*  
 THOMAS M. SIMONS, *Secretary.*

THE CANADA LIFE ASSURANCE COMPANY,  
 Hamilton, 19th September, 1854.

No. 16.—(Continued.)

STATEMENT of the RECEIPTS and EXPENDITURE of the CANADA LIFE ASSURANCE COMPANY, for the year ending 30th April, 1854.

| R E C E I P T S.  | Amount. |    |    | EXPENDITURE.  | Amount. |      |    |
|---|---------|----|----|---|---------|------|----|
|   | £       | s. | d. |   | £       | s.   | d. |
| Premiums on £275 new Policies taken up, and renewals..... | 14228   | 3  | 4  | Expense Account.....                                | 3148    | 10   | 9  |
| Extra Sea and Residence risks .....                       | 23      | 2  | 6  | Vote for Board .....                                | 260     | 0    | 0  |
| Annuities .....   | 87      | 6  | 4  | Re-Assurance .....                                  | 50      | 11   | 7  |
| Received for accumulation .....                           | 6131    | 19 | 7  | Claims paid .....                                   | 5266    | 2    | 11 |
| Interest on Investments .....                             | 3382    | 9  | 1  | Annuities .....                                     | 110     | 11   | 8  |
| Entrance Fees .....                                       | 27      | 8  | 9  | Deposits withdrawn.....                             | 5141    | 7    | 10 |
| Policy Fees, Fines, &c .....                              | 84      | 6  | 5  | Interest paid on Deposits .....                     | 395     | 1    | 2  |
| Balance on hand, per Statement, 30th April, 1853.....     | £ 28964 | 16 | 0  | Profits of Mutual Branch paid—                      |         |      |    |
|   | 35130   | 13 | 10 | As Reversionary Bonus.....                          |         | £ 49 | 5  |
|   |         |    |    | In Cash.....  |         | 168  | 4  |
|   |         |    |    | In diminution of Premium .....                      |         | 35   | 0  |
|   |         |    |    | Premiums on Policies discontinued, written off..... |         |      |    |
|   |         |    |    | Entrance Fee and Interest refunded .....            |         | 1    | 8  |
|   |         |    |    | Cancelled or purchased Policies .....               |         | 62   | 19 |
|   |         |    |    | Leaving a Balance.....                              | £ 14902 | 5    | 0  |
| Total .....   | £ 59095 | 9  | 10 | Total .....   | £ 59095 | 9    | 10 |
| Carried down.....   | £ 59095 | 9  | 10 | Carried down.....                                   | £ 59095 | 9    | 10 |

STATEMENT of the RECEIPTS and EXPENDITURE of the CANADA LIFE ASSURANCE COMPANY, &c.—  
—(Continued.)

| RECEIPTS.                 | Amount. |       |      | EXPENDITURE.   | Amount. |       |      |
|---------------------------|---------|-------|------|--|---------|-------|------|
|                           | £       | s.    | d.   |  | £       | s.    | d.   |
| <i>Brought down</i> ..... | 59095   | 9     | 10   | <i>Brought down</i> .....  | 59095   | 9     | 10   |
|                           |         |       |      | Distributed as follows:—   |         |       |      |
|                           |         |       |      | Cash in Bank.....  | £1591   | 19    | 5    |
|                           |         |       |      | do Agents' hands .....   | 780     | 16    | 0    |
|                           |         |       |      | Investments.—  | 2372    | 15    | 5    |
|                           |         |       |      | The par value being £37860 15s. 0d.....  | 34025   | 2     | 9    |
|                           |         |       |      | Interest on above, to 30th April, 1854.....  | 236     | 8     | 4    |
|                           |         |       |      | Deferred half-payments on half-Credit Policies.....  | 2509    | 12    | 1    |
|                           |         |       |      | Half-yearly and quarterly instalments of Premiums<br>on Policies payable within nine months..... | 3943    | 16    | 7    |
|                           |         |       |      | Real Estate.....   | 899     | 12    | 5    |
|                           |         |       |      | Office Furniture .....   | 205     | 17    | 8    |
| <b>Total</b> .....        | £       | 44193 | 4 10 | <b>Total</b> .....   | £       | 44193 | 4 10 |

|                                  |         |   |   |  |           |
|----------------------------------|---------|---|---|--|-----------|
| Whole Sum Assured.....           | £512308 | 0 | 2 | Number of Lives Assured.....                     | 1023      |
| Number of Policies in force..... | 1150    |   |   | Number of Annuities, 3; Amounting yearly to..... | £210 11 8 |

THE CANADA LIFE ASSURANCE COMPANY,  
Hamilton, 19th September, 1854.

HUGH C. BAKER, *President*.  
THOS. M. SIMONS, *Secretary*.





## No. 18.

REPORT of the PRESIDENT and DIRECTORS of the Proceedings and Business of the ERIE and ONTARIO INSURANCE COMPANY, for the year ending 20th July, 1854.

To the Stockholders and Members of the Erie and Ontario Insurance Company.

The Directors for the year just closed beg leave to submit the following Report of the Affairs and Transactions of the Company.

## THE PROPRIETARY BRANCH

Was organized on the 20th day of July last, and, as will appear by the annexed Statements submitted by the Secretary and Treasurer, the amount of Stock subscribed was £21,550.

|  | £   | s. | d.  |
|--|-----|----|-----|
| Two Instalments of one and a quarter per cent., each amounting together to the sum of £538 15s., have been called in, but of this amount £128 2s. 6d. is unpaid, the Treasurer having only received..... | 415 | 12 | 6   |
| 128 Policies have been issued, covering £32,555 2s. 6d., the Premiums and Fees upon which amount to.....   | 486 | 10 | 6½  |
|  | 902 | 8  | 0½  |
| The Directors have invested upon Mortgages..... £600 0 0   |     |    |     |
| Have paid a loss in Toronto of..... 13 8 0   |     |    |     |
| do Salaries, Commission to Agents, and other incidental expenses..... 170 15 4½  | 784 | 8  | 4½  |
| Balance in the hands of Treasurer and Agents..... £  | 117 | 19 | 8   |
| The Profits in this Branch during the year are as follows :—   |     |    |     |
| Total amount of Premiums and Fees.....   | 486 | 10 | 6½  |
| Due to the Company for Interest on Investments.....  | 15  | 19 | 5   |
|  | 502 | 9  | 11½ |
| LESS.—Amount of damages paid Mr. O'Hara, of Toronto..... £ 13 8 0  |     |    |     |
| Expenses during the year..... 170 15 4½  | 184 | 8  | 4½  |
| Total..... £   | 818 | 6  | 7   |

A Fire upon a property insured in this Branch has occurred in Kingston, notice of which was received by the Secretary only a few days ago, and the circumstances attending which are of such a character as to require minute enquiry before the Board can determine the action they will take in reference thereto.

The Directors recommend the Stockholders in this Branch to concur in their declaration of a Dividend of twelve and a-half per cent. upon the amount of Stock paid in, which will leave a rest somewhat exceeding £250.

The Directors have only further to observe, that they have made another call of two and a-half per cent., payable this day, and they are under the impression that when this is paid in they will be enabled to conduct the business of the Company without any need of calling in more of the Capital Stock.

No. 18.—(Continued.)

THE MUTUAL BRANCH

|   |      |   |    |
|---|------|---|----|
| Was organised on the 10th March, 1854, since which period 120 Policies have been issued, covering £26129 10s. The amount of Premium Notes on hand is £2884 6s. 6½d., and the Premiums received thereupon amount to..... | £144 | 2 | 10 |
| The Expenses amount to.....   | 106  | 2 | 2½ |
| Balance in the hands of Treasurer and Agents .....  | £ 38 | 0 | 7½ |

In this Branch no loss has been sustained.

The experience of the past year shows that the prospects of this Company are very good, and the Directors propose to take the necessary steps for increasing the Capital Stock of the Proprietary Branch, and for a considerable extension of the business in both Departments.

All of which is respectfully submitted.

WALTER H. DICKSON,  
*President.*

LIST OF STOCKHOLDERS OF ERIE AND ONTARIO INSURANCE COMPANY.

Gilbert McMicken,  
William Fitch,  
Andrew Heron,  
Joseph A. Woodruff,  
John Simpson,  
George Boomer,  
Lawrence W. Mercer,  
Walter H. Dickson,  
William Hope,  
Frederick George Nash,  
John Powell,  
George A. Clement,  
John Ross,  
Stephen H. Follett,  
John McCulloch,  
Robert Warren,  
John M. Lawder,  
William Barr,  
James Lockhart,  
Francis M. Whitelaw,  
Henry Pafford,  
John W. Ball,  
Joseph Harkness,  
Alexander R. Christie,

Richard Hiscott,  
John Fraser,  
George E. McMullen,  
Joseph C. Morrison,  
Daniel McDougall,  
John Hamilton,  
William Mewbigging,  
John Russeau,  
James Patterson,  
John Hall,  
John Hemphill,  
L. Currie,  
Warren Claus,  
John Meneilley,  
Joseph C. Woodruff,  
James Manning,  
George Hardison,  
James Oswald.

Attest, W. CLAUS,

*Secretary.*

NIAGARA,

27th September, 1854.

No. 18—(Continued.)

## D I R E C T O R S .

WALTER H. DICKSON, *President.*

ANDREW HERON,  
JOHN SIMPSON,  
LAWRENCE W. MERCER,  
JOHN POWELL,

ALEXANDER R. CHRISTIE,  
JOHN ROSS,  
GILBERT McMICKEN,  
JOSEPH A. WOODRUFF.

## No. 19.

ONTARIO MARINE and FIRE INSURANCE COMPANY.—Business  
transacted in 1854.

|  | £         | s. | d. |
|--|-----------|----|----|
| Property Insured in the Fire Branch .....                                | 681142    | 0  | 0  |
| do do Ocean Marine Branch .....  | 641503    | 0  | 0  |
| do do Inland do do .....   | 510657    | 0  | 0  |
| Total .....  | 1883302   | 0  | 0  |
| Premiums received in Fire Branch .....                                   | 8118      | 16 | 6  |
| do do Ocean Marine Branch .....  | 12684     | 0  | 11 |
| do do Inland do do .....   | 7187      | 10 | 1  |
| Total .....  | 27855     | 7  | 6  |
| Losses paid and accepted for Fire Branch .....                           | 5981      | 7  | 10 |
| do do do Ocean Marine Branch .....                                       | 29749     | 9  | 7  |
| do do do Inland do do .....  | 3502      | 6  | 2  |
| Total .....  | 39233     | 3  | 7  |
| Further claims notified .....  | 23924     | 1  | 7  |
| Subscribed Capital .....   | £46525.   |    |    |
| 25 per cent has been called in .....                                     | 11681     | 5  | 0  |
| Of which £ 7197 10 0 have been paid.                                     |           |    |    |
| Leaving 4438 15 0 now in course of collection.                           |           |    |    |
| £11681 5 0   |           |    |    |
| Total Receipts from commencement, including Bills payable .....          | 89609     | 3  | 4  |
| Total of losses paid and accepted, for .....                             | 67830     | 6  | 3  |
| Returned Premiums, Re-Insurance Commissions, and other Disbursements.... | 17839     | 11 | 0  |
| Total .....  | 85669     | 17 | 3  |
| Leaving Assets .....   | £8989 6 1 |    |    |
| Losses notified, but unsettled .....                                     | 23924     | 1  | 7  |
| Other Liabilities .....  | 10288     | 16 | 1  |
| Total .....  | 34212     | 17 | 8  |

E. CARTWRIGHT THOMAS, *President.*  
WILLIAM POWIS, *Secretary.*

No. 20.

STATEMENT of the Affairs of the PROVINCIAL INSURANCE COMPANY of TORONTO, from 30th of June, 1854, to 17th of February, 1855.

|   | £      | s. | d. | £       | s. | d. | or \$   | cents |
|---|--------|----|----|---------|----|----|---------|-------|
| Capital authorized by Act of Incorporation ..                     | 500000 | 0  | 0  | 2000000 | 00 |    |         |       |
| Actual subscribed Capital, 17th February, 1855                    | 496920 | 0  | 0  | 1987680 | 00 |    |         |       |
| <b>RECEIPTS.</b>  |        |    |    |         |    |    |         |       |
| Balance at Credit of Profit and Loss, 30th June, 1854 .....       | 4626   | 17 | 5  | 18507   | 48 |    |         |       |
| <b>PREMIUMS RECEIVED.—</b>  |        |    |    |         |    |    |         |       |
| On Fire Policies .....  | £28018 | 3  | 2  |         |    |    |         |       |
| On Marine Policies .....  | 72879  | 10 | 3  |         |    |    |         |       |
| Interest .....  | 100897 | 13 | 5  |         |    |    |         |       |
|   | 835    | 9  | 1  | 101233  | 2  | 6  | 404932  | 50    |
| <b>DISBURSEMENTS.</b>   |        |    |    |         |    |    |         |       |
| <b>LOSSES PAID.—</b>  |        |    |    |         |    |    |         |       |
| On Fire Policies .....  | £17240 | 15 | 7  |         |    |    |         |       |
| On Marine Policies.....   | 39196  | 1  | 11 |         |    |    |         |       |
| Expense of management, including Agents' Commissions, &c .....    | 56436  | 17 | 6  |         |    |    |         |       |
| Eighth Dividend, declared 17th July, 1854..                       | 2272   | 0  | 4  |         |    |    |         |       |
| Ninth Dividend, declared 10th January, 1855.                      | 2267   | 15 | 6  |         |    |    |         |       |
| Bonus .....   | 2686   | 9  | 5  |         |    |    |         |       |
|   | 8      | 0  | 0  | 74121   | 2  | 9  | 296484  | 55    |
| Balance .....   | £      |    |    | 31738   | 17 | 2  | 126955  | 43    |
| <b>A S S E T S.</b>   |        |    |    |         |    |    |         |       |
| Stock invested .....  | 21417  | 11 | 5  |         |    |    |         |       |
| Cash in Bank, Treasurer's hands, &c.....                          | 4211   | 18 | 1  |         |    |    |         |       |
| Bills receivable, deposits at Agencies, and in Agents hands ..... | 81918  | 19 | 10 |         |    |    |         |       |
| Accounts with other Companies, &c .....                           | 3791   | 8  | 10 | 111330  | 8  | 2  | 445357  | 63    |
| <b>LIABILITIES.</b>   |        |    |    |         |    |    |         |       |
| Stock paid up .....   | 68906  | 8  | 9  |         |    |    |         |       |
| Bills payable.....  | 9446   | 12 | 6  |         |    |    |         |       |
| Dividends unclaimed .....   | 1247   | 9  | 9  | 79600   | 11 | 0  | 318402  | 20    |
| Balance .....   | £      |    |    | 31738   | 17 | 2  | 126955  | 43    |
| <b>GENERAL ASSETS OF THE COMPANY.</b>                             |        |    |    |         |    |    |         |       |
| Stock paid up .....   | 68906  | 8  | 9  | 275625  | 75 |    |         |       |
| Amount called in and in course of payment ..                      | 30112  | 10 | 8  | 120450  | 05 |    |         |       |
| Balance of Subscribed Capital, secured on Share List.....         | 397901 | 1  | 0  | 1591604 | 20 |    |         |       |
| Assets above stock paid up.....                                   | 31738  | 17 | 2  | 126955  | 43 |    |         |       |
| Total .....   | £      |    |    | 528658  | 17 | 2  | 2114635 | 43    |

A. M. CLARK, *President.*  
E. G. O'BRIEN, *Secretary.*

## No. 21.

RETURN to Parliament by the SAINT LAWRENCE INLAND MARINE ASSURANCE COMPANY, for the year 1853.

The Amount of the CAPITAL STOCK subscribed is ONE HUNDRED THOUSAND POUNDS Currency, of which fifteen per cent. or FIFTEEN THOUSAND POUNDS have been paid in.

|  | £     | s. | d. | £       | s.    | d. |   |
|--|-------|----|----|---------|-------|----|---|
| The Funds and Property of the Company consist of the following, viz. :—                          |       |    |    |         |       |    |   |
| 200 Shares in the Commercial Bank, M.D. ....   | 5000  | 0  | 0  |         |       |    |   |
| 480 do Gore Bank.....  | 6000  | 0  | 0  |         |       |    |   |
| 24 do Bank of Montreal.....  | 1200  | 0  | 0  |         |       |    |   |
| 80 do City Bank.....   | 1500  | 0  | 0  |         |       |    |   |
| 88 do Bank of Upper Canada.....  | 1100  | 0  | 0  |         |       |    |   |
| Say, total Bank Stock at par value.....£   | 14800 | 0  | 0  |         |       |    |   |
| 92 Shares in the Brockville and Prescott Joint Stock Road Company.....                           | 460   | 0  | 0  |         |       |    |   |
| 50 do Canada Trust and Loan Company, say Instalments paid thereon.....                           | 310   | 0  | 0  |         |       |    |   |
| 11 do Montreal Telegraph Company.....  | 110   | 0  | 0  |         |       |    |   |
| 5 do Grand Trunk Telegraph Company, say two Instalments paid thereon.....                        | 25    | 0  | 0  |         |       |    |   |
| Making total Investments.....  |       |    |    | £       | 15705 | 0  | 0 |
| Bills Receivable.....  | 3825  | 2  | 3  |         |       |    |   |
| Less—Amount of Bills payable.....  | 2008  | 18 | 1  |         | 1821  | 4  | 2 |
| Estimated value of this Institutions Boats, &c., made use of in recovering damaged property..... |       |    |    |         | 200   | 0  | 0 |
| Total.....   |       |    |    | £       | 17726 | 4  | 2 |
| The Property insured during the year amounted to.....  |       |    |    | 1185318 | 1     | 1  |   |
| The Premiums charged on the above Property amounted to.....                                      |       |    |    | 8584    | 12    | 1  |   |
| The amount of Losses paid during the year amounted to.....                                       |       |    |    | 10804   | 0     | 7  |   |

Justus S. Merwin, President, and Alpheus Jones, Secretary and Treasurer, of the Saint Lawrence Inland Marine Assurance Company, severally make oath that the above Return is just and correct, according to the best of their knowledge and belief.

J. S. MERWIN,  
*President.*

A. JONES,  
*Secretary.*

Sworn before me, at Prescott,  
in the United Counties of Leeds  
and Grenville, Canada West,  
this sixth day of November, 1854.

H. D. JESSUP, *J.P.*

No. 22.

THE WESTERN ASSURANCE COMPANY.—STATEMENT for the year ending 30th November, 1853.

|  | £     | s. | d. | £    | s. | d. | £     | s. | d. |
|--|-------|----|----|------|----|----|-------|----|----|
| Surplus account for balance                              |       |    | 4  | 587  | 18 | 5  |       |    |    |
| Capital Stock paid up, including Bonuses                 |       |    | 5  |      |    |    |       |    |    |
| Profit and Loss account for sundries                     | 22    | 5  | 0  |      |    |    |       |    |    |
| PREMIUMS RECEIVED.—Fire Department                       | 6056  | 5  | 0  | 851  | 18 | 4  |       |    |    |
| Marine—Hulls   | 5     | 10 | 0  | 612  | 9  | 2  |       |    |    |
| do Property  |       |    |    |      |    |    | 2052  | 5  | 11 |
| INTEREST.—On Debentures and other securities             | 6843  | 12 | 7  | 1648 | 18 | 2  |       |    |    |
| Less—Paid for discounts                                  | 1467  | 0  | 8  | 241  | 1  | 4  |       |    |    |
|  | 2082  | 0  | 3  | 1636 | 3  | 4  |       |    |    |
| Dividends unpaid   | 302   | 15 | 11 |      |    |    | 3525  | 17 | 10 |
| Balances at credit of Agents                             | 2     | 6  | 3  |      |    |    | 143   | 14 | 10 |
|  |       |    |    |      |    |    | 116   | 15 | 7  |
| EXPENSES.—Expense Account                                |       |    |    |      |    |    |       |    |    |
| Charges on business for salaries, board, attendance, &c. |       |    |    |      |    |    |       |    |    |
| Commission paid Agents                                   |       |    |    |      |    |    |       |    |    |
| LOSSES.—Fire Department                                  |       |    | 6  |      |    |    |       |    |    |
| Marine—Hulls   | 10342 | 13 | 6  |      |    |    |       |    |    |
| do Property  |       |    |    |      |    |    |       |    |    |
| Re-assurance   |       |    |    |      |    |    |       |    |    |
| Premiums Refunded  | 300   | 9  | 8  |      |    |    |       |    |    |
| CASH FUND.—In hands of Treasurer                         | 13    | 15 | 0  | 100  | 0  | 0  |       |    |    |
| In Bank of Upper Canada                                  | 6     | 17 | 8  | 1370 | 0  | 8  |       |    |    |
| Special Deposit Account                                  |       |    |    | 616  | 10 | 0  |       |    |    |
| Bills Receivable   |       |    |    | 262  | 10 | 0  |       |    |    |
| Upper Canada Bank Stock                                  |       |    |    | 2164 | 18 | 2  |       |    |    |
| Debentures   |       |    |    | 5148 | 1  | 4  |       |    |    |
| Office Furniture   |       |    |    | 35   | 5  | 0  |       |    |    |
| Balances due by Agents                                   |       |    |    | 1211 | 16 | 10 |       |    |    |
| Total  |       |    | 2  |      |    |    | 10909 | 2  | 0  |
|  |       |    |    |      |    |    |       |    |    |
|  |       |    |    |      |    |    | 16747 | 16 | 2  |

Amount of Risks outstanding, under the different classes. . . . . £461702 0 0

DIRECTORS, 1853. { J. C. GILMOUR, Esquire, *President*. RICE LEWIS, Esquire.  
 THOMAS HAWORTH, Esquire *V-P*. HUGH MILLER, Esquire.  
 GEORGE MICHIE, Esquire. WILLIAM HENDERSON, Esquire. JOHN HOWCOTE, Esquire.

Robert Stanton, Secretary, maketh oath and saith, that the foregoing Statement is just and true, to the best of his knowledge and belief.

R. A. STANTON, *Secretary*, W. A. Co.

Sworn before me, at Toronto, this 20th November, 1854.

JOSEPH ROGERS, *J.P.*

No. 22.—(Continued.)

## LIST STOCKHOLDERS OF WESTERN ASSURANCE COMPANY.

|                          |     |                           |     |
|--------------------------|-----|---------------------------|-----|
| Atkinson, William        | 20  | Coleman, Robert           | 50  |
| Atkinson, Thomas         | 40  | Currie, George            | 20  |
| Anderson, Robert G.      | 10  | Cade, John                | 10  |
| Ackerill, D.             | 2   | Coulthard, Thomas         | 10  |
| Archibald, John S.       | 50  | Dixon, Alexander          | 10  |
| Aikenhead, J.            | 80  | Drummond, Andrew          | 5   |
| Agnew, John              | 10  | Duggan, George, junior    | 10  |
| Beaty, James             | 199 | Dick, Thomas              | 10  |
| Bilton, George           | 20  | Duggan, John              | 5   |
| Bell, Thomas             | 10  | Dunlop, Elizabeth         | 10  |
| Brewer, Richard          | 20  | Durie, William            | 10  |
| Brough, Secker           | 20  | Davidson, George          | 5   |
| Bettridge, J. C.         | 50  | Ellegoode, Reverend Jacob | 5   |
| Bilton Thomas            | 5   | Elliott, Robert           | 100 |
| Baker, Charles           | 10  | Elliott, George           | 100 |
| Berwick, James           | 5   | Ferguson, William         | 5   |
| Beaty, Robert            | 110 | Falconbridge, J. K.       | 5   |
| Beaty, Sarah             | 20  | Fitzgerald, William       | 5   |
| Beaty, Catherine         | 50  | Feehan, D. K.             | 20  |
| Beaty, Fanny             | 50  | Foquette, Richard         | 10  |
| Beaty, William, senior   | 500 | Fisken, John              | 100 |
| Badenack, Ann            | 20  | Foggin, John              | 40  |
| Brock, George            | 10  | Foster, William           | 25  |
| Brett, R. H.             | 20  | Farrell, James            | 20  |
| Bell and Carroll         | 10  | Fisher, David             | 10  |
| Brown, A. V.             | 10  | Fraser, John              | 20  |
| Bright, William          | 10  | Farewell, A.              | 25  |
| Bowes, J. G.             | 40  | Foreman, Thomas           | 10  |
| Ballantyne, Robert       | 10  | Foot John                 | 10  |
| Beck, Jacob              | 50  | Foreman, J. C.            | 10  |
| Beaty, James, junior     | 240 | Foster, James             | 10  |
| Beaty, Charles, junior   | 10  | Green, S. T.              | 5   |
| Beaty, William, junior   | 10  | Gilmor, J. C.             | 450 |
| Beaty, John              | 10  | Gamble, William           | 20  |
| Beaty, Charles, senior   | 10  | Gordon, William           | 5   |
| Beaty, Mary              | 10  | Gault, M. H.              | 20  |
| Brown, Robert S.         | 10  | Gault, Miss E.            | 10  |
| Beard, J. G.             | 40  | Griffith, J. C.           | 20  |
| Bascom, Joseph           | 10  | Guggisbergh, John         | 10  |
| Bolster, Thomas          | 25  | Gould, Joseph             | 20  |
| Cameron, Honorable J. H. | 800 | Gerrie, James H.          | 10  |
| Cassels, H. B.           | 15  | Grant, Donald             | 20  |
| Cotton, James            | 50  | Gilmor, Robert            | 100 |
| Cameron John             | 25  | Gault, Miss S.            | 10  |
| Chewitt, James           | 20  | Gault, A. E.              | 5   |
| Cameron, Archibald       | 5   | Haworth, Thomas           | 800 |
| Cathcart, Robert         | 20  | Harman, S. B.             | 75  |
| Crooks, R. P.            | 25  | Hutchison, John           | 80  |
| Collins, J. C.           | 5   | Helliwell, John           | 10  |
| Clarke, W. B.            | 5   | Henderson, John           | 10  |
| Crawford, D.             | 20  | Howland, W. P.            | 10  |
| Caspar, Samuel           | 10  | Hutchison, James          | 10  |
| Cadwell, J. S.           | 10  | Hobson, Edward            | 10  |
| Campbell, Archibald      | 40  | Hayes, M. P.              | 400 |
| Cleland, James           | 5   | Henderson, William        | 150 |
| Cumming, James           | 10  | Harrison, William         | 10  |
| Clarkson, Thomas         | 20  | Howarth, John             | 150 |
| Craig, John              | 5   | Harris, William           | 100 |
| Carroll, John            | 10  | Hagar and Voght           | 10  |



## No. 22.—(Continued.)

|                                |     |                              |     |
|--------------------------------|-----|------------------------------|-----|
| Harvie, John.....              | 100 | Morrison, Joseph C.....      | 10  |
| Hayes, F. B.....               | 10  | McMurrich, John.....         | 50  |
| Humphreys, James, junior.....  | 15  | Mathieson, George.....       | 10  |
| Hecht, Jules.....              | 40  | Macfarlane, Walter.....      | 140 |
| Hamilton, George.....          | 165 | Maitland, David.....         | 20  |
| Humphreys, James.....          | 10  | McKinstry, Henry.....        | 5   |
| Harrington, John.....          | 40  | Mullaney, Mrs. M. A.....     | 10  |
| Hunter, William.....           | 20  | Maulson, John.....           | 30  |
| Holland, Mansfield.....        | 30  | Musson, Edward.....          | 10  |
| Hodgson, James.....            | 20  | Mason, A. J.....             | 10  |
| Hyland, John.....              | 10  | Mason, J. H.....             | 40  |
| Hindes, Alphonso.....          | 10  | Mason, W. T.....             | 40  |
| Howcutt, John.....             | 50  | Milne, John.....             | 10  |
| Ingersoll, James.....          | 10  | McKay, Donald.....           | 10  |
| Irving, Honorable Æ.....       | 160 | Nordheimer, A. and S.....    | 100 |
| Irving, John.....              | 10  | Nead, Jacob.....             | 10  |
| Jameson, R. S.....             | 10  | Nixon, Thomas.....           | 10  |
| Jarvis, P. K.....              | 10  | Owen & Mills.....            | 5   |
| Jackson, John.....             | 5   | Paterson, David.....         | 20  |
| Johnston, Reverend Robert..... | 20  | Paterson, Peter.....         | 5   |
| Jamieson, William M.....       | 20  | Phillipotts, G. C.....       | 10  |
| Johnston, Joseph.....          | 10  | Patton, John.....            | 60  |
| Kay, John.....                 | 20  | Polson, John.....            | 5   |
| Kirkpatrick, Thomas.....       | 20  | Price, George.....           | 10  |
| Kirby, Thomas.....             | 20  | Paterson, Thomas.....        | 20  |
| Kirkpatrick, John.....         | 10  | Patton, James.....           | 20  |
| Klotz, Otto.....               | 20  | Paxton, Thomas.....          | 10  |
| Lynn, S. G.....                | 20  | Porter, William M.....       | 10  |
| Leark, James.....              | 50  | Rossin and Brothers.....     | 105 |
| Love, N. C.....                | 5   | Roe, Peter.....              | 5   |
| Lawson, Edward.....            | 20  | Ritchey, John.....           | 20  |
| Laycock, James.....            | 20  | Roberts, T. P.....           | 100 |
| Lapenotière, William.....      | 50  | Ritchey, John, junior.....   | 30  |
| Levescômte, C. G.....          | 10  | Rowell, Joseph.....          | 5   |
| Leitch, Mrs. Margaret.....     | 50  | Ratray, Alexander.....       | 20  |
| Lee, William.....              | 3   | Rowsell, Henry.....          | 20  |
| Lewis, Rice.....               | 265 | Robinson, J. B., junior..... | 20  |
| Lailey, Thomas.....            | 10  | Robinson, Christopher.....   | 20  |
| Lepper, Arthur.....            | 50  | Ross, John.....              | 5   |
| Lee, Joseph.....               | 10  | Ridout, John.....            | 5   |
| Lindsay, Charles.....          | 10  | Ross, W. C.....              | 20  |
| Lewis, Miss K.....             | 20  | Robertson, Charles.....      | 25  |
| Lewis, Miss S.....             | 20  | Richardson, John.....        | 25  |
| Laird, John.....               | 10  | Ross, John.....              | 10  |
| Laing, James.....              | 20  | Roberts, T. P. (Trust).....  | 20  |
| Leys, Francis.....             | 10  | Robinson, J. L.....          | 50  |
| Laing, William.....            | 25  | Shaw, Samuel.....            | 20  |
| Lawder, R. H.....              | 20  | Strachan, J. M.....          | 50  |
| Low, George H.....             | 10  | Sherwood, H.....             | 5   |
| Michie, George.....            | 400 | Smith, J. T.....             | 20  |
| Mowat, Oliver.....             | 10  | Spreull, Samuel.....         | 20  |
| Miller, R. B.....              | 5   | Scobie, Hugh.....            | 50  |
| Mulleney, P.....               | 20  | Shortis, Edward.....         | 30  |
| Miller, Hugh.....              | 300 | Shortis, Thomas.....         | 20  |
| Morrison, Angus.....           | 50  | Salt, John.....              | 20  |
| Moffatt, James.....            | 5   | Smart, D., and Son.....      | 5   |
| Macfie, William.....           | 10  | Strange, James M.....        | 50  |
| Muckle, David.....             | 10  | Smith, James.....            | 20  |
| Mathews, J. T.....             | 10  | Sinclair, James.....         | 10  |
| Magrath, Charles.....          | 100 | Stanton, Robert.....         | 100 |
| Magrath, James.....            | 10  | Simpson, J.....              | 40  |
| Magrath, William.....          | 10  | Stock, James.....            | 20  |
| Mitchell, James.....           | 100 | Saunders, Thomas.....        | 10  |

## No. 22.—(Continued.)

|                         |    |                                 |     |
|-------------------------|----|---------------------------------|-----|
| Smith, John .....       | 20 | Wilson, William .....           | 10  |
| Smith, A. M. ....       | 60 | Wallace, James .....            | 10  |
| Smyth, J. K. ....       | 10 | Walker, C. & W. ....            | 40  |
| Shaw, David .....       | 20 | Walker, George .....            | 5   |
| Shaw, John .....        | 20 | Wallis, T. J. ....              | 10  |
| Smith, Andrew .....     | 10 | Walker, Robert .....            | 6   |
| Shaw, John .....        | 50 | Wallis, John .....              | 5   |
| Taylor, Archibald ..... | 20 | Wells, Thomas, junior .....     | 10  |
| Thompson, Henry .....   | 30 | Wallace, George .....           | 5   |
| Thistle, William .....  | 30 | Wardle, W. H. ....              | 10  |
| Vankoughnet, P. M. .... | 50 | Warren, J. B. ....              | 20  |
| Vankoughnet, M. K. .... | 20 | Whittemore, E. F. ....          | 50  |
| Vancamp, J. & A. ....   | 10 | Whitaker, Reverend George ..... | 100 |
| Wheeler, Thomas .....   | 10 | Warters, William .....          | 10  |

## No. 23.

STATEMENT shewing the Amount of Landed or other Property held by the WELLAND CANAL LOAN COMPANY, on the 1st day of September, 1854, made in compliance with the 43rd section of the Act 14 and 15 Vic. cap. 152.

|  | £      | s. | d. |
|--|--------|----|----|
| Amount paid the Government for land .....  | 502    | 14 | 3  |
| do do C. Phelps do .....   | 260    | 0  | 0  |
| do do John Ker do .....  | 980    | 0  | 0  |
| do do John Hara do .....   | 150    | 0  | 0  |
| do do William Lowell do .....  | 295    | 0  | 0  |
| do do George Bessey do .....   | 660    | 0  | 0  |
| do do John Bessey do .....   | 511    | 0  | 0  |
| Deeds and other expenses do .....  | 9      | 14 | 3  |
| Total .....  | £ 3818 | 8  | 6  |
| Less—Received of the Great Western Railway Company for right of way, Station, &c ..... | 1266   | 2  | 4  |
| Total of Property Investment .....   | £ 2052 | 6  | 2  |

No Loans have been made to, or by the Company to that date, and no Interest paid or received, except on the purchase of Lands.

JAMES R. BENSON,  
*Secretary and Treasurer.*

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# R E T U R N

**To an Address from the Legislative Assembly, of the 19th ultimo; for Copies of Official Correspondence with Banks of Montreal and British North America, on the subject of Public Deposits, since the publication of the Report of the Committee on Public Deposits, previous to the late adjournment.**

**By Command.**

**GEO. ET. CARTIER,**

**Secretary.**

**Secretary's Office,**

**Quebec, 11th April, 1855.**

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(Copy.)

INSPECTOR GENERAL'S OFFICE,

20th January, 1855.

Sir,—I beg to enclose a letter addressed to me by the Cashier of the Banks of Montreal and British North America, and received during my absence in Upper Canada; as the Subject has reference to the evidence of the Deputy Receiver General before the Committee of the House, Mr. Anderson would no doubt avail himself of the opportunity to make some observations.

I remain,

Your most obedient Servant,

(Signed,)

W. CAYLEY,

Inspector General.

To the Honorable

The Receiver General.

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(Copy.)

MONTREAL, 19th December, 1854.

Sir,—Our attention has been drawn to the evidence given by Mr. Anderson, the Deputy Receiver General, before the Select Committee of the Legislative Assembly, on the Subject of Public Deposits.

Had the Committee, in complying with the instruction of the House of Assembly "to enquire into the circumstances under which the Government Account was removed from the Banks of Montreal and British North America," given an

opportunity to these Institutions, by the examination of their Officers, to explain the circumstances alluded to, the evidence as it now stands would have been contradicted, and injustice would not have been done to the Banks we represent.

The Proceedings of the Committee being closed, we are desirous to remove, more especially from the minds of the Members of the Government, the erroneous impression which the Statements which have been made are calculated to convey, and with this view we have the honor to make the following remarks:—

Mr. Anderson in reply to question 62, states:—"The same disposition to meet the views of the Government and facilitate the public business was not manifested by the Banks of Montreal and British North America when they held the Account, as has been exhibited by the Bank of Upper Canada: what the latter Institution performs readily as a duty, was looked upon by the other Institutions as a favor, and then not always granted, and in cases where the most vital interests of the Province were concerned."

We believe that while the Banks of Montreal and British North America had the Account of the Government, no accommodation which was asked was refused, and that every facility was given connected with the business of the various Public Departments.

In corroboration of this Statement, we have it in our power to adduce the testimony of the Gentleman who at that time filled the Office of Inspector General.

In a letter dated the 8th January, 1850, in which he intimates the removal of the Government Account to the Bank of Upper Canada, that Gentleman says:—

"I trust you will believe that this decision has not been arrived at from any dissatisfaction with either of your Institutions, which on the contrary have evinced every disposition to meet our requirements; under existing circumstances we may require very large accommodation, and the Bank of Upper Canada has made a most liberal offer, which, on consideration, the Council has determined to accept."

The above we conceive to be the best reply that could be given to the allegation that the Banks of Montreal and British North America exhibited any unwillingness to meet the views of the Government.

With regard to the removal of the Account to the Bank of Upper Canada in consequence of the advance promised by that Institution, we have to remark that when the Inspector General, by his Circular letter of the 8th December, 1849, invited various Banks to state the terms which they would undertake the Monetary transactions of the Government, no intimation whatever was given that a larger amount of accommodation would be required than the Government had been previously receiving. It was therefore presumed that the advances which our Institutions had been in the habit of making would be sufficient, more especially as it was generally understood that recent negotiations of Public Securities in England had had the effect of greatly improving the financial position of the Province. That this impression is not incorrect, is borne out by the evidence of Mr. Anderson, who states, that at no time was the Bank of Upper Canada required to come under a larger advance than £20000, the amount which our Institutions had agreed to loan to the Government under the previous arrangement.

The circumstances narrated by Mr. Anderson in reply to Question 64, are far from being correct.

When the Application for Exchange was made to the Bank of Montreal, the Cashier did not state that he had not the Exchange to give, but that he would prefer that the Bank of British North America should draw for the full amount, Mr. Davidson has no recollection of having intimated that he would require Debentures to be lodged, but at the same time he thinks it quite possible that he

might have stated that he should prefer that plan as more satisfactory than discounting the Note of the Receiver General, more especially as it could have entailed no greater trouble or expense upon the Government.

Mr. Davidson feels confident that he did not refuse to draw the Exchange, and Mr. Simpson has a distinct recollection that before giving any reply, and while the application was still under consideration, he received an intimation that the Exchange would not be required, in consequence of the receipt of advices by the Government from England.

We are both confident that the Institutions we represent would not have permitted the Government to suffer any inconvenience, and in proof of this assertion we may point to the acknowledged readiness with which we had previously met all the demands of the Government.

We have the honor to be, Sir,

Your most obedient Servants,

(Signed), A. SIMPSON, Cashier,  
Bank of Montreal.

(Signed), D. DAVIDSON, Manager,  
Bank of British North America.

The Honorable W. CAYLEY,  
Inspector General of Canada.

(Copy.)—No. 790.

RECEIVER GENERAL'S DEPARTMENT,  
Quebec, 22nd January, 1855.

Sir,—I have the honor to acknowledge with thanks, your communication to me of the letter of Messrs. Simpson and Davidson, of 19th ultimo, addressed to the Honorable William Cayley, Inspector General; in which these Gentlemen endeavour to impugn the accuracy of my Statement to the Select Committee on the Public Deposits, viz: that the Bank of Upper Canada had acted more liberally to the Government since 1850, when the Government Account was transferred to them, than the Banks of British North America and Montreal had acted previously to that date.

In answer to this I must state, that I cannot admit Mr. Hinck's letter of the 8th January, 1850, as a contradiction of my evidence, for it related to a period antecedent to that to which I referred. I spoke of the conduct of the Bank of Upper Canada subsequently to the 8th of January, 1850, and said, that that conduct was of a more liberal and satisfactory character than the Government had experienced prior to that date from the two Banks in question.

And Mr. Hincks, in the letter brought forward by the two Banks to establish a contradiction to my Statement, distinctly informs Messrs. Simpson and Davidson, that the Government had resolved upon removing the Account, because of the greater liberality of the Bank of Upper Canada. Mr. Hincks' words are, "The Government, under existing circumstances, might require very large accommodation, and the Bank of Upper Canada has made a most liberal offer." Mr. Davidson, in his Evidence before the Committee, (answer to Question 54,) seems to admit and account for the illiberality of the two Banks, when he says, "In tendering for the Account at the close of the year 1849, it was not anticipated that it would become so valuable as it has since been." It therefore appears to me somewhat strange that Mr. Davidson, after this admission before the Com-

mittee, should, a few days afterwards, have endeavoured to contradict my Evidence, by stating that the "same disposition" had been evinced by the Banks of British North America and of Montreal, as by the Bank of Upper Canada, in the measure of Bank accommodation tendered to the Government; and at the same time, to complain of the Committee for not having "examined the Officers of these Institutions," although he was himself one of the Witnesses before that Body, and was most fully heard.

I do not think it necessary to make any further remarks upon this part of the case of Messrs. Simpson and Davidson.

These Gentlemen go on to impeach my narrative of the disappointment to which they subjected the Government in 1849, in matters affecting the vital interests of the Province, declaring that the circumstances narrated by Mr. Anderson in reply to Question 64, are far from being correct.

Mr. Davidson, in his own version of these "Circumstances," admits the possibility of his memory being defective upon the point at issue about the Debentures, and will not undertake to deny that he did "require Debentures to be lodged" as Security against the dishonor of the Receiver General's Note. He says on the contrary, that "he thinks it quite possible that he might have stated that he should prefer that plan, as more satisfactory than discounting the note of the Receiver General." Now it is not for me to comment upon the manner in which Mr. Davidson endeavours to avoid a direct answer to a positive assertion. I leave it to any one having experience to determine which of us two has given the most satisfactory and straight-forward statement.

Mr. Davidson's memory is not always to be depended upon on all occasions, as he himself states. It is however satisfactory to find that it is perfectly good in particular cases; for instance, Mr. Davidson says that he feels confident that he did not refuse to "draw the Exchange." I am happy to confirm the truth of this asserted compliance with the wishes of the Government, for it will be understood that all difficulties on the part of the Manager and Directors to accommodate the Government, without the Deposit of some contingent Security to the full value of the accommodation, disappeared upon the Receiver General, (the Honorable L. M. Viger,) laying on the Bank Counter the Ten thousand pounds in Cash, for which he required the Exchange. I give the proof below of this fact which seems to have escaped the memory of the Manager, upon the undoubted authority of Mr. Viger himself, and it is not surprising that Mr. Davidson should, under such circumstances, feel confident "he did not refuse to draw the Exchange.

These latter remarks are equally applicable to the Bank of Montreal, which Institution, although "they were not drawing" when Exchange was required by the Receiver General on three months credit, yet, when Five thousand pounds in cash was forthcoming, drew the Exchange immediately.

Mr. Simpson also has his "distinct recollections" upon some points of the case. He recollects that instead of acceding to the Government demands, he took time to deliberate, and continued the deliberation until "he received an intimation "that the Exchange would not be required."

Notwithstanding these admissions, the writers of the letter do not hesitate to say, "we are both confident that the Institutions we represent would not have "permitted the Government to suffer any inconvenience," upon which declaration the best commentary will be found in the following Extracts from several letters written at the date of the transactions referred to, by the Honorable L. M. Viger, Receiver General, to the Inspector General the Honorable F. Hincks, then in London—detailing in full corroboration of my testimony, the difficulties he experienced in providing for the imperative necessities of the Province, and the assistance he was able to obtain in that anxious task, from the Banks holding the Government Account.

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EXTRACTS from Letters, Mr. VIGER to Mr. HINCKS, above referred to.

**1.**

MONTREAL, 19th May, 1849.

“ I have this day used my endeavours to procure £25000, sterling, additional to the above, from the Bank of Montreal, payable in three months, and conditionally of our repaying the £12000, currency, Loan on 1st July; they strongly expressed their desire to meet my views, but had not the necessary funds in England to draw against. Mr. Simpson stated that in the course of a month he could almost promise the accommodation asked for.”

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**2.**

MONTREAL, 26th May, 1849.

“ In consequence of a Letter from Mr. Dunn to you, received since your departure, every possible exertion has been made on my part to transmit the full amount of the July Interest; and I may, with the fullest confidence, I believe state, that per Steamer from Boston, 6th June, you may almost depend upon £20000, sterling, additional being sent you, which will clear up all.” I may add that I have tantamount to a pledge from the Bank of British North America, to provide the £20000, sterling, Exchange for next Steamer on three months credit.”

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**3.**

MONTREAL, 2nd June, 1849.

“ I regret to say that I have been disappointed as to my obtaining £20000, sterling, on England, as referred to in my last letter from the Bank of British North America; and, on my application to the Bank of Montreal, the reply was, “that they were not drawing.” From some cause best known to themselves, the Banks seem to look forward to some great change that might affect the Government meeting its engagements. Such are my conclusions from Mr. Davidson’s remarks and apparent timidity; and I am fully of opinion that until satisfactory intelligence is received from the Home Government, we cannot depend upon any further accommodation from the Banking Institutions here. I have the satisfaction however of herewith transmitting you 1st of Exchange, Bank of British North America, No. 2495, at 30 days, on the Court of Directors, London, for £10000, sterling, and for which I have paid Cash, leaving a Cash Balance still in the Chest of £7000 odd. This will leave close on £10000, sterling, still wanting for the July Interest; and which you may depend I shall use every exertion to send you per Steamer from New York, 13th instant, so as to reach you in London by 28th instant. The Bank of British North America stated, that for next mail, they might advance the £10000, sterling, on three months, but from the manner, I do not place any reliance on it.”

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**4.**

MONTREAL, 9th June, 1849.

“ I conceive it a fortunate circumstance, that the state of the Chest has furnished the present remittance, £10000, sterling, of which £5000 has been pur-

“ chased from the Bank of Montreal for Cash, as the Banks have so far failed to grant that accommodation which, on their accepting the Account, we had reason to expect they would. I would hope, by thus paying up punctually every thing in England, that it will in no small degree assist you in bringing about some satisfactory and beneficial financial arrangement; you will at all events feel, that so far you are under no obligation to any party.”

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5.

MONTREAL, 29th June, 1849.

“ There is nothing new in financial matters. Our Chest this evening shews £17000, currency, on hand; but you must bear in mind that £19500, currency, we hold on Loan from the two Banks; and the renewal of which Loan we are not yet quite sure of: in fact, the Bank of Montreal has made some objections which however, I hope to overcome.”

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6.

MONTREAL, 7th July, 1849.

“ I had this pleasure last under date 29th ultimo, duplicate of which you will find annexed, since when I have to acknowledge your note of 22nd ultimo, and have noted contents. The English news is altogether very gratifying, and the tone of your note encouraging, and from the assurances you express of the friendly disposition of both Messrs. Glyn & Company, and Barings, I sincerely hope at early date to be advised of some definite arrangement for a permanent Loan, and which it is unnecessary for me to repeat, is much to be desired.”

The above Extracts, I take it, speak for themselves without any comment from me. I however subjoin two Extracts from Letters from Mr. Viger to Messrs. Glyn & Barings, in order to shew the period at which the Receiver General became aware of the first negociation of Debentures, and I leave Mr. Simpson to explain by whom it was intimated to him in June, “ that the Exchange would not be required in consequence of the receipt of advices by the Government from England.”—while the Government received no advice that would obviate such a necessity until the 29th July, one month nearly after the Interest became due in England, and for which the Exchange was required.

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EXTRACT from Letter Honorable L. M. VIGER to GLYN, HALIFAX, MILLS and Company, London:

MONTREAL, 29th July, 1849.

“ Your latter communication received this morning, covering note of sale of £18000, sterling, Debentures, is of course satisfactory, and has been duly noted, and we hope by next Steamer, to hear of the remaining £24000 being placed on similar terms.”



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EXTRACT from Letter Honorable L. M. VIGER to BARING, Brothers, and Company,  
London.

MONTREAL, 29th July, 1849.

“ Since I last had this pleasure, I have the honor to acknowledge your esteemed favor of 6th instant, acknowledging receipt from Glyn & Company of £10500, sterling, on account, the Interest on Debentures of this Province, payable at your House on 1st instant, which, with the Balance at credit of the Province in your hands, would be sufficient to meet the full amount of the Interest payable on that day, viz: £11,858 13s. 3d. currency, and which two sums have been duly noted in our books.”

I hope it will be considered that I have satisfactorily disposed of the objections to my Evidence addressed by Messrs. Simpson and Davidson to the Honorable the Inspector General; and that in answering the questions of the Committee, I sought only to present simply the truth as I was bound to do, and that no desire on my part has been shewn to pervert or exaggerate the facts to which I was required to testify; but that on the contrary, I have brought proofs in support of my Evidence, such as will satisfy any unbiassed mind on the subject at issue.

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

C. E. ANDERSON,  
D.R.G.

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(Copy).—No. 793.

RECEIVER GENERAL'S OFFICE,  
Quebec, 22nd January, 1855.

Sir,—I have the honor to acknowledge your communication of 20th instant, enclosing a joint letter from Messrs. Simpson and Davidson, of date 19th ultimo, addressed to you here, during your absence in Canada West; being on the subject of the Deputy Receiver General, Mr. Anderson's Evidence before the Parliamentary Committee on Bank Deposits.

Having handed the same to Mr. Anderson for such observations as he had to make, I have received from him this day the enclosed reply; a Copy of which, I think it would be but justice to Mr. Anderson, to transmit each to Messrs. Simpson and Davidson for their information.

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

(Signed,) E. P. TACHÉ,  
R. G.

Honorable WILLIAM CAYLEY,  
Inspector General,  
&c., &c., Quebec.

P.S.—I return herewith Messrs. Simpson and Davidson's Letter above referred to.

E. P. T.

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REPORT  
OF  
SELECT COMMITTEE ON THE SUBJECT  
OF  
PUBLIC DEPOSITS.

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ORDER OF REFERENCE.

LEGISLATIVE ASSEMBLY,

FRIDAY, 20th October, 1854.

*Resolved*,—THAT a Select Committee composed of—

The Honorable MR. HINCKS,

The Honorable MR. CAYLEY,

MR. CAUCHON,

MR. GALT, and

MR. HOLTON,

be appointed to enquire into the effect which has been produced on the Commercial interests of this Province by the system of keeping the Public Deposits in one of the chartered Banks, and to report thereon with all convenient speed, with power to send for persons, papers, and records.

THURSDAY, 26th October, 1854.

*Ordered*,—THAT it be an instruction to the said Committee “to enquire also into the circumstances under which the Government Account was removed from the Banks of Montreal and British North America,” and to report thereon.

Attest,

W. B. LINDSAY,

Clerk of Assembly.

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## REPORT.

THE Committee appointed to enquire into the effect which has been produced on the Commercial Interests of this Province by the system of keeping the Public Deposits in one of the Chartered Banks, and to enquire also into the circumstances under which the Government Account was removed from the Banks of Montreal and British North America, beg leave to Report :

That, without loss of time, they proceeded with the enquiry entrusted to them, and beg now to Report to your Honorable House the evidence which they have obtained.

The whole, nevertheless, humbly submitted.

F. HINCKS,  
Chairman.

General Committee Room,  
Legislative Assembly,  
28th November, 1854.

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## MINUTES OF EVIDENCE.

*Thursday, 26th October, 1854.*

IN Committee on the annexed Order of Reference—

MEMBERS PRESENT :

The Honorable MR. HINCKS,  
The Honorable MR. CAYLEY,  
MR. CAUCHON,  
MR. GALT,  
MR. HOLTON.

Read the Order of Reference.

The Honorable Mr. HINCKS, in the Chair.

The Committee deliberated.

Adjourned to the call of the Chair.

*Friday, 27th October, 1854.*

MEMBERS PRESENT :

THE HONORABLE MR. HINCKS, in the Chair.

The Honorable MR. CAYLEY,  
MR. GALT,  
MR. HOLTON.

*John Cameron, Esquire, late Cashier of the Commercial Bank, M. D., at Toronto ; Examined :—*

1. *Chairman.*] WERE you Cashier of the Commercial Bank, M. D., in Toronto, when the Government Deposits were transferred, from the Banks of Montreal and British North America, in the latter end of the year 1849?—Yes, I was.

2. Will you be good enough to state to the Committee any circumstances which came to your knowledge connected with such removal?—After the receipt of the Circular letter of 8th December, 1849, from the Inspector General, Mr. Harper, Cashier of the Bank, sent me a copy thereof, and requested me to ascertain from

the Inspector General the probable amount of the advances which the Government might require. In consequence of this letter I called on the Inspector General, and in the course of conversation I gathered from him that in the event of the debentures, then on sale in England, not being negotiated, it was possible that advances to the extent of about £60,000 might be required. The Inspector General had the letters from Messrs. Baring Brothers & Co., Messrs. Glyn, Wilson & Co., expressing hopes that the debentures would soon be placed, in which case it was possible that no advance would be required. I expressed my opinion that if the account were taken jointly by the Bank of Upper Canada and the Commercial Bank, the required advance would cause no inconvenience. The Inspector General stated that there would be no unwillingness on the part of the Government to have the account taken jointly, and he suggested to me that I should see Mr. Ridout on the subject with a view to a joint proposition on the part of the Bank of Upper Canada and the Commercial Bank. I accordingly called on Mr. Ridout but I did not find any desire on his part to make a joint tender, my impression was that he would make a separate tender for his own Bank. I communicated the result of my interviews with the Inspector General and also with Mr. Ridout to Mr. Harper, and was subsequently informed, by letter, that the Bank would not tender for the account.

3. Hon. Mr. *Cayley.*] Were you desirous that an arrangement should be made for the Commercial Bank, M. D., sharing the Government account?—Yes, I was.

4. Did the Inspector General appear desirous that the accounts should be divided, and did he furnish you freely with all the information you required?—Yes, he did, fully and freely.

5. Mr. *Galt.*] Did the arrangement, then discussed, contemplate the general charge of the fiscal affairs of the Province in England, as well as the account in Canada?—I think it referred only to the account in Canada.

[*Witness withdrew.*]

*C. S. Ross*, Esquire, Cashier of the Commercial Bank, M. D., Kingston;  
Examined:—

6. *Chairman.*] DO you find in conducting the business of your Bank, that the mercantile community require a large increase of accommodation at the period when the duties on spring importations become payable, and if so, will you state the extent of such increase, and the manner in which you provide for it?—I find that the customers of the Bank require increased discounts to pay Customs Duties from say 15th April to 15th June. To meet this demand, I have given orders to all the Branches to reduce discounts early in February. In 1853, from 26th February to 16th April, the discounts (aggregate) of the Bank were reduced £90,000. From 18th February, 1854, to 15th April, 1854, the reduction amounted to £70,000. From 15th April in each year, to 30th June, the discounts for duties were—say £120,000—of which I should say one-half, or £60,000, were paid at Montreal, and the other half, equally, at Hamilton and Toronto.

7. Do you endeavour to keep your line of discounts at about the same average; if so, is the Committee to understand that in order to prepare yourself to meet the demand for duties you reduce the discounts to other classes of your customers?—We endeavour to keep what are termed “Local Discounts,” (the class of discounts embracing what are wanted for payment of duties), as near an

average amount as possible. The reduction and increase alluded to in my former answer apply therefore to this class of discounts exclusively. We do reduce discounts to other customers who have no duties to pay, but part of the reduction is made with the parties who have to ask discounts for duties.

8. *Mr. Holton.*] Are you not frequently obliged to increase your aggregate of discounts to enable your customers to pay duties, very much to your own inconvenience, and are you not also obliged to deny discounts to your customers because of the destination of the proceeds?—We are obliged to increase the aggregate of local discounts, say from 15th April to 15th June, to customers to pay duties, not only to extent of previous reduction in anticipation, but to a considerable amount beyond. What that amount in excess may be I cannot state positively from memory. To give this extra discount accommodation, we have to meet balances by selling sterling exchange at the point where the rate is lowest in Canada, and this operation is always unsatisfactory. While we endeavour to meet our customers' wants for payment of duties, we are not unfrequently obliged to refuse altogether because proceeds are wanted to pay those duties. At the period named, the discount liabilities of our customers who have duties to pay are always in excess of the average.

9. Is the ability of the Banks to grant facilities to the trade restricted by the present system of confining the Public Deposits to one Bank?—We have always endeavored to make our arrangements so as to serve our customers, under the existing circumstances the Bank has thus had the ability to give its customers the required assistance, although by doing so loss has generally followed. Had the Public Deposits been partially made with the Bank in April, May and June,—this loss would have been avoided.

10. *Hon. Mr. Cayley.*] Have you withheld discounts to your customers in consequence of the absence of the Government Deposits, or have you as a general rule accommodated your customers with discounts for duties to the extent you thought them entitled?—We have not unfrequently been obliged to decline and postpone giving discounts to customers for duties, which would have been promptly given had part of the Government duties been deposited in the Bank. We have endeavoured to give the assistance wanted by our customers on all occasions.

11. *Mr. Holton.*] Do you not make the average of your deposits the basis of discounts, and would not a share of the Public deposits enable you, on sound principles of Banking, to increase your line of discounts?—The deposits, of which there is not an immediate prospect of withdrawal, form the main basis on which to give discounts concurrently with available funds, otherwise. If we could reckon upon an average amount of the Government account during the year, it would of course form an addition to our line of discounts.

12. *Chairman.*] Supposing that the Government had no floating balances at its credit would you not be obliged to use your London credit to the same disadvantage as you do now that the floating balances are deposited in another Bank? Had the Government no account with the Bank, or were without any floating balances, our operations would be just the same as at present.

13. Have you not had from time to time a fair share of Government deposits bearing interest which you were able to make the basis of discounts, and of which there was no immediate prospect of withdrawal, and has not the Government been at all times disposed to meet your wishes regarding such deposits?—We have had a very considerable amount of Government money in deposit at interest, which naturally enabled us to assist our customers. The deposits have reached £100,000,

and that amount is now with us. They have been given on stated terms and when no fixed date of withdrawal was named, notice is to be given. We have found the Government met our views, in regard to those deposits, as far as could consistently be done.

14. Mr. *Cauchon*.] What difference does it make to the trade in itself that the Government Deposits are made in one Bank instead of the several Banks?—A merchant can suffer inconvenience as regards payment of duties into one Bank, only in so far as may result from the other Bank, where he may happen to have his account, not being in a position, or not inclined, to have the discounts paid in specie, to such one Bank—while, were the duties divided, the discounts might be given. My previous answers convey the working of the present system, as regards the Commercial Bank.

15. *Chairman*.] Are you of opinion that the non-participation by your Bank in the floating deposits of the Government operates to the disadvantage of your customers or to that of the Bank itself?—Had we a share of the Government Account we could give discount more promptly for duties, and the Bank would be saved loss as stated before, in not being obliged to use London credit.

16. Hon. Mr. *Cayley*.] How have your weekly balances with the Bank of Upper Canada ranged for the last two years?—Almost invariably in favor of the Bank of Upper Canada, the amount I could not state from memory.

(*Witness withdrew.*)

*Thomas G. Ridout*, Esquire, Cashier of the Bank of Upper Canada, Toronto;  
Examined:—

17. Mr. *Holton*.] WILL you state to the Committee what was the average weekly balance of Government Deposits in your Bank not bearing interest during the year 1853? Also the average weekly balance between the 1st April and 31st December, 1853? Also the average weekly balance between the 1st April and 24th October, 1854?—The average weekly balances during the year 1853 has been £182,381. The average weekly balances between the 1st April and 31st December, 1853, £213 072. The average weekly balances between the 1st April and 24th October, 1854, £210,056.

18. Do you include the Deposits of the Crown Lands Department? and if not can you state proximately the average amount at credit of that Department during the last two years?—They are included.

19. Will you state what amount of Government money is deposited in your Bank on interest; the length of time it has been so deposited; the rate of interest you pay; and whether you hold it at *call*, or for a stipulated period?—The amount of Government deposit on interest, £100,000, not including the money belonging to Indian affairs, and it has been that, say, for about three years past.

The rate of interest is three per cent.

It is held payable at call.

20. Do you make the floating balances of Government deposits as well as the amount bearing interest, the basis of discounts, or any part thereof? If not the whole, state what amount?—Taking into consideration the large and uncertain temporary advances made by the Bank on Board of Works certificates, imprest money, Post Office advances, and Pay Lists, together with the regular

and current expenses of the Government, including interest on the Public Debt in London as well as the Sinking Fund. I think that the Bank freely ventures to discount to the amount of £75,000, on the public deposits; the amount of the private deposits, which, generally, far exceeds that of the Government, being principally relied upon.

21. Mr. *Holton*.] What proportion of private deposits do you consider as forming a basis for discount?—The proportion of discount based on private deposits varies much, as it depends upon the season of the year, the demand for money, and the state of the London and New York markets—generally fifty per cent.

22. Will you state the average of private deposits in your Bank from Jan'y., 1853, to October, 1854?—The average is about £536,000.

23. What is the paid up Capital of your Bank, and how long has it been that amount?—About £500,000 during the last two years.

24. Will you state the average monthly amount of debts due the Bank during each of the two past years?—

|                        |            |
|------------------------|------------|
| For the year 1853..... | £1,411,855 |
| For the year 1854..... | 1,903,324  |

25. Will you put in, as evidence, the statements exhibited by you, shewing the amount of debts due the Bank each month, during the past two years, and also the statement of Government and private deposits, during the same period?—I will hand them in.

26. Have you, during the past two years, made large advances to Railway Corporations, and on Railway Securities, in consequence of the Public Account being kept with your Bank?—The average amount of debts due to the Bank, within the last two years, has been much increased by the following temporary advances, viz.,—To the Government, £153,348, being the average amount on account of Board of Works certificates,—Government Pay Lists,—Post Office Department and Imprest Money. To the Great Western Railway about £300,000. On the faith of, and in anticipation of, a guarantee Loan of £300,000 sterling from Government, which they had applied for, and which the Bank knew they were entitled to receive the proceeds, of which about £380,000 currency, was in due course paid into the hands of our Bankers in London. To the Ontario, Simcoe and Huron Railway Company, from £110,000 to £55,000,—based on warrants which they were entitled to receive from Government against their own moneys lodged in the hands of the Receiver General, and which we knew formed part of his deposit in the Bank, the issue of those warrants being dependent upon orders of Council after the approval of the Chief Engineer's certificates by the Board of Works, all which has now been paid off and settled. To Railway contractors a temporary advance of £100,000, secured by 5000 Shares of Great Western Railway Stock, in my name, which was remitted to London, and was sold immediately, producing about £130,000 currency; this was considered a good and safe transaction, and remittance, although not in the form of a Bill of Exchange, but it served every purpose of such. To the Buffalo, Brantford and Goderich Railway Company, the following temporary advances were made between the 1st of July and 23rd of October this year, namely: £50,000, which was repaid by the Receiver General's cheque, about the 10th of October, out of the proceeds of Municipal Loan Fund Debentures issued for account of the Town of Brantford, and £22,000, a temporary advance made to that Company on account of £34,000 of the same Debentures purchased by the Bank, and which



were not ready for issue, at the Receiver General's Office, until about the 20th ultimo, these have now been received and the balance has been paid to them.

The debts due to the Bank on temporary advances at the present time, may be set down as follows :—

To the Government, by the accounts at Toronto on the 23d of last month, £193,679, being Board of Works certificates. Imprest money, Pay Lists, and Post Office not yet covered by the Receiver General's cheques.

To the Great Western Railway Company, about £75,000, advanced on the faith of their application to Government for a further guarantee loan of £100,000 sterling, and for which an Order in Council has been lately passed, and the sterling debentures for which are now in course of being issued and sent to London for sale, the proceeds of which will be then passed to the Bank's credit.

27. Was the Bank under advance for all the sums referred to in your answer to the previous question at one and the same period?—They were not at the same time.

28. Mr. *Holton*.] Can you state the largest amount the Bank has been in advance at any one time on all the descriptions of Railway Securities?—About £350,000, and that for a very short time.

29. Would the Bank have engaged in these transactions if it had not been the fiscal agent of the Government, and had the advantage of large public deposits?—I think not.

30. Had you any understanding or correspondence with the Government in relation to these transactions or any of them, prior to making the advances ; if so, state the nature thereof?—We had no correspondence or understanding with the Government on the subject, beyond the knowledge that the Company were entitled to the guarantee loan.

31. Have you increased your commercial discounts in consequence of possessing the Government account, and to what extent?—Yes, they are increased, and during every season, both at Montreal and Quebec, the Bank agents had orders to grant discounts freely for the payment of duties.

32. *Chairman*.] Do you not include in the debts due to the Bank your advances on Board of Works certificates, Imprest moneys, and also advances to Railway Companies, all of which are in a position to be speedily realized by the Bank if required?—The advances made to Government on Board of Works certificates, Imprest moneys, Post Office, as well as to Railway Companies, are considered as debts due to the Bank and have always been in a position of being speedily realized by the Bank if required, otherwise they would never have been made.

33. Do you consider that if you had abstained from making large temporary loans to Railroad Companies, you could have extended your discounts to your customers, to the extent of such loans, or loan to the extent of any considerable portion of them?—Had the Bank abstained from making large temporary loans to Railroad Companies, it certainly could not have extended its discounts to its customers to the extent of those loans or to the extent of any considerable portion of them, the two transactions being so totally different in consequence of the temporary character of the former, and of their certain means of realization.

34. Has the Bank of Upper Canada been an importer of specie during the last two years, or has it obtained supplies from the other Banks?—Between the 8th of March, 1853, and the 29th of September 1854, the Bank of Upper Canada imported direct from New York, in United States gold, exactly £400,000 currency, as per the following statement.

Statement of specie imported by the Bank of Upper Canada, between the 8th March, 1853, and the 29th September, 1854.

| 1853. |           |         |                 |         |
|-------|-----------|---------|-----------------|---------|
| March | 8th.....  | £12,500 | Feb. 17th.....  | £12,500 |
| "     | 15th..... | 12,500  | " 27th.....     | 12,500  |
| April | 30th..... | 25,000  | April 3rd.....  | 12,500  |
| Augt. | 13th..... | 25,000  | May 3rd.....    | 12,500  |
| "     | 25th..... | 12,500  | " 25th.....     | 12,500  |
| Sept. | 20th..... | 25,000  | " 30th.....     | 12,500  |
| Oct.  | 26th..... | 12,500  | June 7th.....   | 12,500  |
| Nov.  | 26th..... | 12,500  | July 13th.....  | 12,500  |
| Dec.  | 27th..... | 12,500  | " 15th.....     | 12,500  |
| 1854. |           |         | " 21st.....     | 25,000  |
| Jany. | 10th..... | 12,500  | " 28th.....     | 25,000  |
| "     | 31st..... | 12,500  | Sept. 26th..... | 25,000  |
| Feby. | 4th.....  | 12,500  | " 29th.....     | 25,000  |

Amounting to Four Hundred Thousand Pounds Currency .....£400,000  
Bank of Upper Canada,

Toronto, 30th October, 1854.

35. Mr. *Cauchon.*] What proportion does the amount of duties paid by Merchants bear to the amount they require for remittances in exchange, and, in your opinion, is it the former or the latter which requires and receives the largest amount of discount or accommodations from the Bank?—The amount of duties paid is about 12½ per cent. on the value of goods imported, and, in my opinion, it is not the duty, but the ways and means to raise the money to pay for the goods, that causes a pressure on the mercantile community, which the Banks cannot at all times satisfy, for the duties are only required to be paid in as the merchandize is taken out of the Bonded Warehouses, and are spread over the whole year; whereas the remittances to England must be made at stated periods, and cannot be postponed.

36. Is specie sent to the United States by parties who demand it in payment of Bank notes from the Banks, and receive it in lieu of a Draft on New York or Boston, to any great extent?—Large sums in specie are daily drawn from the Banks in Toronto in exchange for Bank notes, and sent to the United States in preference to Drafts at par on New York, chiefly by American Brokers and Bankers from Buffalo and Rochester, and as these payments are made in American gold, I am told they are used to supply their Western Banks with specie, instead of drawing such supplies from New York. The daily amount paid out by the Bank of Upper Canada is about £1000, and is increasing, the other Banks in Toronto, I am informed, are drawn upon in like manner, in proportion, for the redemption of their notes. The Drafts on New York sold by the Banks, bear but a small proportion to the specie paid.

37. Would a Provincial Gold and Silver Coinage have any effect in relieving the Banks from their constant drain of specie to the United States, and prevent

the necessity of the Banks importing specie thence to the extent they now do?—A Provincial Gold and Silver Coinage would, in my opinion, have a most beneficial effect, not only in relieving the Banks from a constant drain of specie, but in enabling them to grant greater facilities to the trade of the country, for it is this constant drain of gold that often deters Banks from discounting freely. The importation of specie from the United States has always been a regular matter of business for the Banks, accompanied by an expense greater or less according to the rate of exchange on London at New York, besides the cost of freight,—and this continual importation is of no manner of use to the country, for it never circulates among the people, but its use is merely confined to meet the American demand for export: whereas, had we a Provincial Coinage, large sums in gold and silver would be in the hands of the Canadian public, and would freely circulate throughout the country along with the Bank notes, and would form with those notes the daily Bank deposits, and the trade with the United States would then be carried on by Drafts as it is with England; for the gold and silver coins of Canada, being of the same fineness as those of the United States, would not be sought after, because they would not bear the cost of re-coinage at the Mint of the United States. The want of a Provincial Coinage considerably retards the prosperity of Canada, and, besides, being the cause of imposing a useless expense upon the Banks, by losses on exchange, for the advantage of Foreigners at New York and the employment of American Express Agents for its freight; we, in some measure, lose our national character by being obliged to depend upon the Mint of another nation for our metallic circulating medium, which we no sooner get, than they very coolly take away.

38. *Chairman.*] Have not the balances between the Bank of Montreal and Bank of Upper Canada been generally in favour of the former Bank during the last two years?—The weekly balances at Toronto between the Bank of Montreal and the Bank of Upper Canada from the 1st of January 1853 to the 28th of Oct., 1854, have been as follows, viz:

|   |           |
|---|-----------|
| In favor of the Bank of Montreal.....       | £527,015. |
| In favor of the Bank of Upper Canada.....   | 64,759.   |
|   | <hr/>     |
| Balance in favour of the Montreal Bank..... | 462,226.  |
|   | <hr/>     |

The greater part of which was paid in gold. The net balances between all the Banks at Toronto and the Bank of Upper Canada during the above period, were as follows, viz:

|  |           |
|--|-----------|
| In favor of the Bank of Montreal.....            | £462,226. |
| Do Bank of British North America.....            | 271,506.  |
| Do City Bank of Montreal.....                    | 217,335.  |
|  | <hr/>     |
| Total.....                                       | 951,067.  |
| Deduct balances against Commercial Bank.....     | 172,037.  |
|  | <hr/>     |
| Total balances against the Bank of Upper Canada, | £779,030. |
|  | <hr/>     |

Out of which the other Banks supplied themselves with specie.

The balances between the Banks in Lower Canada during the above period amounted to £292,406 in favor of the Bank of Upper Canada.

39. Mr. *Cauchon*.] What difference does it make to the trade in itself that the government deposits are made in one Bank instead of the several Banks?—It is reasonable to suppose that the trade would prefer to pay their duties into their own Banks but I do not think that it makes any difference to them, as the Bank of Upper Canada generally discounts for such purposes, if required to do so.

(*Witness withdrew.*)

*Thomas Davidson*, Esquire, Cashier of the Bank of British North America, Montreal: Examined:—

40. Mr. *Holton*.] HOW does the system of collecting the whole Revenue of the Country through one Bank, and keeping large sums on deposit in that Bank affect the operations of the other Banks and the convenience of the Commercial community generally?—It has the effect of creating large balances against the Banks in favour of the Bank receiving the revenue which are payable in specie.—In proof of which I may state, that in the year 1853, at Montreal alone, the Bank of Upper Canada received in settlement from the other Banks between the 15th April and the 15th July, about £145,000. The effect of this demand upon the Banks, has I believe, operated prejudicially upon the Commercial community, and has in some degree interfered with the granting of accommodation in the shape of discount.

41. Would not the collection of the revenue through several, or all of the Chartered Banks in the Province, particularly if the money were deposited with these Banks until required to be withdrawn for the public service, greatly promote the convenience of the Commercial community?—I believe it would be beneficial, more especially as in my opinion, the Funds which would be thus placed at the disposal of the several Banks could be made use of in giving facilities to the Commercial community with more general and decided advantage, than if the whole of the Revenue was entrusted to one Institution—should a Bank receiving the whole of the revenue, be tempted to employ a large portion of it in discounting commercial paper, the inconvenience which would arise when the money is called for by the Government, would be very great. No Bank can discount a large amount of paper, and insist upon the payment of it at maturity, without creating inconvenience to the trade of the Country; should the Revenue be deposited in several Banks, and a portion of it be used in granting facilities to their regular Customers, even should the money be called for by the Government, any restriction which the Banks might find it necessary to make in order to meet the demand of the Government, would be scarcely felt.

42. Would you consider it prudent for a Bank with a paid up Capital of only £500,000 to lend to a single Railway Corporation over £300,000 and a further sum at the same time to private parties on the security of the Stock of the same Corporation?—I think that no advances should be made by Banks to Public Companies, which can at all interfere with the accommodation which the Commercial community has a right to expect. If a Bank should hold a large amount of Capital for which it cannot find employment in the ordinary business of Banking, it would be justified in seeking other investments of a temporary character. I think it would not be prudent for a Bank to make use of the money it holds in deposit, except to a small extent, in making advances, upon the repayment of which, it could not with certainty calculate, within a specified period. The advance of £300,000 upon the security of its Stock to a Railway Company, would, I conceive, under any circumstances be highly imprudent, even if made from unemployed Capital, and not from deposits.

43. Would you consider it prudent for Government to deposit so large a sum as £600,000 in any Bank with so limited a Capital, especially after it had been known to engage in transactions of the nature and magnitude of these referred to in the preceding question?—I should not be disposed to place much confidence in the management of a Bank which entered into such transactions. No Bank can find employment in this Country for even a much less sum than £600,000 of such a nature as would enable the Bank to calculate upon having the funds thus employed at its command. Any securities which are available for investment, are not immediately convertible.

44. Would it be prudent for any Bank to employ a *large* amount of Government deposits *on call*, in discounting Commercial paper?—I think it would be highly imprudent for a Bank to employ a large amount of Government money, payable upon call, in discounting Commercial paper. I think that a Bank should not make use of more than two-thirds of its ordinary deposits in the manner referred to, but I conceive that the same proportion would be much too large in the case of a large deposit by the Government. In the one case, a Bank may safely calculate upon a certain average amount being left in its hands, but this would be very different with regard to a large deposit by the Government.

45. It appears by the public accounts of last year that the Bank of Upper Canada paid only £3,000 interest on Government deposits, during that year. Do you not think the Government might make a more economical arrangement?—I have no doubt that the Government could have made a much more advantageous arrangement—looking to the large balances at the credit of the Government, the extended circulation which its payment must afford to the issues of a Bank, and the profit upon its large transactions in exchange, the account is unquestionably of very great value. In so far as I am enabled to form an opinion of the monetary operations of the Government in 1853, I have no hesitation in stating that I believe a much larger sum than £3,000 would have been gladly paid by other Banking Institutions. The Bank of British North America is now paying 3,000 per annum to the Government as interest upon £75,000 without any collateral advantage.

46. Can you state proximately what amount you have advanced to merchants of Montreal for payment of duties, during each of the past and present years?—I have ascertained that in 1853, the Bank of British North America paid Cheques of its largest Customers at Montreal, Quebec, Toronto, and Hamilton for import duties to the amount of £240,000. This sum does not include a considerable number of small amounts paid by Cheques and in Bank notes. Neither does it include the payments for Timber dues, Tolls and other sources of revenue. The whole I believe would have made up the sum to at least £300,000.

47. *Chairman.*] You adduce, as proof of your assertion that the collection of the revenue through one Bank operates prejudiciously; that between 15th April and 15th July, 1853, the Bank of Upper Canada received in settlement about £145,000. Is it not the case that between 1st January, 1853, and October, 1854, the balances between the other Banks and the Bank of Upper Canada were very largely against the latter Bank?—My reply to the question can be applicable to Montreal only, and I know that the balances there during the period referred to, were very largely in favor of the Bank of Upper Canada.

48. Have your customers been unable to obtain the requisite accommodation for paying their duties?—I have never found it necessary to refuse the amount of accommodation to which I conceive the customers of the Bank were

entitled, in consequence of the payment of the duties into another Bank. From the manner in which the business of the Bank is conducted, this has not been necessary.

49. Is not the real cause of the balances being in favor of the Bank of Upper Canada between April and July, that at that period the other Banks are obliged to extend their line of discounts?—I believe that any extension of discounts at the period referred to, is attributable in a large degree to the payment of duties, and in this way the balances against the Banks in favor of the Bank of Upper Canada are largely increased.

50. You state in your answer to *Ques.* 42 that the advance of £300,000 upon the security of its Stock, to a Railway Company, would, under any circumstance be highly improvident, are you aware that any such advance was made on the security of Railway Stock?—I know nothing of any such advance except from common rumour.

51. Would you consider it a very improvident transaction for a Bank to lend £300,000 to a Railway Company which it knew to be entitled to a larger amount of Provincial Debentures payable in London, and saleable without difficulty at a premium, and when the Agent of the Bank in London would be ready to give the full advance upon at any time?—I decidedly think so, unless the Bank held such a guarantee from the Government for the delivery of the Debentures, as would be equivalent to the actual possession of these securities, and also unless the Bank was in such a position as not to be inconvenienced by the advance of £300,000, should there have arisen any delay in the repayment of the loan, or in the delivery and sale of the Debentures.

52. Are you aware that the Bank of Upper Canada has made large advances on Commercial paper, in consequence of its having the Government Account?—I am not.

53. Why do you conceive that Government Deposits are more likely to be suddenly withdrawn than other Deposits? Is it not a most probable thing that a Bank, being fiscal agent of the Government, has the means of knowing the periods when extraordinary demands are likely to be made, and of regulating its business accordingly?—A Bank can safely calculate upon a certain average balance being left on deposit by its customers, and I have stated that two-thirds of that amount might be safely used in discounting Commercial paper. To make use of the Funds in the same manner, of any very large Depositor, such as the Government, would not be prudent, except to a very limited extent, unless there existed a specific arrangement, that the money should remain with the Bank for a certain period.

54. You are paying, I believe, 4 per cent. interest for money payable at a fixed period, would you have given that rate for money on Call, if not, state what your Bank has been in the habit of paying for money at Call, and state, further, whether you allowed interest on money at Call, while you were keeping the Government Account, and state whether, when you were invited to tender for the Government Account, in stating the terms on when you would keep it, you made any offer to pay interest on Deposits left on Call?—The Bank has very rarely allowed interest upon money payable on Call—during the period that the Account of the Government was kept with the Bank, the balance was more frequently at the debit than at the credit of the Government—during the year 1849, which was the last in which the Bank had the Account, the balance was generally against the Receiver General down to the month of September, from

that time to the 1st of November, the average balance at the credit, was about £15,000 currency, subsequently it fell much below that amount. In tendering for the Account at the close of that year, it was not anticipated that it would become so valuable as it has since been.

55. Will you state the Capital of the Bank of British North America, the proportion of that Capital allotted to Canada, and also the proportion allotted to the branch at Montreal, if no precise amount, then state the average amount?—The Capital of the Bank is one million sterling. The proportion allotted to Canada, is about £800,000 Currency, although occasionally a larger amount is employed. The Capital of the Montreal branch is £300,000 Currency.

56. Has your Branch made advances at any time to Railway Companies, or to Railway contractors, and if so, state the aggregate amount lent at any one time to any Railway Company, and the contractors, on the same Railway conjointly?—Advances have been made at various times to Railway Companies at this Branch. The largest amount to any Company was £155,000 Currency upon ample securities. This loan was not made from the Funds of the Montreal Branch, but was specially provided for by the Parent Institution. The Bank does not make loans to Public Companies which interfere with the ordinary business of the Bank.

57. Do you mean to state that the Bank of British North America increased its line of discounts £240,000 for the purpose of paying duties?—The payment referred to was spread over the year 1853. In spring and autumn the amount under discount is of course increased by the payment of import duties.

58. Is not the Bank, in its endeavour to facilitate the trade by enabling it to meet its various engagements, called upon to increase its line of discounts, so as to enable the trade to buy exchange to pay for goods, and does not this kind of demand press upon the Bank quite as much as a demand for increased accommodation to pay for duties?—The Bank in granting facilities for the purchase of Exchange, materially increases its line of discounts, and the payment of duties renders it necessary to enlarge the accommodation afforded to the customers of the Bank, still further.

[*Witness withdrew.*]

*Charles E. Anderson*, Esquire; Examined:—

59. *Chairman.*] YOU are I believe Deputy Receiver General?—I am.

60. Have you had, in your official position, an opportunity of forming an opinion as to the respective advantages and disadvantages to the public, of keeping the Banking account of the Province in one Bank, or indiscriminately among all, if so, will you state which system you conceive to be best?—I have been connected with the Government now nine years, and for nearly the past six years I may say, in charge of the details of the Receiver General's Department, and consequently have had ample opportunity of seeing the working of the Government deposits under both systems, viz: While the deposits were made in the various Banking institutions, and since they have been made in the Bank of Upper Canada solely, and I unhesitatingly pronounce the present, and latter system, as the best for the interest and convenience of the public service.

61. Is it not the case that the large balance apparently at the credit of the Bank of Upper Canada during the last two years, was almost constantly liable to deduction, owing to large advances made by the Bank on Government account

in anticipation of warrants, such advances being on account of Board of Works' certificates or imprest monies?—It is as above stated, and had the old system of dividing the deposits existed, it would have been seriously to the inconvenience of the public and the government; the Bank of Upper Canada has shewn a spirit of liberality in conducting the Government account, in advancing monies in anticipation of Warrants, Board of Works certificates, &c., which forms a strong contrast with the system pursued when the account was divided. Further, the Bank of Upper Canada is constantly, I may say, in advance large sums of money for interest on the public debt due and payable in England—thus under the old system of the Deposits, for interest due in London, say on 1st January, exchange at 30 or 60 days had to be purchased and paid for here, at least one month previous, and at times it was found any thing but convenient either to get the exchange or to pay for it; for example, only certain Banks had exchange, and if cheques were drawn on one or more Banks to pay another for exchange so brought, a constant complaint and jealousy existed; whereas under the present system the Bank of Upper Canada is made aware of the amounts and periods at which the interest falls due in London, and so provides for it, being only repaid for same on production, in this country, at the Receiver General's Department of the vouchers of payment of same in England, in most cases one month after such payment has been made by that institution, without any equivalent for such advance. The amount so paid throughout the year up to 1st of January last, on Provincial Government account was £146,666 1s. 6d. sterling, and I may further add that the £260,000 sterling, now held in Consols in England, and the £200,000 sterling, for redemption of the Bonds matured in April last was also remitted by the Bank of Upper Canada on similar terms.

62. Can you inform the Committee whether, when the Government account was kept by the Banks of Montreal and Bank of British North America the same disposition was manifested by those institutions to meet the reasonable requirements of Government that has been evinced by the Bank of Upper Canada?—The same disposition to meet the views of the Government and facilitate the public business was not manifested by the Bank of Montreal, and Bank of British North America when they held the account, as has been exhibited by the Bank of Upper Canada; what the latter institution performs readily as a duty, was looked upon by the other institutions as a favor and even then not always granted, and in cases where the most vital interests of the Province were concerned; further the feeling shewn in carrying out the account by the Bank of Montreal and the Bank of British North America was that of a superior to an inferior and not becoming the Fiscal Agents of this Province.

63. Mr. Holton.] While the public account was kept in the Banks of Montreal and British North America were not the balances in favour of Government always very small and were not the Banks sometimes in advance to the Government? Has the Bank of Upper Canada ever been in advance to the Government, if so, state when, for what period, and what amount? And has not the Bank of Upper Canada generally held a large amount of Government deposits?—The balances in favour of the Government were small comparatively speaking with the present balance in favour of the Government, but it must not be lost sight of, that the whole Revenue of the Province was small in proportion.

The two Banks above named generally loaned the Government on three months, *with interest*, 6 per cent.

|  |        |
|--|--------|
| Bank of Montreal.....                  | 12,000 |
| The Bank of British North America..... | 7,500  |

---

19,500



but on reference to the balances, I find they were seldom in advance a farthing, as the incoming revenue in their hands generally exceeded the amount of the above loan.

The Bank of Upper Canada in April, 1850, advanced the Government £20,000 Cy., on interest 6 per cent. being on account of £50,000 which they were pledged on accepting the account to advance the Government should it be required—no further amount was required as in the interim say in the end of May, 1850, advice was received of the completion of the sale of £500,000 Stg. : Debentures in London which made the chest easy as regarded money matters. The Bank of Upper Canada has generally held a large amount of Government Deposits.

64. *Chairman.*] Do you recollect any particular occasion when it was important to remit Bills of Exchange to pay the half-yearly dividends and when you applied to the Bank of British North America and Bank of Montreal—for such exchange on credit?—If so will you state what occurred?—I am aware of such an occurrence taking place and the circumstances are as follows :

In the month of June 1849 during the period that the Inspector General was in England, endeavouring to negotiate a Loan for the Province and when it was most desirable that the credit of the Province should be maintained, I was requested by the then Receiver General, The Hon Mr. Viger, to go to the Bank of Montreal and Bank of British North America who then exclusively had the account of the Province, and to propose that to meet the interest due on 1st July in England, that each of these institutions should furnish the Government with Exchange on London for £10,000 sterling to be paid for by the Receiver General's note at 3 months with interest.

I proceeded to the Bank of Montreal, had an interview with the Cashier Mr. Simpson and made the above proposition which was met by him with the reply that the Bank had not £10,000 sterling exchange, that he would communicate with the Branch of the Bank at Quebec and see if it could be got there, Mr. Simpson subsequently informed me he had received a reply from Quebec and that the Bank of Montreal had not £10,000 sterling exchange, and he regretted he could not meet the views of the Government.—I then proceeded to the Bank of British North America and saw the manager, Mr. Davidson, and to him made the same proposition. Mr. Davidson could give no reply until he consulted the Directors, but said he thought it might be done, if the Receiver General would consent to place as collateral security in the hands of the Bank, small debentures of the denomination of \$10 and \$20 these being issued by the Government ; to cover the amount of the exchange with the understanding that if the Receiver General's note was not retired at the end of the three months, that the Bank should be at liberty to use these Debentures for Custom House purposes. I arranged with Mr. Davidson to submit his proposition to the Receiver General while he consulted the Directors, I returned, and before giving the Receiver General's reply was informed by Mr. Davidson, that the views of the Government could not be met.

The Inspector General fortunately for the credit of the Province had arranged with Messrs. Glyn & Co., for this interest.

I beg distinctly to state that I explained fully both to Mr. Simpson and Mr. Davidson what the exchange was required for, and the urgency of the case.

(*Witness withdrew.*)

(Statements No. 1, No. 2, and No. 3, referred to in the answer to Question No. 25 by Mr. Ridout.)

No. 1.—WEEKLY STATEMENT of Government and Private Deposits, in the Bank of Upper Canada, from the 1st January, 1853, to 23rd October, 1854.

| 1853.       | Government Deposits. |                       | Private Deposits bearing and not bearing interest. | 1854.        | Government Deposits. |                       | Private Deposits bearing and not bearing interest. |
|-------------|----------------------|-----------------------|--|--------------|----------------------|-----------------------|--|
|             | Bearing interest.    | Not bearing interest. |  |              | Bearing interest.    | Not bearing interest. |  |
|             | £                    | £                     | £  |              | £                    | £                     | £  |
| January 24  | 100,000              | 154,518               | 322,134  | January 23   | 100,000              | 274,282               | 566,822  |
| " 31        | 100,000              | 143,957               | 312,250  | " 30         | 100,000              | 286,231               | 585,704  |
| February 7  | 100,000              | 55,219                | 310,725  | February 6   | 100,000              | 232,131               | 590,889  |
| " 14        | 100,000              | 55,412                | 760,038  | " 13         | 100,000              | 246,442               | 567,065  |
| " 21        | 100,000              | 52,469                | 630,810  | " 20         | 100,000              | 156,127               | 581,006  |
| " 28        | 100,000              | 35,993                | 663,555  | March 1      | 100,000              | 139,862               | 525,466  |
| March 7     | 100,000              | 37,429                | 660,958  | " 13         | 100,000              | 148,978               | 477,348  |
| " 14        | 100,000              | 50,626                | 683,425  | " 20         | 100,000              | 150,141               | 485,000  |
| " 21        | 100,000              | 43,003                | 681,759  | " 27         | 100,000              | 184,140               | 482,580  |
| " 29        | 100,000              | 47,758                | 668,374  | April 3      | 100,000              | 195,636               | 433,771  |
| April 11    | 100,000              | 41,374                | 679,994  | " 15         | 100,000              | 121,514               | 401,318  |
| " 18        | 100,000              | 25,195                | 671,153  | " 24         | 100,000              | 144,150               | 439,535  |
| " 25        | 100,000              | 29,298                | 676,658  | May 1        | 100,000              | 65,703                | 477,408  |
| May 2       | 100,000              | 47,548                | 664,454  | " 8          | 100,000              | 45,044                | 505,397  |
| " 9         | 100,000              | 43,836                | 530,374  | " 15         | 100,000              | 48,295                | 437,073  |
| " 17        | 100,000              | 62,495                | 671,656  | " 22         | 100,000              | 95,309                | 436,340  |
| " 23        | 100,000              | 101,318               | 648,606  | June 1       | 100,000              | 93,881                | 456,259  |
| " 30        | 100,000              | 197,491               | 660,523  | " 12         | 100,000              | 227,620               | 442,296  |
| June 13     | 100,000              | 236,371               | 602,010  | " 19         | 100,000              | 312,937               | 423,227  |
| " 28        | 100,000              | 246,377               | 638,315  | " 26         | 100,000              | 226,869               | 434,297  |
| July 18     | 100,000              | 271,591               | 606,229  | " 30         | 100,000              | 252,164               | 430,355  |
| " 25        | 100,000              | 177,333               | 701,957  | July 31      | 100,000              | 118,552               | 361,592  |
| August 1    | 100,000              | 176,434               | 633,065  | August 7     | 100,000              | 118,550               | 371,893  |
| " 8         | 100,000              | 217,796               | 566,861  | " 14         | 100,000              | 113,762               | 395,585  |
| " 15        | 100,000              | 173,575               | 553,146  | " 21         | 100,000              | 175,306               | 333,974  |
| " 22        | 100,000              | 226,843               | 519,408  | " 28         | 100,000              | 313,070               | 325,037  |
| September 1 | 100,000              | 343,157               | 630,790  | September 11 | 100,000              | 227,192               | 292,856  |
| " 12        | 100,000              | 327,695               | 608,732  | " 18         | 100,000              | 242,098               | 348,234  |
| " 19        | 100,000              | 165,126               | 653,221  | " 25         | 100,000              | 205,260               | 327,777  |
| " 26        | 100,000              | 221,916               | 623,459  | October 2    | 100,000              | 156,690               | 454,110  |
| October 3   | 100,000              | 196,232               | 741,703  | " 9          | 100,000              | 136,023               | 420,553  |
| " 10        | 100,000              | 75,917                | 706,593  | " 16         | 100,000              | 136,674               | 377,917  |
| " 17        | 100,000              | 96,846                | 655,485  | " 23         | 100,000              | 207,692               | 370,303  |
| " 24        | 100,000              | 95,292                | 635,406  |              |                      |                       |  |
| " 31        | 100,000              | 139,366               | 659,616  |              |                      |                       |  |
| November 7  | 100,000              | 134,107               | 653,905  |              |                      |                       |  |
| " 14        | 100,000              | 168,146               | 679,533  |              |                      |                       |  |
| " 21        | 100,000              | 213,315               | 560,303  |              |                      |                       |  |
| " 28        | 100,000              | 431,267               | 572,681  |              |                      |                       |  |
| December 12 | 100,000              | 434,638               | 529,307  |              |                      |                       |  |
| " 19        | 100,000              | 394,833               | 519,943  |              |                      |                       |  |
| " 26        | 100,000              | 411,274               | 537,030  |              |                      |                       |  |
|             | 4,200,000            | 6,800,581             | 25,340,144   |              | 3,300,000            | 5,857,230             | 14,569,493   |

No. 2.—WEEKLY Balances of the following Government Accounts in the Bank of Upper Canada, from the 1st January, 1853, to 23rd October, 1854.

| 1853.     |        |      |      | Receiver<br>General. | R ceiver<br>General<br>Indian<br>Affairs. | Rec. Genl.<br>Imprest<br>account. | Postmas-<br>ter Gen-<br>eral. | Pay Lists. | Public<br>Works. |
|-----------|--------|------|------|----------------------|---|-----------------------------------|-------------------------------|------------|------------------|
|           |        |      |      | Cr. £                | Cr. £                                     | Dr. £                             | Dr. £                         | Dr. £      | Dr. £            |
| January   | 24.... | .... | .... | 208,483              | 17,819                                    | .....                             | 2,234                         | 910        | 2,748            |
| "         | 31.... | .... | .... | 68,816               | 19,314                                    | .....                             | 1,728                         | 1,859      | 6,010            |
| February  | 7....  | .... | .... | 52,961               | 19,314                                    | .....                             | 1,141                         | 1,617      | 3,284            |
| "         | 14.... | .... | .... | 48,732               | 19,421                                    | .....                             | Cr. 1,161                     | 1,617      | 3,578            |
| "         | 21.... | .... | .... | 46,534               | 19,421                                    | .....                             | 1,859                         | 1,621      | 4,263            |
| "         | 28.... | .... | .... | 36,197               | 14,456                                    | .....                             | 1,856                         | 2,612      | 3,745            |
| March     | 7....  | .... | .... | 54,870               | 14,471                                    | .....                             | 2,967                         | 2,728      | 6,547            |
| "         | 14.... | .... | .... | 40,148               | 14,867                                    | .....                             | 3,346                         | 2,728      | 1,166            |
| "         | 21.... | .... | .... | 40,042               | 15,299                                    | .....                             | 3,302                         | 2,734      | 842              |
| "         | 29.... | .... | .... | 41,615               | 17,070                                    | .....                             | 3,293                         | 2,734      | 5,812            |
| April     | 11.... | .... | .... | 13,932               | 21,236                                    | .....                             | 3,274                         | 535        | 2,200            |
| "         | 18.... | .... | .... | 28,400               | 21,455                                    | .....                             | 4,952                         | 535        | 1,876            |
| "         | 25.... | .... | .... | 35,162               | 22,299                                    | .....                             | 3,501                         | 540        | 3,623            |
| May       | 2....  | .... | .... | 16,049               | 17,697                                    | .....                             | 3,254                         | 1,635      | 11,500           |
| "         | 9....  | .... | .... | 41,280               | 17,997                                    | .....                             | 6,478                         | 1,647      | 5,147            |
| "         | 17.... | .... | .... | 91,532               | 19,882                                    | .....                             | 6,454                         | 1,647      | 3,996            |
| "         | 23.... | .... | .... | 189,094              | 5,958                                     | .....                             | 6,326                         | 1,467      | 11,498           |
| "         | 30.... | .... | .... | 200,905              | 6,040                                     | .....                             | 6,607                         | 1,467      | 7,420            |
| June      | 13.... | .... | .... | 239,921              | 10,570                                    | .....                             | 7,460                         | 2,615      | 6,517            |
| "         | 28.... | .... | .... | 325,410              | 11,303                                    | .....                             | 8,748                         | 2,630      | 12,612           |
| July      | 18.... | .... | .... | 235,175              | 7,997                                     | .....                             | 3,196                         | 4,892      | 35,201           |
| "         | 25.... | .... | .... | 210,827              | 9,045                                     | .....                             | 3,862                         | 390        | 12,542           |
| August    | 1....  | .... | .... | 217,854              | 9,525                                     | .....                             | 2,041                         | 1,580      | 12,343           |
| "         | 8....  | .... | .... | 215,336              | 9,525                                     | .....                             | 4,372                         | 1,580      | 15,073           |
| "         | 15.... | .... | .... | 155,059              | 11,084                                    | .....                             | Dr. 7,346                     | 1,580      | 33,178           |
| "         | 22.... | .... | .... | 223,408              | 12,200                                    | .....                             | 7,298                         | 1,580      | 38,309           |
| September | 1....  | .... | .... | 223,651              | 13,417                                    | .....                             | 6,612                         | 2,832      | 53,816           |
| "         | 12.... | .... | .... | 221,335              | 13,475                                    | .....                             | 6,937                         | 2,863      | 75,778           |
| "         | 19.... | .... | .... | 160,018              | 14,514                                    | .....                             | 4,704                         | 2,863      | 14,947           |
| "         | 26.... | .... | .... | 204,482              | 14,514                                    | .....                             | 5,610                         | 2,863      | 70,200           |
| October   | 3....  | .... | .... | 34,868               | 17,963                                    | .....                             | 5,565                         | 3,837      | 36,816           |
| "         | 10.... | .... | .... | 61,876               | 19,816                                    | .....                             | 6,491                         | 4,222      | 38,048           |
| "         | 17.... | .... | .... | 66,705               | 19,828                                    | .....                             | 9,004                         | 58         | 27,333           |
| "         | 24.... | .... | .... | 117,515              | 19,828                                    | .....                             | 8,914                         | 58         | 60,236           |
| "         | 31.... | .... | .... | 144,914              | 19,858                                    | .....                             | 9,309                         | 1,273      | 61,542           |
| November  | 7....  | .... | .... | 156,582              | 19,858                                    | .....                             | 10,581                        | 1,328      | 63,013           |
| "         | 14.... | .... | .... | 166,703              | 20,299                                    | .....                             | 6,363                         | 1,328      | 74,237           |
| "         | 21.... | .... | .... | 204,396              | 20,299                                    | .....                             | 5,802                         | 1,328      | 53,048           |
| "         | 28.... | .... | .... | 429,034              | 20,598                                    | .....                             | 4,846                         | 1,328      | 52,588           |
| December  | 12.... | .... | .... | 447,715              | 21,086                                    | .....                             | 3,277                         | 2,601      | 42,620           |
| "         | 19.... | .... | .... | 464,311              | 21,332                                    | .....                             | 3,308                         | 2,757      | 42,620           |
| "         | 26.... | .... | .... | 402,337              | 23,245                                    | .....                             | 3,016                         | 4,875      | 42,620           |
|           |        |      |      | 6,569,184            | 685,195                                   | .....                             | 208,455                       | 83,894     | 1,058,487        |

## No. 2.—WEEKLY BALANCES, &amp;c.—(Continued.)

| 1854.     |         |       | Receiver<br>General. | Receiver<br>General<br>Indian<br>Affairs. | Rec. Genl<br>Imprest<br>account. | Postmas-<br>ter Gene-<br>ral. | Pay List. | Public<br>Works. |
|-----------|---------|-------|----------------------|---|----------------------------------|-------------------------------|-----------|------------------|
|           |         |       | Cr. £                | Cr. £                                     | Dr. £                            | Dr. £                         | Dr. £     | Dr. £            |
| January   | 23..... | ..... | 339,296              | 23,929                                    | .....                            | 9,514                         | 4,875     | 69,228           |
| "         | 30..... | ..... | 230,698              | 2,210                                     | .....                            | 9,025                         | 829       | 67,209           |
| February  | 6.....  | ..... | 242,815              | 6,045                                     | .....                            | 10,306                        | 1,566     | 59,160           |
| "         | 13..... | ..... | 151,428              | 4,599                                     | .....                            | 7,253                         | 1,551     | 36,585           |
| "         | 20..... | ..... | 155,501              | 4,212                                     | .....                            | 6,882                         | 1,565     | 34,470           |
| March     | 1.....  | ..... | 148,746              | 4,363                                     | .....                            | 3,265                         | 3,023     | 36,191           |
| "         | 18..... | ..... | 146,964              | 4,316                                     | .....                            | 2,065                         | 2,995     | 40,796           |
| "         | 20..... | ..... | 172,421              | 4,531                                     | .....                            | 2,150                         | 2,995     | 35,881           |
| "         | 27..... | ..... | 170,698              | 4,531                                     | .....                            | 2,274                         | 2,995     | 33,846           |
| April     | 3.....  | ..... | 166,589              | 8,708                                     | .....                            | 2,601                         | 4,843     | 37,202           |
| "         | 15..... | ..... | 138,106              | 10,879                                    | .....                            | 7,227                         | 465       | 40,315           |
| "         | 24..... | ..... | 39,241               | 10,782                                    | .....                            | 7,468                         | 465       | 46,061           |
| May       | 1.....  | ..... | 39,741               | 10,812                                    | .....                            | 6,602                         | 1,809     | 23,805           |
| "         | 8.....  | ..... | 39,321               | 10,908                                    | .....                            | 5,021                         | 1,758     | 20,447           |
| "         | 15..... | ..... | 84,132               | 10,535                                    | .....                            | 3,587                         | 1,758     | 33,757           |
| "         | 22..... | ..... | 50,934               | 10,513                                    | .....                            | 2,014                         | 1,758     | 20,174           |
| June      | 1.....  | ..... | 95,154               | 10,761                                    | .....                            | 260                           | 3,124     | 23,722           |
| "         | 12..... | ..... | 285,927              | 10,750                                    | .....                            | 8,506                         | 3,124     | 33,911           |
| "         | 19..... | ..... | 293,397              | 10,580                                    | .....                            | 8,572                         | 3,187     | 31,733           |
| "         | 26..... | ..... | 324,116              | 10,570                                    | .....                            | 7,659                         | 3,187     | 65,831           |
| "         | 30..... | ..... | 311,117              | 10,688                                    | .....                            | 7,303                         | 3,605     | 33,181           |
| July      | 31..... | ..... | 220,142              | 4,739                                     | 70,000                           | 23,049                        | 6,249     | 30,221           |
| August    | 7.....  | ..... | 209,551              | 4,706                                     | 70,000                           | 22,725                        | 6,366     | 37,911           |
| "         | 14..... | ..... | 260,432              | 4,702                                     | 70,000                           | 21,075                        | 6,366     | 34,862           |
| "         | 21..... | ..... | 316,788              | 5,998                                     | 70,000                           | 20,072                        | 6,366     | 197,521          |
| "         | 28..... | ..... | 213,509              | 6,015                                     | 70,000                           | 18,043                        | 6,366     | 33,303           |
| September | 11..... | ..... | 220,493              | 6,015                                     | 86,129                           | 11,183                        | 7,890     | 124,176          |
| "         | 18..... | ..... | 169,545              | 6,509                                     | 86,129                           | 10,816                        | 7,890     | 66,330           |
| "         | 25..... | ..... | 169,661              | 6,612                                     | 86,129                           | 10,047                        | 7,890     | 63,672           |
| October   | 2.....  | ..... | 128,372              | 7,443                                     | 86,129                           | 8,502                         | 9,581     | 59,972           |
| "         | 9.....  | ..... | 170,927              | 10,724                                    | 86,129                           | 8,434                         | 9,581     | 77,210           |
| "         | 16..... | ..... | 185,638              | 10,742                                    | 86,129                           | 14,662                        | 9,981     | 82,907           |
| "         | 23..... | ..... | 203,835              | 11,160                                    | 86,129                           | 19,531                        | 9,981     | 79,339           |
|           |         |       | 5,891,897            | 259,422                                   | 952,903                          | 287,163                       | 145,484   | 1,760,859        |

No. 3.—MEMORANDUM of the Monthly Amounts of Discounts in the Bank of Upper Canada, its Branches, Offices and Agencies, from the 1st of January, 1853, to the 23rd of October, 1854.

| 1853           |    | 1854       |    | 1854 |             | 1854 |    | 1854      |    | 1854 |           |
|----------------|----|------------|----|------|-------------|------|----|-----------|----|------|-----------|
| d.             | s. | £          | d. | s.   | £           | d.   | s. | £         | d. | s.   | £         |
| 31..           | 2  | 1,176,428  | 9  | 2    | 2,126,260   | ..   | 0  | 2,126,260 | .. | 0    | 2,126,260 |
| February 28..  | 11 | 1,170,288  | 8  | 11   | 1,942,552   | ..   | 7  | 1,942,552 | .. | 17   | 1,942,552 |
| March 31..     | 9  | 1,166,959  | 5  | 9    | 1,940,917   | ..   | 0  | 1,940,917 | .. | 19   | 1,940,917 |
| April 30..     | 18 | 1,252,502  | 8  | 18   | 1,357,299   | ..   | 5  | 1,357,299 | .. | 2    | 1,357,299 |
| May 31..       | 4  | 1,307,814  | 7  | 4    | 1,850,967   | ..   | 5  | 1,850,967 | .. | 6    | 1,850,967 |
| June 30..      | 7  | 1,388,437  | 4  | 7    | 1,833,502   | ..   | 2  | 1,833,502 | .. | 6    | 1,833,502 |
| July 31..      | 18 | 1,343,400  | 9  | 18   | 1,891,850   | ..   | 1  | 1,891,850 | .. | 1    | 1,891,850 |
| August 31..    | 15 | 1,511,062  | 10 | 15   | 1,799,979   | ..   | 5  | 1,799,979 | .. | 1    | 1,799,979 |
| September 30.. | 4  | 1,506,150  | 2  | 4    | 1,867,822   | ..   | 9  | 1,867,822 | .. | 12   | 1,867,822 |
| October 31..   | 6  | 1,498,628  | 11 | 6    | 1,812,897   | ..   | 8  | 1,812,897 | .. | 14   | 1,812,897 |
| November 30..  | 13 | 1,614,231  | 2  | 13   | ..          | ..   | 0  | ..        | .. | 0    | ..        |
| December 31..  | 13 | 2,006,370  | 2  | 13   | ..          | ..   | 0  | ..        | .. | 0    | ..        |
|                |    | 16,942,269 |    |      | £19,033,345 |      |    |           |    |      |           |

# R E T U R N S

## From CANAL, ROAD, RAILWAY, and NAVIGATION COMPANIES.

---

- No. 1.—Albion Plank Road Company.
  - No. 2.—Champlain and Saint Lawrence Railroad Company.
  - No. 3.—Cobourg and Peterborough Railway Company.
  - No. 4.—Desjardins Canal Company.
  - No. 5.—Grand Trunk Railway Company.
  - No. 6.—Great Western Railway Company.
  - No. 7.—Guelph and Arthur Road Company.
  - No. 8.—Hamilton and Toronto Railway Company.
  - No. 9.—Industry and Rawdon Railway Company.
  - No. 10.—London and Port Stanley Railway Company.
  - No. 11.—Megantic Junction Railway and Navigation Company.
  - No. 12.—Montreal and Bytown Railway Company.
  - No. 13.—Niagara and Ten Mile Creek Road Company.
  - No. 14.—Ontario, Simcoe and Huron Railroad Company.
  - No. 15.—Saint Lawrence and Industry Village Railroad Company.
  - No. 16.—Streetsville Plank Road Company.
  - No. 17.—Sydenham Mountain Road.
  - No. 18.—Trafalgar, Esquesing, and Erie Road Company.
-

No. 1.

THE ALBION PLANK ROAD COMPANY, in Account Current with the Treasurer for the year ending the 31st day of March, 1855.

Dr.

| £    | s. | d.  | April 1, 1855.. | By balance remaining in Treasurer's hands .....     | £   | s. | d.  |
|------|----|-----|-----------------|---|-----|----|-----|
| 1115 | 0  | 0   | April           | By balance remaining in Treasurer's hands .....     | 38  | 4  | 2½  |
| 6    | 5  | 0   | do              | do  | 33  | 17 | 9½  |
| 1    | 5  | 0   | do              | Tolls received per Lee and Robinson for March ..... | 25  | 6  | 1   |
| 4    | 10 | 0   | do              | do do do for April .....                            | 28  | 7  | 3½  |
| 0    | 10 | 7½  | do              | do do do for May .....                              | 81  | 0  | 9   |
| 44   | 0  | 3½  | do              | do do do for June .....                             | 23  | 12 | 10½ |
| 6    | 5  | 0   | do              | do do do for July .....                             | 18  | 19 | 7   |
| 2    | 10 | 0   | do              | do do do for August .....                           | 100 | 0  | 0   |
| 6    | 5  | 0   | do              | Cash borrowed from James Sleightholm .....          | 29  | 6  | 11½ |
| 57   | 4  | 10  | do              | do do do for September 1, do ..                     | 56  | 6  | 4   |
| 6    | 5  | 0   | do              | do do do for October 2, do ..                       | 54  | 16 | 10½ |
| 6    | 5  | 0   | do              | do do do for November 1, do ..                      | 97  | 14 | 8½  |
| 4    | 0  | 0   | do              | do do do for December 1, do ..                      | 0   | 10 | 0   |
| 21   | 12 | 0   | do              | do do do for January 1, 1855..                      |     |    |     |
| 0    | 1  | 10½ | do              | do do do for do 6, do ..                            |     |    |     |
| 0    | 5  | 0   | do              | Cash, P. W. Wadsworth, (Hails fine) .....           |     |    |     |
| 6    | 5  | 0   | do              |   |     |    |     |
| 27   | 0  | 0   | do              |   |     |    |     |

Cr.

| £    | s. | d. | February 1, do .. | Tolls received per Lee and Robinson, for January, 1855 ..... | £    | s. | d.  |
|------|----|----|-------------------|--|------|----|-----|
| 108  | 0  | 0  | February 1, do .. | Tolls received per Lee and Robinson, for January, 1855 ..... | 49   | 3  | 8   |
| 4    | 0  | 0  | do                | Cash per John Cochran, fine for evading Toll .....           | 1    | 0  | 0   |
| 6    | 0  | 0  | do                | do   | 49   | 11 | 10½ |
| 6    | 5  | 0  | do                | Tolls received per Lee and Baker, for February .....         |      |    |     |
| 1    | 10 | 0  | do                | do   | 1118 | 16 | 5   |
| 6    | 5  | 0  | do                | Balance and Bills payable carried to new account .....       |      |    |     |
| 3    | 13 | 6  | do                |  |      |    |     |
| 21   | 8  | 0  | do                |  |      |    |     |
| 2    | 0  | 0  | do                |  |      |    |     |
| 0    | 10 | 0  | do                |  |      |    |     |
| 6    | 12 | 6  | do                |  |      |    |     |
| 6    | 5  | 0  | do                |  |      |    |     |
| 50   | 0  | 0  | do                |  |      |    |     |
| 0    | 1  | 6  | do                |  |      |    |     |
| 8    | 3  | 5  | do                |  |      |    |     |
| 0    | 5  | 0  | do                |  |      |    |     |
| 6    | 5  | 0  | do                |  |      |    |     |
| 3    | 9  | 9  | do                |  |      |    |     |
| 27   | 10 | 0  | do                |  |      |    |     |
| 0    | 5  | 6  | do                |  |      |    |     |
| 6    | 10 | 0  | do                |  |      |    |     |
| 1590 | 8  | 9  | do                |  |      |    |     |

Cr.

1696 15 0

Carried over

No. 1.—(Continued.)

Dr.

Cr.

|                     | £    | s. | d. | £    | s. | d. |
|---------------------|------|----|----|------|----|----|
| February 1, 1854 .. | 1590 | 8  | 9  | 1696 | 15 | 0  |
| do do ..            | 25   | 0  | 0  |      |    |    |
| do do ..            | 9    | 0  | 0  |      |    |    |
| do do ..            | 9    | 0  | 0  |      |    |    |
| March 1, do ..      | 10   | 10 | 6  |      |    |    |
| do 14, do ..        | 6    | 10 | 0  |      |    |    |
| do 17, do ..        | 39   | 12 | 6  |      |    |    |
| do do do ..         | 0    | 4  | 0  |      |    |    |
| do do do ..         | 6    | 9  | 9  |      |    |    |
| Total .....         | 1696 | 15 | 0  | 1696 | 15 | 0  |
| March 31, 1855 ..   | 1118 | 16 | 5  |      |    |    |
| Total .....         | 1118 | 16 | 5  |      |    |    |

GORE OF TORONTO, March 31st, 1855.  
 Sir,—In compliance with a request contained in your circular of the 1st instant, I have the honor to transmit herewith a copy of the Annual Report of the Albion Plank Road Company for the past twelve months, ending the 31st March instant, in connexion with which I beg to make the following remarks.

The Company have in their possession 6½ miles of road, nearly the whole of which has been made anew during the last year, and to which may be attributed the extent of our present liabilities. The Tolls for the present month (amounting perhaps to £49,) remains unaccounted for in the Report, as our rule is to take the Tolls of each month on the first of the succeeding one, in the collection of which we are strictly governed by the Act in that case made and provided.

Hoping you will find the necessary information contained in the annexed Report.

I have the honor to remain,  
 Your obedient Servant,

W. B. LINDSAY, Esquire,  
 Clerk, Legislative Assembly, Quebec.

JAMES SLEIGHTHOLM, J.P.



## No. 2.

STATEMENT of the RECEIPTS and EXPENDITURE of the CHAMPLAIN and ST. LAWRENCE RAILROAD and APPURTENANCES, together with the amount of TONNAGE and of PASSENGERS conveyed over the Road, during the year 1853, as required by the 49th section of the Act 2nd, Will. IV. cap. 58.

| RECEIPTS. |    |    | EXPENDITURE. |    |    | TONNAGE. | PASSENGERS. |
|-----------|----|----|--------------|----|----|----------|-------------|
| £         | s. | d. | £            | s. | d. |          |             |
| 33005     | 4  | 8  | 28471        | 19 | 8  | 30041    | 72417       |

ROBT. MILLS,  
*Accountant.*

MONTREAL,  
October, 30th, 1854.

I, Robert Mills, do make oath that the above Statement is correct and true in every particular, to the best of my knowledge and belief.

ROBT. MILLS,  
*Accountant.*

Sworn before me, at Montreal,  
this 30th day of October, 1854.  
T. BOUTHILLIER, *J.P.*

## No. 3.

STATEMENT of the RECEIPTS and EXPENDITURE of the COBOURG and PETERBOROUGH RAILWAY up to September 1st 1854, together with a Classified Statement of the PASSENGERS and FREIGHT transported by them on that portion of the Road open to the Public.

The length of the Road from Cobourg to Peterborough, is 28 miles; 14 miles extending from Cobourg to Rice Lake was opened for business on the 22nd May last, the work is progressing upon the remaining portion of the Road, and the whole Line is expected to be opened before the close of the present year.

Statement A. shows the Moneys received by the Company from all sources and the Disbursements in gross.

Statement B, contains a Detailed Account of all Disbursements, shewing the sums applicable to the several Accounts.

Statement C, shows the Earnings of that portion of the Road open to the public, with the Passengers and Freight classified, as required in the Act of Incorporation.

THOS. SCOTT,  
*President.*

COBOURG, 20th September, 1854.

No. 3.—(Continued.)

## A.

## STATEMENT of RECEIPTS and DISBURSEMENTS of COBOURG and PETERBOROUGH RAILWAY COMPANY, up to September 1st, 1854.

|  | \$        | cts. | \$     | cts. |
|--|-----------|------|--------|------|
| By Thomas Scott, (Loan).....                     | 4000      | 00   |        |      |
| By Stock.....                                    | 415190    | 00   |        |      |
| By Bonds issued.....                             | 296000    | 00   |        |      |
| By Revenue.....                                  | 4665      | 14   |        |      |
| By Rents.....                                    | 115       | 90   |        |      |
| To Disbursements as per annexed Statement B..... |           |      | 719840 | 20   |
| Cash on hand.....                                |           |      | 121    | 84   |
| Total.....                                       | \$ 719971 | 04   | 719971 | 04   |

## B.

## DETAILED STATEMENT of DISBURSEMENTS made by the COBOURG and PETERBOROUGH RAILWAY COMPANY, up to the 1st September, 1854.

|  | \$     | cts. | \$     | cts. |
|--|--------|------|--------|------|
| CONSTRUCTION; COST OF ROAD AND EQUIPMENT.                                      |        |      |        |      |
| For Graduation and Masonry.....  | 229854 | 54   |        |      |
| Bridges.....   | 170000 | 00   |        |      |
| Superstructure, including Iron.....  | 163200 | 17   |        |      |
| Passenger and Freight Station, Buildings and Fixtures.....                     | 7567   | 83   |        |      |
| Engine and Car Houses, Machine Shops, Machinery and Fixtures..                 | 5679   | 15   |        |      |
| Land, Land Damages and Fences.....   | 59710  | 15   |        |      |
| Locomotives and Fixtures, and Snow-Ploughs.....                                | 22188  | 12   |        |      |
| Passenger and Baggage Cars.....  | 6601   | 75   |        |      |
| Freight and other Cars.....  | 21455  | 80   |        |      |
| Engineering and Agencies.....  | 22988  | 28   |        |      |
| Contingencies.....   | 3108   | 05   |        |      |
|  |        |      | 711753 | 34   |
| EXPENSES OF MAINTAINING ROAD.  |        |      |        |      |
| For Repairs of Road Bed, excepting cost of Iron.....                           | 1210   | 00   |        |      |
| Cost of Iron used in Repairs.....  | 1      | 50   |        |      |
| Repairs of Building.....   | 3      | 29   |        |      |
| Repairs of Fences and Gates.....   | 87     | 75   |        |      |
| Taxes Assessed on Real Estate.....   | 10     | 26   |        |      |
|  |        |      | 1812   | 80   |
| EXPENSES OF REPAIRS OF MACHINERY.  |        |      |        |      |
| For Repairs of Engines and Tenders.....  | 266    | 24   |        |      |
| do Passenger and Baggage Cars.....   | 48     | 50   |        |      |
| do Freight Cars.....   | 495    | 78   |        |      |
| do Tools and Machinery in Shops.....   | 11     | 22   |        |      |
| Incidental expenses, including Oil, Fuel, Clerks, Watchmen, &c., at Shops..... | 584    | 58   |        |      |
|  |        |      | 1401   | 32   |
| Carried forward.....   | \$     |      | 714467 | 46   |

No. 3.—(Continued.)

|  | \$   | cts. | \$      | cts. |
|--|------|------|---------|------|
| <i>Brought forward</i> .....                                   |      |      | 7144    | 46   |
| <b>EXPENSES OF OPERATING THE ROAD; PASSAGE TRANSPORTATION.</b> |      |      |         |      |
| For Office Expenses, Stationery, &c.....                       | 41   | 25   |         |      |
| Agents and Clerks.....   | 222  | 82   |         |      |
| Conductors, Baggage and Brakemen, on Passenger Trains.....     | 266  | 88   |         |      |
| Enginemen and Firemen on Passenger Trains.....                 | 151  | 15   |         |      |
| Fuel, cost and labor of preparing.....                         | 100  | 00   |         |      |
| Oil and Waste for Engines, &c., &c., &c.....                   | 244  | 56   |         |      |
| Loss and Damages on Baggage.....                               |      |      |         |      |
| Damages for injuries to persons.....                           | 65   | 00   |         |      |
| Porters, Watchmen, and Switch Tenders.....                     | 487  | 89   |         |      |
| Wood and Water Station Attendants.....                         | 61   | 25   |         |      |
| Cattle Killed on Railroad.....                                 |      |      |         |      |
| General Superintendence.....                                   |      |      |         |      |
| Contingencies.....   | 186  | 28   |         |      |
|  |      |      | 1726    | 48   |
| <b>FREIGHT TRANSPORTATION.</b>                                 |      |      |         |      |
| For Office Expenses, Stationery.....                           | 344  | 17   |         |      |
| Agents and Clerks.....   | 795  | 86   |         |      |
| Labor, Loading and Unloading Freight.....                      | 1099 | 79   |         |      |
| Conductors and Brakemen.....                                   | 278  | 98   |         |      |
| Enginemen and Firemen.....                                     | 191  | 15   |         |      |
| Oil and Waste for Freight Cars.....                            | 395  | 80   |         |      |
| Loss and Damage to Goods.....                                  | 115  | 21   |         |      |
| Damages to Property.....                                       | 41   | 87   |         |      |
| Contingencies.....   | 155  | 48   |         |      |
| Fuel for Freight Trains.....                                   | 288  | 05   |         |      |
|  |      |      | 3655    | 26   |
| <b>Total</b> .....   |      |      | \$ 7198 | 49   |

C.

STATEMENT of the EARNINGS of the COBOURG and PETERBOROUGH RAILWAY, from the 22nd May, 1854, to the 1st of September.

|   | \$     | cts. | \$      | cts. |
|---|--------|------|---------|------|
| <b>MAY.</b>   |        |      |         |      |
| Amount received for 480 First Class Passengers..... | 284    | 20   |         |      |
| Amount received for Freight:—                       |        |      |         |      |
| 3857 Barrels Flour.....                             | \$885. | 70   |         |      |
| 241540 do Merchandize.....                          | 241.   | 54   |         |      |
|   |        |      | 627     | 24   |
|   |        |      | 911     | 44   |
| <b>JUNE.</b>  |        |      |         |      |
| Amount received for 898 First Class Passengers..... | 565    | 10   |         |      |
| Amount received for Freight:—                       |        |      |         |      |
| 8828 Barrels Flour.....                             | \$882. | 60   |         |      |
| 3991 Bushels Wheat.....                             | 119.   | 78   |         |      |
| 474560 Merchandize.....                             | 474.   | 56   |         |      |
| 29906 Feet Lumber.....                              | 22.    | 48   |         |      |
|   |        |      | 1499    | 82   |
|   |        |      | 2064    | 42   |
| <i>Carried over</i> .....                           |        |      | \$ 2075 | 86   |

No. 3.—(Continued.)

|   | \$        | cts. | \$   | cts. |
|---|-----------|------|------|------|
| <i>Brought over</i> .....                           |           |      | 2075 | 86   |
| <b>JULY.</b>  |           |      |      |      |
| Amount received for 894 First Class Passengers..... | 513       | 40   |      |      |
| Amount received for Freight:—                       |           |      |      |      |
| 1468 Barrels Flour .....                            | \$ 146.80 |      |      |      |
| 1094 Bushels of Wheat.....                          | 82.82     |      |      |      |
| 481710 Merchandize .....                            | 481.71    |      |      |      |
| 1240000 Feet Lumber .....                           | 1288.06   |      |      |      |
|   | 1900      | 29   | 2418 | 69   |
| <b>AUGUST.</b>                                      |           |      |      |      |
| Amount received for 949 First Class Passengers..... | 548       | 80   |      |      |
| Amount received for Freight:—                       |           |      |      |      |
| 290 Barrels Flour .....                             | \$ 29.00  |      |      |      |
| 1647 Bushels Wheat.....                             | 49.41     |      |      |      |
| 478190 Merchandize .....                            | 478.19    |      |      |      |
| 1968050 Feet Lumber .....                           | 1968.05   |      |      |      |
|   | 2519      | 65   | 3062 | 95   |
| <b>Total, Earnings</b> .....                        |           | \$   | 8452 | 50   |
| <b>Amount due on Freight</b> .....                  |           | \$   | 3787 | 36   |
| <b>Actual Receipts to September 1st</b> .....       |           | \$   | 4665 | 14   |

Thomas Scott, of the Town of Cobourg, in the County of Northumberland, Esquire, President of the Cobourg and Peterborough Railway Company, maketh oath and saith, that the annexed sheets contain detailed and particular Accounts of the Moneys Received and Expended on said Road by the said Company; as also, a Classified Statement of the Passengers and Goods transported by them since the opening of the Road to Rice Lake, on the twenty-second day of May last, up to the first day of September instant.

THOS. SCOTT,  
*President.*

Sworn before me, at the  
Town of Cobourg aforesaid,  
this twentieth day of September, 1854.

N. H. THROOP,  
*Town Reeve of Cobourg.*

## No. 4.

ANNUAL MEETING OF THE SHAREHOLDERS IN THE DESJARDIN'S  
CANAL COMPANY.

In terms of the Act of Parliament incorporating this Company, and pursuant to public notice, the Annual Meeting of the Shareholders was held in the Secretary's Office, in the Town of Dundas, on Monday, the 3rd instant, for the purpose of electing five Directors, to serve for the ensuing year.

The President, Dr. Hamilton, having taken the chair, read to the Meeting the following Report, prepared by the Secretary.—

Annual Report of the Directors of the Desjardins Canal Company, for the year ending 31st March, 1854.

The Directors of the Desjardins Canal Company beg leave to submit to the Shareholders, a Report for the year ending 31st March, 1854, of the Receipts and Expenditures of the Company, which they have much pleasure in presenting to them. Shewing as it does, the increasing prosperity of the Canal.

It will be remembered, that the Directors last year reported to the Shareholders, an arrangement made by them with the Great Western Railroad Company, for a new and direct channel, shortening materially the distance between Burlington Bay and the Basin of the Canal, and allowing vessels, which, from their length, were formerly unable to navigate through the numerous elbows of the Canal, to sail with ease to the Basin.

The partial completion of this arrangement was delayed beyond the time contemplated, and in consequence, the revenue of the Company was lessened, and the interest of shippers to a considerable degree injured.

Notwithstanding these disadvantages, however, the Directors have reason to be satisfied with the income arising from the Fall Shipments; which, in proportion to the time the Navigation of the Canal was open, much exceeds the revenue of last year.

Although the works are not finished, yet they are in such a state of forwardness, that the usual class of freight vessels, will incur no unnecessary delay, the lowest depth of water in the new cut, being eight and a-half feet.

The Directors would impress upon the shipping community, the advantageous terms on which goods can be exported and imported through the Desjardins Canal; while on the other Canals the tolls and other dues are high, on the Desjardins Canal the tolls are very moderate, there being no charge for wharfage or lumber yards, and no tolls for vessels.

In addition to the Treasurer's Statement of Accounts for the past year, the Directors beg leave to annex a Statement of the Exports and Imports for the year, 1853, and they have every reason to expect that a large amount of business will be done on the opening of the Navigation, there being now on hand a considerable quantity of merchandize and lumber waiting for shipment.

The following is a Statement of the Treasurer's Account for the year ending 31st March, 1854.

No. 4.—(Continued.)

|   | £   | s. | d. | £     | s. | d. |
|---|-----|----|----|-------|----|----|
| Balance in Bank at date of last Report .....              |     |    |    | 86    | 1  | 8  |
| Amount received from Tolls .....                          |     |    |    | 1644  | 16 | 0  |
| do do on account of mortgage on Dundas Town<br>Hall ..... |     |    |    | 500   | 0  | 0  |
| do from Building Society .....                            |     |    |    | 28    | 2  | 0  |
| do on Interest Account .....                              |     |    |    | 116   | 1  | 1  |
| do returned on Expenses Account .....                     |     |    |    | 10    | 6  | 8  |
|   |     |    | £  | 2885  | 7  | 1  |
| Amount paid for interest .....                            | 244 | 11 | 8  |       |    |    |
| do do Building Society .....                              | 155 | 9  | 2  |       |    |    |
| do do on account, Debentures .....                        | 716 | 9  | 11 |       |    |    |
| do do Expenses Account .....                              | 500 | 5  | 8  |       |    |    |
| do do account, improvements .....                         | 65  | 7  | 11 |       |    |    |
| do do account salaries .....                              | 200 | 8  | 6  |       |    |    |
| Balance in Bank .....                                     | 452 | 15 | 1  | £2885 | 7  | 1  |

The following is a Statement of the Exports and Imports for the year 1853.

## EXPORTS.

78,590 barrels Flour; 7 barrels Oatmeal; 141,114 bushels Wheat; 257 bushels Peas; 98 barrels Grass Seed; 2,391 barrels Pork; 2,996 barrels Whisky; 155 barrels Vinegar; 279 barrels Ashes; 40 kegs Butter; 5,936,920 feet Pine Lumber; 2000 puncheon Staves; 9 barrels Apples; 25 cwt. Wool; 90½ tons Castings; 258 cwt. Millstones; 5½ tons Scrap Iron; 130½ cwt. Goods; 125 cwt. Tallow; 28 kegs Lard; 41 cwt. Horn Tips; 84 live Hogs.

## IMPORTS.

9,627½ cwt. Merchandize, not otherwise specified; 11,114 barrels Salt; 720½ cwt. Crockery; 1117½ cwt. Oil; 5,532½ cwt. Sugar; 1,548 barrels Fish; 838 tons Pig Iron; 4,876½ cwt. Wrought Iron; 16 cwt. Steel; 756 cwt. Nails; 1560½ cwt. Wrought Iron; 16 cwt. Steel; 756 cwt. Nails; 1560½ cwt. Burr Stones; 1069 tons Coals; 1688 barrels Water Lime; 119 barrels Rosin; 16 barrels Tar; 222 cwt. Earthenware; 149 cwt. Boiler Plates; 1,110 empty Barrels; 28,810 bushels Indian Corn; 365½ cwt. Fire Bricks; 103 bags Salt; 471½ cwt. Codfish; 482½ tons Railroad Iron; 22 cwt. Stoves; 278 cwt. Coffee; 300 cwt. Telegraph Wire.

(Signed,) JAMES HAMILTON,  
*President, D.C.C.*

“ ROBERT W. SUTER,  
*Secretary and Treasurer.*

No. 5.

**ACCOUNTS and STATEMENTS of the  
GRAND TRUNK RAILWAY COMPANY  
of CANADA, as required by the 5th  
Sub-Section of the 22nd Section of the  
Act 14th & 15th Vic. Cap. 51.**

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I, John Ross, of the City of Quebec, President of the Grand Trunk Railway Company of Canada, make oath and say, that to the best of my knowledge and belief, the documents hereto annexed contain the Accounts and Statements required by the fifth sub-section of the twenty-second Section of the Act 14 & 15 Vic. cap. 51, to be submitted by the said Company to the Legislature at this Session of the Provincial Parliament.

JOHN ROSS,  
*President,*  
*Grand Trunk Railway Company of Canada.*

Sworn at Quebec, this 18th  
day of October, 1854, before me,

R. E. CARON, *J.S.C.*

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No. 5.—(Continued.)

## STATEMENT of TRAFFIC RETURNS, for five Months, ending December 31st, 1853.

| WEEK ENDING.    | PASSENGERS. |         |    |                 | FREIGHT. |         |    |                 | TOTAL,<br>CURRENCY. |    |                 |
|-----------------|-------------|---------|----|-----------------|----------|---------|----|-----------------|---------------------|----|-----------------|
|                 | No.         | Amount. |    |                 | Tons.    | Amount. |    |                 | £                   | s. | d.              |
|                 |             | £       | s. | d.              |          | £       | s. | d.              |                     |    |                 |
| August 6, 1853  | 6282        | 1678    | 7  | 4               | 2386     | 959     | 10 | 6               | 2637                | 17 | 10              |
| do 13, do       | 7767        | 2050    | 16 | 9               | 2500     | 1013    | 14 | 10              | 3064                | 11 | 7               |
| do 20, do       | 6291        | 1662    | 9  | 2               | 2653     | 1144    | 16 | 8               | 2807                | 5  | 11              |
| do 27, do       | 5973        | 1508    | 0  | 6               | 2332     | 943     | 0  | 8               | 2451                | 1  | 2               |
| September 3, do | 7019        | 1756    | 19 | 7               | 2938     | 885     | 13 | 3               | 2642                | 12 | 10              |
| do 10, do       | 6606        | 2032    | 6  | 8               | 2645     | 950     | 8  | 5               | 2982                | 15 | 1               |
| do 17, do       | 5488        | 1278    | 10 | 2               | 2423     | 901     | 2  | 11              | 2179                | 13 | 1               |
| do 24, do       | 6210        | 1415    | 1  | 8               | 2782     | 1410    | 15 | 7               | 2825                | 17 | 3               |
| October 1, do   | 6755        | 1712    | 0  | 9 $\frac{1}{2}$ | 2413     | 1030    | 0  | 9               | 2742                | 1  | 6               |
| do 8, do        | 4954        | 1154    | 16 | 0               | 3004     | 1371    | 11 | 4               | 2526                | 7  | 4               |
| do 15, do       | 6153        | 1226    | 18 | 3               | 3365     | 1602    | 0  | 0               | 2828                | 18 | 3               |
| do 22, do       | 5896        | 1193    | 10 | 6               | 3150     | 1510    | 13 | 1               | 2704                | 3  | 7               |
| do 29, do       | 4915        | 1029    | 10 | 2               | 2902     | 1091    | 16 | 3               | 2121                | 6  | 5               |
| November 5, do  | 5345        | 1004    | 3  | 4               | 3318     | 1231    | 17 | 3               | 2235                | 10 | 7               |
| do 12, do       | 5081        | 985     | 7  | 9               | 3098     | 1331    | 12 | 1               | 2316                | 19 | 10              |
| do 19, do       | 5336        | 973     | 9  | 6               | 3636     | 1449    | 5  | 1               | 2422                | 14 | 7               |
| do 26, do       | 4538        | 882     | 10 | 0               | 3536     | 1804    | 7  | 3               | 2686                | 17 | 3               |
| December 3, do  | 4455        | 811     | 7  | 3 $\frac{1}{2}$ | 2789     | 1556    | 4  | 7               | 2367                | 12 | 3 $\frac{1}{2}$ |
| do 10, do       | 4137        | 744     | 4  | 6               | 3443     | 1965    | 15 | 8               | 2710                | 0  | 2               |
| do 17, do       | 4443        | 934     | 14 | 5               | 3470     | 1495    | 11 | 3               | 2430                | 5  | 8               |
| do 24, do       | 3744        | 751     | 1  | 3 $\frac{1}{2}$ | 2830     | 1202    | 10 | 7 $\frac{1}{2}$ | 1953                | 11 | 11              |
| do 31, do       | 3594        | 649     | 16 | 8               | 1770     | 1622    | 1  | 0               | 2271                | 17 | 8               |
| Total .....     | 120982      | 27436   | 2  | 9               | 63383    | 28473   | 19 | 0 $\frac{1}{2}$ | 59901               | 1  | 9 $\frac{1}{2}$ |

Equal to.....£55,910 1s. 9 $\frac{1}{2}$ d. Halifax Currency.

GRAND TRUNK RAILWAY COMPANY'S OFFICE,

Montreal, 26th September, 1854.



No. 5.—(Continued.)

STATEMENT of TRAFFIC RETURNS on the MONTREAL and PORTLAND SECTION of the GRAND TRUNK RAILWAY, from 1st January, 1854, to 30th June, 1854, the date of half-yearly Report to the Shareholders.

| 1854.              | 1st Class Passengers. |         |      | 2nd Class Passengers. |         |      | Merchandise. |         |      | Lumber.  |         |      | Firewood. |         |      | Mails.  |         |         | Total. |      |      |
|--------------------|-----------------------|---------|------|-----------------------|---------|------|--------------|---------|------|----------|---------|------|-----------|---------|------|---------|---------|---------|--------|------|------|
|                    | No.                   | Amount. |      | No.                   | Amount. |      | Tons.        | Amount. |      | Feet.    | Amount. |      | Cords.    | Amount. |      | Amount. | Amount. | Amount. | cts.   | cts. | cts. |
|                    |                       | \$      | cts. |                       | \$      | cts. |              | \$      | cts. |          | \$      | cts. |           | \$      | cts. |         |         |         |        |      |      |
| January 7, 1854... | 3224½                 | 2834    | 62½  | 656½                  | 392     | 36   | 1816½        | 3884    | 78   | 11707½   | 156     | 60   | 152       | 187     | 41   | 1045    | 92      | 8001    | 72½    |      |      |
| do 14, do ..       | 2443                  | 1997    | 38   | 790½                  | 468     | 86½  | 2463½        | 3945    | 85   | 32751½   | 499     | 64   | 309       | 918     | 91   | 1045    | 92      | 8871    | 56½    |      |      |
| do 21, do ..       | 2852                  | 2531    | 54   | 854                   | 488     | 25   | 1493½        | 4514    | 44   | 888892   | 830     | 10   | 923½      | 1222    | 23   | 1045    | 92      | 10693   | 48     |      |      |
| do 28, do ..       | 2534                  | 2098    | 48   | 743½                  | 412     | 86   | 2029½        | 5672    | 78   | 308917   | 600     | 48   | 786       | 1012    | 04   | 1045    | 92      | 10842   | 50     |      |      |
| February 4, do ..  | 2755                  | 2317    | 72   | 783                   | 471     | 69   | 2860½        | 6562    | 53   | 214818   | 806     | 37   | 647       | 1375    | 77   | 809     | 10      | 12333   | 16     |      |      |
| do 11, do ..       | 2557                  | 2175    | 32   | 298½                  | 467     | 49½  | 2377½        | 5969    | 81   | 193071   | 418     | 66   | 623½      | 890     | 97   | 809     | 10      | 10671   | 35½    |      |      |
| do 18, do ..       | 2811½                 | 2339    | 71   | 831                   | 540     | 80½  | 1921½        | 4947    | 61   | 265113   | 688     | 29   | 843½      | 1132    | 87   | 809     | 10      | 10002   | 38½    |      |      |
| do 25, do ..       | 2675½                 | 2222    | 37   | 743½                  | 432     | 72½  | 1867½        | 4947    | 61   | 202888   | 621     | 49   | 906       | 1171    | 84   | 809     | 10      | 9605    | 13½    |      |      |
| March do 4, do ..  | 2948                  | 2529    | 53½  | 858                   | 512     | 52   | 2254½        | 5961    | 82   | 225173   | 834     | 07   | 1149      | 1550    | 53   | 809     | 10      | 12195   | 12½    |      |      |
| do 11, do ..       | 3149½                 | 2318    | 24   | 854½                  | 532     | 30½  | 2698         | 5595    | 86   | 207954   | 776     | 22   | 1191      | 1666    | 13   | 809     | 10      | 12243   | 45½    |      |      |
| do 18, do ..       | 3475                  | 3000    | 55½  | 1207                  | 692     | 80   | 2851½        | 5383    | 00   | 392328   | 1442    | 03   | 1409½     | 1924    | 03   | 809     | 10      | 13251   | 51½    |      |      |
| do 25, do ..       | 3208½                 | 2664    | 61   | 974½                  | 568     | 62½  | 2928½        | 8052    | 46   | 237197   | 539     | 65   | 1889      | 1168    | 53   | 809     | 10      | 13793   | 07½    |      |      |
| April 1, do ..     | 2931                  | 2765    | 65   | 1059                  | 585     | 06   | 2096½        | 4669    | 91   | 379864   | 957     | 45   | 1332      | 1711    | 60   | 809     | 10      | 11500   | 77     |      |      |
| do 8, do ..        | 4156½                 | 3404    | 88½  | 1328                  | 764     | 39½  | 2829         | 6202    | 13   | 666789   | 1542    | 44   | 594       | 1826    | 96   | 809     | 10      | 14549   | 91     |      |      |
| do 15, do ..       | 3780½                 | 3261    | 76   | 1434                  | 761     | 09   | 1515½        | 5308    | 76   | 495529   | 1321    | 06   | 1105      | 1410    | 88   | 809     | 10      | 15801   | 65½    |      |      |
| do 22, do ..       | 3794                  | 2913    | 80½  | 1191½                 | 575     | 66   | 3297½        | 9503    | 99   | 365234   | 703     | 06   | 1615½     | 796     | 04   | 809     | 10      | 14763   | 23½    |      |      |
| do 29, do ..       | 3709½                 | 3201    | 20½  | 1076½                 | 527     | 04   | 2600½        | 5726    | 08   | 664784   | 3206    | 77   | 1008½     | 1298    | 04   | 809     | 10      | 14952   | 56½    |      |      |
| May 6, do ..       | 4477                  | 3278    | 64½  | 1433                  | 814     | 24   | 3149½        | 7166    | 77   | 369641   | 1070    | 26   | 813       | 1013    | 55   | 809     | 10      | 16058   | 05½    |      |      |
| do 13, do ..       | 5179                  | 3970    | 61   | 1351½                 | 759     | 87½  | 3814         | 8361    | 48   | 493889   | 1578    | 21   | 716       | 878     | 78   | 809     | 10      | 17818   | 45½    |      |      |
| do 20, do ..       | 4612½                 | 3902    | 43   | 1312½                 | 811     | 37½  | 3890½        | 10064   | 72   | 308886   | 1487    | 75   | 560       | 743     | 08   | 809     | 10      | 17715   | 70     |      |      |
| do 27, do ..       | 4616½                 | 5014    | 15½  | 1123½                 | 606     | 39½  | 3381½        | 9089    | 79   | 644174   | 1585    | 00   | 485       | 611     | 26   | 799     | 27      | 19244   | 40½    |      |      |
| June 3, do ..      | 4792                  | 4406    | 69½  | 1134½                 | 727     | 43   | 4020½        | 9917    | 68   | 595128   | 1898    | 74   | 438       | 514     | 59   | 779     | 27      | 18244   | 40½    |      |      |
| do 10, do ..       | 4760                  | 5105    | 97½  | 1165½                 | 675     | 08½  | 3690½        | 9882    | 68   | 436861   | 1727    | 82   | 350       | 406     | 00   | 779     | 27      | 18576   | 88     |      |      |
| do 17, do ..       | 3532½                 | 4385    | 13½  | 1257½                 | 778     | 41   | 2726½        | 7969    | 34   | 1033805  | 2323    | 80   | 510½      | 644     | 01   | 779     | 27      | 17179   | 96½    |      |      |
| do 24, do ..       | 3394½                 | 4532    | 00   | 1197½                 | 732     | 10   | 2943½        | 6981    | 03   | 674216   | 2975    | 26   | 430½      | 574     | 68   | 1387    | 46      | 16882   | 53     |      |      |
| Total .....        | 38309                 | 79868   | 08½  | 25659                 | 15145   | 08½  | 67513½       | 164726  | 41   | 10171804 | 130691  | 83   | 20191     | 26575   | 76   | 21663   | 65      | 338061  | 81     |      |      |

Equal to ..... £84,540 9s. 1d. Currency.

No. 5.—(Continued.)

STATEMENT of TRAFFIC RETURNS on the MONTREAL and PORTLAND SECTION of the GRAND TRUNK RAILWAY, from 1st July, 1854, to the week ending September 9th, 1854.

| 1854.              | 1st Class Passengers. |         |      | 2nd Class Passengers. |         |        | Merchandise. |         | Lumber. |       | Firewood. |        | Mails. |         | Total Amount. |               |        |     |
|--------------------|-----------------------|---------|------|-----------------------|---------|--------|--------------|---------|---------|-------|-----------|--------|--------|---------|---------------|---------------|--------|-----|
|                    | No.                   | Amount. |      | No.                   | Amount. |        | Tons.        | Amount. |         | Feet. | Amount.   |        | Cords. | Amount. |               | Total Amount. |        |     |
|                    |                       | \$      | cts. |                       | \$      | cts.   |              | \$      | cts.    |       | \$        | cts.   |        | \$      | cts.          |               |        |     |
| July 1, 1854...    | 3127½                 | 5152    | 78   | 911½                  | 26      | 3341½  | 7521         | 70      | 60811½  | 2593  | 45        | 731    | 1033   | 39      | 779           | 27            | 17651  | 85  |
| do 8, do ..        | 8107                  | 6311    | 54½  | 723                   | 17      | 3371   | 7148         | 16      | 503060  | 1069  | 93        | 1265½  | 1756   | 29      | 779           | 27            | 18134  | 36½ |
| do 15, do ..       | 4815                  | 5722    | 01½  | 446½                  | 371     | 3175½  | 6791         | 11      | 640624  | 2185  | 14        | 636    | 932    | 59      | 779           | 27            | 16781  | 77½ |
| do 22, do ..       | 4579                  | 5332    | 95   | 323½                  | 235     | 2418½  | 5865         | 84      | 557657  | 2027  | 12        | 943    | 1318   | 90      | 779           | 27            | 15559  | 98  |
| do 29, do ..       | 4707½                 | 5170    | 57½  | 442½                  | 323     | 1637½  | 5841         | 17      | 553310  | 1905  | 12        | 1630   | 2230   | 13      | 779           | 27            | 15750  | 05  |
| August 5, do ..    | 5668                  | 6860    | 59   | 385                   | 243     | 3706½  | 7229         | 07      | 540872  | 1650  | 93        | 691    | 992    | 82      | 779           | 27            | 17755  | 73  |
| do 12, do ..       | 4696½                 | 5689    | 18½  | 491½                  | 40½     | 3717½  | 6981         | 39      | 746774  | 2693  | 24        | 1041½  | 1380   | 86      | 779           | 27            | 17885  | 36  |
| do 19, do ..       | 6422                  | 7300    | 05½  | 524                   | 394     | 3619   | 8644         | 79      | 401851  | 1031  | 27        | 1352   | 1912   | 91      | 779           | 27            | 20062  | 90  |
| do 26, do ..       | 6599                  | 7938    | 07   | 497½                  | 364     | 3359   | 8796         | 20      | 341897  | 1139  | 84        | 751    | 1020   | 32      | 813           | 88            | 20072  | 63  |
| September 2, do .. | 7619                  | 8413    | 90½  | 626                   | 585     | 4332   | 9228         | 80      | 308586  | 1043  | 76        | 1119   | 1484   | 48      | 813           | 88            | 21920  | 53½ |
| do 9, do ..        | 4619                  | 6978    | 80½  | 604                   | 477     | 3981   | 9010         | 09      | 549663  | 1470  | 93        | 1354½  | 1804   | 48      | 813           | 88            | 20556  | 41  |
| Total.....         | 60959½                | 71370   | 47½  | 5975                  | 4448    | 36729½ | 82958        | 32      | 5747409 | 18810 | 73        | 11514½ | 15867  | 67      | 8675          | 80            | 202131 | 57½ |

Equal to.....£50,532 17s. 10d. Currency.

GRAND TRUNK RAILWAY COMPANY'S OFFICE,  
Montreal, 26th September, 1854.

No. 5.—(Continued.)

STATEMENT of the NUMBER and CLASSIFICATION of the PASSENGERS, and the Quantity of MERCHANDIZE conveyed on the Section of the GRAND TRUNK RAILWAY of CANADA opened for Traffic, for the six months ending 30th June, 1854.

|          |       |                          |
|----------|-------|--------------------------|
| 90,771½  | ..... | First Class Passengers.  |
| 27,085   | ..... | Second Class Passengers. |
| 117,806½ | ..... | Passengers.              |
| 116,571  | ..... | Tons Merchandize.        |

W. H. A. DAVIES,  
*Chief Accountant.*

OFFICES OF THE GRAND TRUNK  
RAILWAY COMPANY OF CANADA,  
Montreal, 30th June, 1854.

STATEMENT of the NUMBER and CLASSIFICATION of the PASSENGERS, and the Quantity of MERCHANDIZE conveyed on that Section of the GRAND TRUNK RAILWAY of CANADA opened for Traffic, from the 1st July to the 1st September, 1854.

|         |       |                          |
|---------|-------|--------------------------|
| 50,718  | ..... | First Class Passengers.  |
| 4,189½  | ..... | Second Class Passengers. |
| 54,852½ | ..... | Passengers.              |
| 45,568½ | ..... | Tons Merchandize.        |

W. H. A. DAVIES,  
*Chief Accountant.*

OFFICES OF THE GRAND TRUNK  
RAILWAY COMPANY OF CANADA,  
Montreal, 30th June, 1854.



THE GRAND TRUNK RAILWAY COMPANY OF CANADA,—REVENUE ACCOUNT.

*Cr.*

*Dr.*

| DATE.           | EXPENDITURE.                           | Amount. |       | DATE.           | RECEIPTS.                            | Amount. |       |
|-----------------|--|---------|-------|-----------------|--------------------------------------|---------|-------|
|                 |  | £       | s. d. |                 |                                      | £       | s. d. |
| June 30, 1854.. | For Locomotive Power.....              | 40125   | 13 0  | June 30, 1854.. | Received from Passenger Traffic..... | 37454   | 10 8  |
|                 | Maintenance of Way .....               | 16061   | 8 11  |                 | do from Merchandize Traffic.....     | 72827   | 8 6   |
|                 | Merchandize Charges .....              | 17302   | 6 2   |                 | do for the Carriage of Mails.....    | 5498    | 9 7   |
|                 | Coaching Charges .....                 | 9482    | 8 2   |                 | do for Expresses, &c., &c.....       | 1656    | 1 7   |
|                 | General Charges.....                   | 4280    | 2 9   |                 | do for Rents.....                    | 1096    | 13 4  |
|                 | Compensation for Losses, &c.....       | 885     | 13 6  |                 | Total .....                          | 118528  | 3 8   |
|                 | Longueuil Ferry Account.....           | 390     | 15 0  |                 |                                      |         |       |
|                 | £                                      | 88028   | 7 6   |                 |                                      |         |       |
|                 | Balance to Credit of Revenue Account.. | 30499   | 16 2  |                 |                                      |         |       |
|                 | Total .....                            | 118528  | 3 8   |                 |                                      |         |       |

E. E.

W. H. A. DAVIES,

*Chief Accountant.*

GRAND TRUNK RAILWAY COMPANY OF CANADA,  
Montreal, 30th June, 1854.

No. 5.—(Continued.)

*Dr.* THE GRAND TRUNK RAILWAY COMPANY OF CANADA,—GENERAL BALANCE. *Cr.*

| June 30, 1854.   |          | June 30, 1854.   |  | £       | s. | d. | £ | s. | d. |
|--|----------|--|--|---------|----|----|---|----|----|
| To payments made to Contractors.....                                   |          | To Balance of Capital Account.....   |  | 63879   | 1  | 8  |   |    |    |
| To balances due by Sundry Persons..                                    |          | By Balance of Revenue Account.....   |  | 30499   | 16 | 2  |   |    |    |
| To Cash on hand, London, 31st May.....                                 | £273,426 | By Contractors Reserve Funds .....   |  | 78043   | 6  | 10 |   |    |    |
| To Cash on hand, Canada, 30th June.                                    | 12321    | do Salary Funds .....  |  | 14018   | 4  | 6  |   |    |    |
| To Bills Receivable on hand .....                                      |          | By Bills of Exchange drawn on the London Bankers but not yet paid by them..... |  | 824599  | 11 | 3  |   |    |    |
| To Bonds on hand, Toronto City .....                                   | £100000  | By Bills Payable .....   |  | 20009   | 7  | 3  |   |    |    |
| To Bonds on hand, Atlantic and St. Lawrence.....                       | 121000   | By amount due to sundry Individuals.   |  | 9525    | 5  | 0  |   |    |    |
| To Bonds on hand, Provincial (St. Lawrence) .....                      | 8760     | By sundry amounts charged but not yet paid.....                                |  | 11619   | 14 | 9  |   |    |    |
| To Exchange and Commission Account                                     |          | Total .....  |  | 1047194 | 7  | 5  |   |    |    |
| To Inland Freight Account.....   | 5365     |  |  |         |    |    |   |    |    |
| To Premium on Debenture Account.....                                   | 179      |  |  |         |    |    |   |    |    |
| To Provincial Debenture Account, (Grand Trunk).....                    | 20396    |  |  |         |    |    |   |    |    |
| To Stores on hand .....  | 164615   |  |  |         |    |    |   |    |    |
| To Fuel on hand .....  | 17489    |  |  |         |    |    |   |    |    |
| To outstanding Traffic Accounts .....                                  | 11529    |  |  |         |    |    |   |    |    |
| To Balance at Debit of the Atlantic and St. Lawrence Railroad Company. | 23980    |  |  |         |    |    |   |    |    |
| Total .....  | £185299  |  |  |         |    |    |   |    |    |
|  | 1047194  |  |  |         |    |    |   |    |    |

E. E. W. H. A. DAVIES, Chief Accountant.

GRAND TRUNK RAILWAY COMPANY OF CANADA,  
Montreal, 30th June, 1854.



No. 5.—(Continued.)

STATEMENT of MONIES RECEIVED and EXPENDED in CANADA by the GRAND TRUNK RAILWAY COMPANY of CANADA, &c.—(Continued.)

| R E C E I P T S.          | Amount.  |    |    | E X P E N D I T U R E.                           | Amount.  |    |    |
|---------------------------|----------|----|----|--|----------|----|----|
|                           | £        | s. | d. |  | £        | s. | d. |
| <i>Brought over</i> ..... | 491988   | 1  | 9  | <i>Brought over</i> .....                        | 399993   | 17 | 0  |
|                           |          |    |    | On account of:—                                  |          |    |    |
|                           |          |    |    | Longueuil Ferry Account.....                     | 793      | 10 | 0  |
|                           |          |    |    | Lands and Land Damages.....                      | 467      | 15 | 7  |
|                           |          |    |    | Claims for Losses, Cattle killed, &c.....        | 215      | 7  | 8  |
|                           |          |    |    | Bills Payable.....                               | 12842    | 14 | 0  |
|                           |          |    |    | Interest Account.....                            | 5671     | 0  | 7  |
|                           |          |    |    | Atlantic and St. Lawrence Railroad Company ..... | 38623    | 2  | 3  |
|                           |          |    |    | Sundry Persons in account.....                   | 982      | 15 | 5  |
|                           |          |    |    | Premium on Debenture Account.....                | 7300     | 0  | 0  |
|                           |          |    |    | Balance, being Cash on hand, in Canada.....      | 25097    | 19 | 3  |
| Total .....               | £ 491988 | 1  | 9  | Total .....                                      | £ 491988 | 1  | 9  |

E. E.

W. H. A. DAVIES,  
*Chief Accountant.*

OFFICES OF THE GRAND TRUNK RAILWAY COMPANY OF CANADA,  
Montreal, 1st September, 1854.





No. 6.—(Continued.)

GREAT WESTERN RAILWAY of CANADA—CAPITAL ACCOUNT, &c.—(Continued.)

Dr.

Cr.

|            | Receipts to 31 July, 1854. |         |    | Receipts from August 1, to January 31. |        |    | Total Receipts. |         |    | Expenditure to 31 July, 1854.  |         |    | Expenditure from August 1, to January 31st. |        |    | Total Expenditure. |         |    |    |
|------------|----------------------------|---------|----|--|--------|----|-----------------|---------|----|--|---------|----|---|--------|----|--------------------|---------|----|----|
|            | £                          | s.      | d. | £                                      | s.     | d. | £               | s.      | d. | £  | s.      | d. | £   | s.     | d. | £                  | s.      | d. |    |
|            | Brought over.....          | 2907007 | 8  | 1                                      | 403707 | 18 | 6               | 3310715 | 6  | 7  | 2862771 | 19 | 10  | 398698 | 0  | 4                  | 3261469 | 0  | 2  |
|            |                            |         |    |  |        |    |                 |         |    | Law Charges .....  | 8626    | 4  | 5   | 2771   | 2  | 6                  | 11397   | 6  | 11 |
|            |                            |         |    |  |        |    |                 |         |    | Police Force.....  | 2569    | 6  | 8   | 466    | 7  | 5                  | 3035    | 14 | 1  |
|            |                            |         |    |  |        |    |                 |         |    | Salaries .....   | 11381   | 10 | 3   | 733    | 6  | 8                  | 12114   | 16 | 11 |
|            |                            |         |    |  |        |    |                 |         |    | Printing, Stationery, and Advertising .....  | 4397    | 7  | 7   |        |    |                    | 4419    | 0  | 7  |
|            |                            |         |    |  |        |    |                 |         |    | Incidental, including cost of Furniture, travelling expenses, Taxes, Insurance, Office Expenses, &c..... | 17261   | 19 | 4   |        |    |                    | 18279   | 7  | 11 |
| Total..... | £                          | 2907007 | 8  | 1                                      | 403707 | 18 | 6               | 3310715 | 6  | 7  | 2907007 | 8  | 1   | 403707 | 18 | 6                  | 3310715 | 6  | 7  |

I Certify the above Statement of Accounts to be a true and faithful Return of the Company's Accounts, of which they purport to be a copy.

H. STEPHENS,  
Secretary.

HAMILTON, April 17th, 1855.



No. 6.—(Continued.)

GREAT WESTERN RAILWAY OF CANADA.—STATEMENT OF REVENUE ACCOUNTS, &c.—(Continued.)

|  | £ | s. | d. | £      | s.     | d. | £     | s.     | d.     |   |   |
|--|---|----|----|--------|--------|----|-------|--------|--------|---|---|
| <i>Brought over</i> .....  |   |    |    | 195536 | 8      | 2  | 50078 | 19     | 11     |   |   |
| TRAFFIC DEPARTMENT, CHARGES.—(Continued.)                              |   |    |    |        |        |    |       |        |        |   |   |
| <i>Brought over</i> .....  |   |    |    | 12820  | 16     | 11 |       |        |        |   |   |
| Wages of Conductors, Brakemen, and Baggage-men .....                   |   |    |    | 4982   | 0      | 11 |       |        |        |   |   |
| do Porters, Signalmen, extra Freight Warehousemen, and Policemen ..... |   |    |    | 7231   | 11     | 11 |       |        |        |   |   |
| do Steam Ferry Boat at Windsor and hire of temporary Boats .....       |   |    |    | 2699   | 13     | 6  |       |        |        |   |   |
| Cordwood supplied Stations and Cars .....                              |   |    |    | 918    | 10     | 0  |       |        |        |   |   |
| Stores supplied Stations, including Oil for Lamps, Signals, &c. ....   |   |    |    | 2628   | 12     | 3  |       |        |        |   |   |
| Horses, Horsekeep, and Cartage .....                                   |   |    |    | 25     | 5      | 3  |       |        |        |   |   |
| Compensation and Damages .....   |   |    |    | 8787   | 11     | 2  |       |        |        |   |   |
| Counterfeit and Uncurrent Money .....                                  |   |    |    | 290    | 8      | 6  |       |        |        |   |   |
| Incidental and Travelling Expenses, and Petty Charges .....            |   |    |    | 995    | 7      | 0  |       |        |        |   |   |
| Clothing for Conductors, Brakemen, Policemen, &c. ....                 |   |    |    | 598    | 4      | 8  |       |        |        |   |   |
| Telegraph Operators' Wages, &c. ....                                   |   |    |    | 1343   | 8      | 5  | 48316 | 10     | 6      |   |   |
| GENERAL CHARGES.   |   |    |    |        |        |    |       |        |        |   |   |
| Direction .....  |   |    |    | 625    | 0      | 0  |       |        |        |   |   |
| Salaries—Secretary, Accountant, and Audit Departments .....            |   |    |    | 2333   | 13     | 5  |       |        |        |   |   |
| Printing and Stationery .....  |   |    |    | 2427   | 19     | 10 |       |        |        |   |   |
| Advertising .....  |   |    |    | 732    | 3      | 9  |       |        |        |   |   |
| Incidental and Travelling Expenses and petty charges .....             |   |    |    | 706    | 11     | 0  |       |        |        |   |   |
| Postages .....   |   |    |    | 232    | 18     | 8  |       |        |        |   |   |
| Taxes .....  |   |    |    | 2002   | 5      | 1  | 9060  | 11     | 9      |   |   |
| Total working expenses .....   |   |    |    |        |        |    | £     | 102456 | 2      | 2 |   |
| Balance .....  |   |    |    |        |        |    |       | 93080  | 1      | 0 |   |
| Total .....  |   |    |    | £      | 195536 | 8  | 2     | £      | 195536 | 8 | 2 |

I certify the above Statement of Accounts to be a true and faithful Return of the Company's Accounts, of which they purport to be a copy.

HAMILTON, April 17th, 1855.

H. STEPHENS,  
Secretary.



No. 6.—(Continued.)

GREAT WESTERN RAILWAY OF CANADA.—GENERAL SUMMARY OF BALANCES, on the 31st January, 1855.

*Cr.*

*Dr.*

|   | £      | s. | d. | £           | s. | d. |
|---|--------|----|----|-------------|----|----|
| Sundry Balances due to the Company .....      | 26822  | 7  | 1  | 88764       | 19 | 6  |
| Debts due on Traffic Account.....             | 35300  | 4  | 10 | 211968      | 0  | 11 |
| Municipal Debentures on hand .....            | 17850  | 0  | 0  | 12775       | 0  | 0  |
| Stores and Fuel on hand .....                 | 26612  | 8  | 8  |             |    |    |
| Balance at Debit of Construction Account..... | 157418 | 0  | 8  |             |    |    |
| Total .....                                   | 263503 | 0  | 5  | 263503      | 0  | 5  |
|   |        |    |    | Total ..... | £  |    |

I certify the above Statement of Accounts to be a true and faithful Return of the Company's Accounts, of which they purport to be a copy.

H. STEPHENS,  
*Secretary.*

HAMILTON, April 17th, 1855.

## No. 7.

## STATEMENT of the AFFAIRS of the GUELPH and ARTHUR ROAD COMPANY, on the 14th March, 1855.

GUELPH, 14th March, 1855.

Sir,—In reply to your Circular, with Order of the House, dated 14th September, 1854, and received to day, I beg leave to submit the following Status of the Guelph and Arthur Road Company.

Nine miles of Road (the whole) completed, with two Toll-gates, rented at £135 each, for last year.

|  | £      | s. | d. |
|--|--------|----|----|
| Stock paid up .....  | 2609   | 18 | 0  |
| Still likely to be recovered .....                                       | 170    | 0  | 0  |
| Bad and doubtful .....   | 480    | 7  | 0  |
| Total subscribed .....   | £ 3210 | 0  | 0  |
| Cash on hand .....   | £ 4    | 10 | 9  |
| <b>LIABILITIES.</b>  |        |    |    |
| Award to Dr. Clarke, Assignee of F. Smith, Contractor, balance due ..... | 402    | 8  | 7  |
| Loan from Municipality of Nichol .....                                   | 2000   | 0  | 0  |

WILLIAM HEWAT, *President,**Guelph and Arthur Road.*A. D. FERRIER, *Treasurer,**Guelph and Arthur Road Company.*W. B. LINDSAY, *Esquire,**Clerk, Assembly.*

No. 8.

STATEMENT of AFFAIRS of the HAMILTON and TORONTO RAILWAY COMPANY.

*Dr.*

*Cr.*

| RECEIPTS.                                    | Amount. |        |    | EXPENDITURE.   | Amount. |    |    |
|--|---------|--------|----|--|---------|----|----|
|  | £       | s.     | d. |  | £       | s. | d. |
| Amount received on 8000 Shares, issued ..... | 178525  | 0      | 0  | Paid on Account of Construction Accounts .....   | 108158  | 10 | 8  |
| Interest due to Sundries .....               | 276     | 1      | 6  | do do of Iron delivered .....  | 67078   | 3  | 5  |
| Interest on Loans .....                      | 2420    | 1      | 7  | do do of Interest and Contingent Expenses,<br>including Engineering and all other<br>charges ..... | 34010   | 0  | 5  |
| Transfer Fees .....                          | 19      | 4      | 0  | Paid Great Western Railroad Company, on account of<br>Rolling Stock, as per Agreement ...          | 18292   | 13 | 8  |
|  | £       | 176240 | 7  | 1  | 222584  | 8  | 2  |
| Convertible Debentures .....                 | 200000  | 0      | 0  | At Debtor of London Agency .....   | 151696  | 1  | 2  |
|  | £       | 376240 | 7  | 1  | 2009    | 17 | 9  |
|  |         |        |    | In Bank of Upper Canada .....  | 376240  | 7  | 1  |

I certify the above to be a correct Statement.

J. E. SABINE,  
*Secretary.*

OFFICE OF THE HAMILTON AND TORONTO RAILWAY COMPANY,  
Hamilton, 30th September, 1854.



## No. 9.

STATEMENT of PASSENGERS and FREIGHT passed UPWARDS, on the  
INDUSTRY VILLAGE and RAWDON RAILWAY, for the Season  
of 1853.

|     |                     |      |                          |
|-----|---------------------|------|--------------------------|
| 927 | Through Passengers. | 27   | Kegs Nails.              |
| 257 | Way do.             | 8    | do Snuff.                |
| 1   | Tomb Stone.         | 1    | do Paint.                |
| 94  | Barrels Flour.      | 1    | Bag Pepper.              |
| 69  | do Fish.            | 8    | Bags Boots.              |
| 11  | do Oil.             | 80   | do Apples.               |
| 90  | do Whiskey.         | 35   | Bales Dry Goods.         |
| 3   | do Plaster.         | 13   | Mill Saws.               |
| 7   | do Vinegar.         | 24   | Packages Furniture.      |
| 6   | do Pork.            | 12   | do Leather.              |
| 2   | do Cider.           | 5    | Bags Rice.               |
| 1   | do Lamp Black.      | 2    | do Sundries.             |
| 15  | do Apples.          | 1½   | Cwt. Putty.              |
| 2   | do Rosin.           | 67   | do Bar Iron.             |
| 9   | do Muscovado Sugar. | 6    | do Biscuit.              |
| 26  | Boxes Tea.          | 8    | do Iron Castings.        |
| 25  | do Tobacco.         | 25   | Bags Lime.               |
| 44  | do Soap.            | 2    | Bushels Grass Seed.      |
| 18  | do Glass.           | 2    | do Clover.               |
| 10  | do Pipes.           | 42   | Stoves.                  |
| 14  | do Dry Goods.       | 270  | Lengths Stove Pipe.      |
| 110 | do Sundries.        | 1    | Box Sheet Iron.          |
| 7   | do Matches.         | 6    | Crates Crockery.         |
| 4   | do Whetstones.      | 7    | Coils Rope.              |
| 4   | do Raisins.         | 5    | Carts and Wagons.        |
| 1   | do Starch.          | 1    | Sett Harness.            |
| 7   | do Candles.         | 136  | Bushels Salt.            |
| 5   | do Salaratus.       | 2    | Pairs Steel Springs.     |
| 3   | do Axes.            | 1    | Sett Blacksmith's Tools. |
| 1   | do Soda Crackers.   | 1    | Piano.                   |
| 1   | Keg Epsom Salts.    | 1    | Carding Machine.         |
| 9   | Dozen Pails.        | 2    | Mowing Cradles.          |
| 2   | do Rakes.           | 1150 | Bricks.                  |
| 8   | do Scythes.         | 2    | Threshing Machines.      |
| 2½  | do Scythe Snates.   | 2    | Fanning Mills.           |
| 2   | do Forks.           | 4    | Ploughs.                 |
| 1½  | do Shovels.         | 8    | Dozen Corn Brooms.       |
| 10  | do Gin.             | 1    | Boom Chain.              |
| 8   | do Beer.            | 12   | Cast Iron Bake Pans.     |
| 5   | do Sickles.         | ½    | Cwt Cheese.              |
| 21  | Puncheons Molasses. |      |                          |

J. U. DONVIN,  
*President.*

P. D. BROWN,  
*Treasurer.*

No. 9.—(Continued.)

STATEMENT of PASSENGERS and FREIGHT passed DOWNWARDS, on  
the INDUSTRY VILLAGE and RAWDON RAILWAY, for the  
Season of 1853.

|      |                     |         |                        |
|------|---------------------|---------|------------------------|
| 1035 | Through Passengers. | 4       | Horses.                |
| 209  | Way do.             | 10      | Herds of Cattle.       |
| 692½ | Cwts Oatmeal.       | 18      | Calves.                |
| 617  | Tinnets Butter.     | 74      | Sheep.                 |
| 6817 | Bushels Oats.       | 100     | Packages Cabinet Ware. |
| 407  | do Potatoes.        | 8       | Barrels Beer.          |
| 121  | do Flaxseed.        | 4       | Dozen Bottles Beer.    |
| 2    | do Rye.             | 680     | do Eggs.               |
| 32   | do Barley.          | 33      | Barrels Potash.        |
| 2    | do Clover.          | 3       | Bales Old Rags.        |
| 1    | do Grass Seed.      | 6       | Cwt. Old Iron.         |
| 21   | Cwts Flour.         | 1085456 | Feet Sawed Lumber.     |
| 15   | do Maple Sugar.     | 2407    | Fence Rails.           |
| 76   | Dead Hogs.          | 3       | Packages Shingles.     |
| 56½  | Pairs Cart Wheels.  | 197     | Ship.                  |
| 7    | do Barrow Wheels.   | 10      | Packages Brush Backs.  |

J. U. DONVIN,  
*President.*

P. D. BROWN,  
*Treasurer.*

MONTREAL, November 1st, 1854.

No. 10.

**FIRST ANNUAL REPORT**

OF THE

**PRESIDENT AND DIRECTORS,**

TO THE

**SHAREHOLDERS**

OF THE

**LONDON AND PORT STANLEY RAILWAY  
COMPANY.****1854.****PUBLIC PRINTING  
and STATIONERY****SEP 28 1865****DOCUMENTS LIBRARY***President.*—L. LAWRASON.*Vice-President.*—MURRAY ANDERSON.*Directors.*—S. S. POMROY, SAMUEL PRICE, ELTHAM PAUL, WM. BARKER, S. MORRILL, E. LEONARD, AND E. ADAMS.*Directors, Ex-Officio.*—THE MAYOR OF LONDON, THE WARDEN OF MIDDLESEX, THE WARDEN OF ELGIN, AND THE REEVE OF ST. THOMAS.*Chief Engineer.*—ROSWELL G. BENEDICT.*Solicitor.*—E. J. PARKE.

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## ANNUAL REPORT.

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OFFICE OF THE LONDON AND PORT STANLEY RAILWAY COMPANY.

LONDON, CANADA WEST, September 4th, 1854.

Pursuant to custom, the President and Directors of the London and Port Stanley Railway Company, submit to the Shareholders a Report of the Affairs of the Company, for the year ending July 31st, 1854.

Immediately after the Election of Directors at the first General Meeting, the Board proceeded to organize the Company, by the appointment of Officers.

As soon as the subscriptions to the Capital Stock authorized them, the Directors invited proposals for grading and constructing the Road; and on the 9th day of November, the Contract for this work was awarded to Messrs. Pierson, Case & Co., their tender being considered the most favorable of eighteen propositions submitted by various parties, most of whom were experienced and responsible Contractors.

The Subscription of London, having been increased to Two thousand Shares, and the Counties of Middlesex and Elgin, together with the Municipality of St. Thomas, having subscribed, in the aggregate, for Two thousand one hundred and forty Shares, instructions were given to the Chief Engineer, on the 17th day of March, to notify the Contractors to make preparations for the immediate commencement of the Work; which has since been carried on with such energy on the part of the Contractors, as to warrant the belief that the Line will be ready for traffic by September 1st, 1855.

Great progress has been made in acquiring the land requisite for Right of Way and Station grounds. The Directors have entered into an agreement with the County of Middlesex Agricultural Society, for the purchase of its property on Bathurst Street, in the Town of London, and immediately adjoining the Great Western Railway, which presents a most favorable Site for the Northern terminus of the Road. At St. Thomas, a lot of land, containing over fourteen acres, has been bought; which, from its conformation and locality, being in part bounded on the East by the Corporation Line, is eminently adapted for the Company's business. The lots purchased for accommodating the Freight traffic at Port Stanley, will afford over Five hundred feet of Wharfage, besides which, property sufficient for the other purposes of the Company, is being acquired.

The prices paid for Right of Way have been high; and in some cases, the proprietors have made such exorbitant demands, that the Directors have deemed it expedient to resort to arbitration. The increased value of Landed Property within the last year, will cause an excess over the original estimate for this purpose.

Contracts for Eighteen hundred tons of T. rails, weighing 58 pounds to the yard, have been entered into with Messrs. Walker and Berry, of Quebec, and with Mr. Joseph Robinson, of Toronto, Agent for the Ebbw Vale Iron Works. These Contracts were made after much competition between Importers in Canada and New York, and on terms highly favorable to the Company. At the time of closing the Contract with Messrs. Pierson, Case & Co., the Directors released them from furnishing the Iron, as at first agreed for, at £16 5s. per ton; thereby

effecting a reduction of Thirty shillings per ton on Twenty-five hundred tons of rails, required for the Road. The Directors confidently expect that a large portion of this Iron will be delivered at Port Stanley this autumn, prior to the close of Navigation; in fact, some hundred tons have been already shipped. The high reputation of the products of the Rolling Mills of the Manufacturers, is a guarantee that the superstructure of your Road will be equal to any on the Continent.

To avoid the heavy pecuniary sacrifice, the Company would have been compelled to submit to, by disposing of a large amount of Debentures at one time, in the excited state of the Money market during the present year, the Directors deemed it advisable to apply to the Town Council of London, to take Stock under the provisions of the Consolidated Municipal Loan Fund Act of Upper Canada. The Bye-Law passed in accordance with this application, was approved by the Governor General in Council, on the 20th of July; and the necessary forms having been passed through, the whole amount of the London Subscription, £50,000, was at once placed to the Company's credit by the Receiver General.

The County of Middlesex will apply to Parliament during the coming Session, for authority to fund its Debt under the Consolidated Municipal Loan Fund Act. Should the Act pass, (and there is no reason to doubt its passing,) the Company will receive £25,000 without discount, as would be the case were Debentures issued in payment of the County's Stock.

No disposition has been made of the Debentures issued by the Municipality of St. Thomas, in the hope that that Corporation will take such steps as may be necessary to place its Stock Subscription under the Consolidated Act.

The Directors have authorized a Deed of Mortgage to be executed, for the purpose of securing the payment of both Principal and Interest on £100,000, currency, of Convertible Bonds. The Contractors will take about £40,000 of these Bonds, in payment of thirty per cent. of the amount of work done by them. The Bonds so disposed of to the Contractors, with the proceeds from the Subscriptions to the Capital Stock, will place the Company in a favorable position to enter into a negotiation for the sale of such portion of the remaining £60,000, as may be required; as three-fourths of the Expenditure estimated for the construction and total equipment of its Railway will be provided for, before any funds accruing from the sale of these Bonds will be required. On the success attending the sale of these Securities, the Directors must, in a great measure, depend for completing the Road in time to accommodate the Fall Trade of 1855.

Notice has been given that application will be made to the Provincial Parliament at its next Session, for an Amendment of the Act incorporating this Company. The Directors are of opinion, that it is of importance that authority to extend the Road from London to some harbor on Lake Huron, should be applied for; that for such purpose, the Capital of the Company should be increased to £500,000, and its title changed to "The Port Stanley, London, and Lake Huron Railway Company."

The rapid growth and improvement of London, and the unrivalled rich and fertile Agricultural Districts through which the extension of this Road to Lake Huron must pass, the stimulus given to Agriculture by the Reciprocity Treaty and Immigration from Europe, with the increase of trade and travel, following the completion of every work of Internal Improvement, speak well for the future prospects of your undertaking. Thus far, the Directors see ample cause for congratulating the Shareholders on the progress of the work, and the position of the Company's affairs.

By order of the Board of Directors.

L. LAWRASON, *President,*  
*London and Port Stanley Railway Company.*

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ENGINEER DEPARTMENT,  
LONDON AND PORT STANLEY RAILWAY COMPANY,

LONDON, September 5th, 1854.

Gentlemen,—I beg to submit the following Report of the progress and state of the work on your Railway, for the information of the Shareholders and the public.

In March last, the Contractors, Pierson, Case & Co., were notified to commence the grading of the Line according to a Resolution of your Board; which was immediately complied with, upon those portions where the titles had been extinguished, or no difficulty exists as to the Right of Way. Since that time, they have steadily increased their forces, notwithstanding the extreme scarcity and demand for laborers, as fast as the land has been acquired by the Company; and have now employed three hundred and fifty men, seventy-five teams, one Steam Excavator, and the necessary tools and machinery to carry on the work to the best advantage.

The grading, at the present time, is one-third completed; one-half of the culvert masonry is finished, and a large proportion of materials for the balance, on hand, and delivered. The stone for the abutments of the Bridges over the River Thames, at London and Kettle Creek, near Port Stanley, two of the most important pieces of masonry, is being delivered; and there is no doubt these Bridges will be completed in time for the laying of the track.

The Timber for the different Bridges is now being prepared, and will be delivered and framed during the ensuing winter, ready for raising and completing early in the spring of next year.

Cross-ties for several miles of Road are already delivered, and Contracts made for the balance to be furnished during the winter.

Since the Report and Estimate of cost made to your Board, September 16th, 1853, and since letting the work to Pierson, Case & Co., I have carefully examined the quantities, and find that my Estimate made at that time for the construction of the Road, with a fixed sum for Rolling Stock and Stations, is sufficient to complete it. The Furniture and Station accommodation, will of course, be governed by the business of the Line after it is opened; and I consider it liberally provided for, for the first year.

Some difficulties in the way of foundations, have been encountered on the line; and a subterranean lake or pond, has been met with between London and Pond Mills. I am pleased to Report, however, that these have been overcome without any material expense that will affect the general Estimate of cost; and the balance of the work does not present any appearance that would lead me to suppose that anything further will be met with than the ordinary work provided for in the Contract.

Should no delay beyond the contract time occur in the delivery of the iron rails, there is no doubt your Road can be completed for the Fall business of 1855.

Respectfully submitted,

ROWSSELL G. BENEDICT,

CHIEF ENGINEER,

*L. & P. S.R.*

To the President and Directors of the  
London and Port Stanley Railway Company.

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## No. 11.

MEGANTIC JUNCTION RAILWAY AND NAVIGATION COMPANY.—  
RETURN to an Order of the Honorable the Legislative Assembly.

|   | £          | s. | d. |
|---|------------|----|----|
| Amount of Stock authorized by Act of Incorporation.....                       | 125000     | 0  | 0  |
| Probable Cost of Road fully equipped .....                                    | 85000      | 0  | 0  |
| Amount of Stock subscribed in Canada up to date.....                          | 21250      | 0  | 0  |
| Amount of Stock subscribed in Great Britain .....                             | Not known. |    |    |
| Amount received from Stockholders in Canada .....                             | 1062       | 3  | 4  |
| Amount received from Stockholders in Great Britain .....                      | Not known. |    |    |
| Amount paid for Engineer's Services, Survey, Office Expenses, &c., &c., &c .. | 1150       | 5  | 6  |

## DIRECTORS and OFFICERS of the COMPANY with their respective SALARIES.

—  
JOHN GREAVES CLAPHAM, Esquire, *President*.  
E. P. MACKIE, Esquire, *Managing Director*.

## DIRECTORS.

James Moir Ferres, Esquire, M.P.P. Montreal.  
Charles Campbell, Esquire, Bampcell Lodge, Halifax, County Megantic.  
John Smith, Esquire, Inverness, County Megantic.  
George Hall, Esquire, Quebec.  
John R. Lambly, Esquire, Mayor of the County Megantic.

—  
J. T. Brousseau, *Secretary-Treasurer*, no Salary fixed.  
John R. Healey, *Acting Treasurer*, £175 per annum.  
James N. Gildie, Esquire, *M.J.C.E.*, *Consulting Engineer*.  
F. Doyle, Esquire, *Engineer*, not fixed.  
Messrs. Stuart & Vanovous, *Solicitors*.  
John G. Clapham, Esquire, junior, *Notary*.  
Messrs Miller & Horn, *Agents in Great Britain*.

## OFFICES OF THE COMPANY.

SIMARD'S BUILDINGS, UPPER TOWN, QUEBEC.  
78 KING WILLIAM STREET, CITY, LONDON.

No Official Notification of the Amount of Stock subscribed for in Great Britain has yet been received from the Agents. A Return will be made to the House of Assembly so soon as the notification is received.

J. G. CLAPHAM,  
*President*.

DATED AT QUEBEC,  
September 21st, 1854.



## No. 12.

## MONTREAL AND BYTOWN RAILWAY OFFICE,

MONTREAL, 20th October, 1854.

LIST of the NAMES of the present DIRECTORS, PRESIDENT, VICE-PRESIDENT, and other Officers of the MONTREAL and BYTOWN RAILWAY COMPANY, with Statements shewing the number of Shares subscribed, and the amount already paid on account of such Shares.

| NAMES.   | OFFICE.                  |
|--|--------------------------|
| Alexander Maurice Delisle .....                  | President.               |
| William Workman.....                             | Vice-President.          |
| Jean Louis Beaudry .....                         | Director.                |
| Benjamin H. Lemoine .....                        | Director.                |
| William Evans .....                              | Director.                |
| Norbert Dumas .....                              | Director.                |
| Haviland L. Routh.....                           | Director.                |
| Henry Judah .....                                | Director.                |
| Wolfred Nelson, Mayor of Montreal.....           | Director.                |
| Asa Cooke, Mayor of Ottawa, Division No. 2 ..... | Director.                |
| James Watts, Mayor of Two Mountains .....        | Director.                |
| G. F. Cockburn .....                             | Chief Engineer.          |
| Adelard J. Boucher .....                         | Secretary and Treasurer. |
| Joseph Rousseau .....                            | Messenger.               |

Number of Shares subscribed:—Twenty-four thousand Shares.

Amount paid on account of said Shares:—£60,185, say, Sixty thousand one hundred and eighty-five pounds, currency.

A. M. DELISLE,

*President, M. & B. R.*

ADELARD J. BOUCHER,

*Secretary-Treasurer, M. & B. R. Co.*

## No. 13.

SECOND ANNUAL REPORT OF THE DIRECTORS OF THE NIAGARA  
AND TEN MILE CREEK ROAD COMPANY.

In submitting their Second Annual Report, the Directors are happy to find themselves able to announce a very considerable increase in the Receipts from Tolls, particularly as this increase arises not from any addition to the Rates of Toll, but solely from the greater amount of travel.

They have also much satisfaction in stating, that the Road throughout the year, has been in very excellent condition, so that, as will be seen by the Financial Statement, the money expended on Repairs during the past year, was of very trifling amount.

During the year, two comfortable dwellings have been erected for the Keepers of Gates, Nos. 1 and 3, at an expense of Ninety pounds; one-half of which was paid in cash, the other half falls due next summer.

The Stockholders in default, the Directors regret to say, remain precisely as last year, but they entertain some hope shortly of receiving a part at least of what is due.

The Financial Statement for the year ending 10th December, 1853, is as follows:—

|  | £  | s. | d.              | £   | s. | d.              |
|--|----|----|-----------------|-----|----|-----------------|
| Amount of Tolls received at Gate No. 1.....  |    |    |                 | 118 | 7  | 6 $\frac{1}{2}$ |
| do do do do No. 2.....   |    |    |                 | 116 | 0  | 1 $\frac{1}{2}$ |
| do do do do No. 3.....   |    |    |                 | 176 | 13 | 7 $\frac{1}{2}$ |
| Total, Tolls received.....   |    |    | £               | 411 | 1  | 3 $\frac{1}{2}$ |
| From which the following Payments have been made:—   |    |    |                 |     |    |                 |
| To John Brown, Repairs of Road in 1852.....  | 25 | 19 | 5               |     |    |                 |
| To W. H. Ward, on account of erection of Dwellings.....  | 45 | 0  | 0               |     |    |                 |
| To paid for Repairs and Materials.....   | 6  | 15 | 7 $\frac{1}{2}$ |     |    |                 |
| To Printing and Advertizing.....   | 3  | 6  | 11              |     |    |                 |
| To Collectors' Salaries and Contingencies.....   | 94 | 14 | 4               |     |    |                 |
|  |    |    |                 | 175 | 16 | 3 $\frac{1}{2}$ |
| Leaving for Dividend of 6 per cent., ordered to be paid by the Board, and to pay Interest on the Debt..... |    |    | £               | 285 | 5  | 0               |

JOHN SIMPSON,  
*Secretary and Treasurer.*

RICHARD HISCOTT,  
JOHN C. BALL,  
WILLIAM M. BALL.

} *Directors.*

NIAGARA, 12th December, 1853.

## No. 14.

RETURN for the Honorable the House of Assembly, of the ONTARIO, SIMCOE and HURON RAILROAD COMPANY, from the 1st July to the 31st December, 1854.

## CHARACTERISTICS OF ROAD.

| TOTAL LENGTH OF ROAD OPERATED.                      |       | Miles. |
|---|-------|--------|
| 1.—Length opened on 15th May, 1853 .....            |       | 30     |
| do do 13th June, do .....                           |       | 12     |
| do do 11th October, do .....                        |       | 21     |
| Total, Miles .....                                  |       | 63     |
| 2.—Length of Double Track, including Sidings .....  |       | 15     |
| 3.—Length of Branches owned by Company, laid .....  |       | 33     |
| 4.—Length of Double Track on do .....               |       | 57     |
| 5.—Weight of Rail per yard on Main Track .....      | lbs.  | 1432   |
| 6.—Minimum Radius of Curvature .....                | feet. | 60     |
| 7.—Maximum grade, going North, per Mile .....       |       | 528    |
| 8.—do, do South, do .....                           |       | 9      |
| 9.—Number of Way Stations .....                     |       | 7      |
| 10.—Number of Flag Stations .....                   |       | 44     |
| 11.—Number of Switches pointing on Main Track ..... |       | 1      |
| 12.—Number of Engine Houses .....                   |       |        |
| 13.—Number of Machine Shops .....                   |       |        |

## NUMBER AND CHARACTER OF LOCOMOTIVES.

| No.<br>of<br>Engines. | Describing Wheels. |           | Length<br>of<br>Stroke. | Diameter<br>of<br>Cylinder. | Connection. | REMARKS. |
|-----------------------|--------------------|-----------|-------------------------|-----------------------------|-------------|----------|
|                       | No.                | Diameter. |                         |                             |             |          |
|                       |                    | Feet.     |                         |                             |             |          |
| 1                     | 4                  | 5         | 20                      | 14                          | Inside.     |          |
| 2                     | 4                  | 5½        | 22                      | 16                          | Outside.    |          |
| 2                     | 6                  | 4½        | 20                      | 18                          | Inside.     |          |
| 4                     | 4                  | 5         | 20                      | 17                          | Inside.     |          |
| 1                     | 4                  | 6         | 20                      | 17                          | Inside.     |          |

|                                 |   |         |     |
|---------------------------------|---|---------|-----|
| Number of Passengers Cars ..... | 8 | Wheels, | 14  |
| do Baggage Cars .....           | 8 | do,     | 8   |
| do Box Freight Cars .....       | 8 | do,     | 75  |
| do Platform Cars .....          | 8 | do,     | 115 |
| do Gravel Cars .....            | 4 | do,     | 40  |
| do Hand Cars .....              | 4 | do,     | 12  |
| do Snow Ploughs .....           | 6 | do,     | 8   |

No. 14.—(Continued.)

## TRANSACTIONS OF THE HALF-YEAR.

|   |        |
|---|--------|
| Miles ran by Passenger Trains.....  | 42408  |
| Mileage of one Car in Passenger Train:—   |        |
| Passenger.....  | 91068  |
| Baggage .....   | 39845  |
|   | 123192 |
| Miles ran by Freight Trains .....   | 12529  |
| Mileage of one Car in Freight Train:—   |        |
| Box .....   | 58634  |
| Platform .....  | 64565  |
|   | 123199 |
| Miles ran by Wood Train .....   | 4998   |
| Mileage of one Car in Wood Train .....  | 36039  |
| Miles ran by Trains worked for Construction, exclusive of Trains worked for Ballasting .. | 11150  |
| Mileage of one Car for Construction.....  | 69066  |
| Miles ran by Ballast Trains .....   | 10341  |
| Mileage of one Car for Ballasting:—   |        |
| 8 Wheel Platform .....  | 100688 |
| 4 do Gravel .....   | 119393 |
| Being equivalent to Mileage by an 8 Wheeled Car.....                                      | 59696  |
|   | 160384 |

## MILEAGE OF ENGINES.

(Including Mileage in Depots, Switches, &amp;c.)

|  |         |         |
|--|---------|---------|
| Engines for Passenger Trains .....   | 45528   |         |
| do Freight do .....  | 15347   |         |
| do Wood do .....   | 5247    |         |
| do Construction do .....   | 10858   |         |
| do Ballasting do .....   | 12707   |         |
|  |         | 89687   |
| Rate of Fare (average per mile).....   |         | 327     |
| Number of Passengers of all classes carried in Cars:—  |         |         |
| Adults .....   | 68077   |         |
| Children.....  | 1700    |         |
| Free, and carried for Construction .....   | 5099    |         |
|  |         | 74876   |
| Number of Miles travelled by Passengers of all Classes, or number of Passengers carried one mile:— |         |         |
| Adults.....  | 1830776 |         |
| Children.....  | 45475   |         |
| Free, and carried for Construction .....   | 136398  |         |
|  |         | 2012649 |

No. 14.—(Continued.)

## NUMBER of TONS of FREIGHT of 2000lbs. CARRIED.

| Moving.                   | 1st Class. | 2nd Class. | 3rd Class. | Wheat. | Flour. | Car Loads.<br>Various. | Total. |
|---------------------------|------------|------------|------------|--------|--------|------------------------|--------|
| North .....               | 928½       | 948½       | 1701½      | .....  | 5½     | 328                    | 3974   |
| South .....               | 339½       | 201½       | 771        | 1147½  | 2962½  | 7940                   | 13862  |
| Total Number of Tons..... |            |            |            |        |        |                        | 17886  |

## TOTAL AMOUNT of FREIGHT or NUMBER of TONS carried One Mile.

|  |           |
|--|-----------|
| Average rate of speed adopted by Ordinary Passenger Trains, including stops, per hour .. | 20 Miles. |
| Rate of Speed when in motion .....   | 25 do.    |
| Average rate of speed of Express Trains, including stops, per hour.....                  | 25 do.    |
| Rate of speed when in motion .....   | 30 do.    |
| Average rate of speed of Freight Trains, including stops, per hour.....                  | 12 do.    |
| Rate of speed when in motion .....   | 16 do.    |

## CLASSIFICATION of FREIGHT in TONS of 2000lbs.

| DESCRIPTION of FREIGHT.  | Tons<br>Moving<br>North. | Tons<br>Moving<br>South. | Total<br>Tons. |
|--|--------------------------|--------------------------|----------------|
| Of the Product of the Forest .....   | 737½                     | 3382½                    | 9120           |
| do of Animals .....  | 50                       | 152                      | 202            |
| Of Vegetable Food (including 38253 bushels Wheat, and 28267<br>Barrels Flour)..... | 5½                       | 4671½                    | 4677           |
| Of other Agricultural produce.....   | .....                    | 78                       | 78             |
| Of Manufactures .....  | 3                        | .....                    | 3              |
| Of Merchandize.....  | 3133                     | .....                    | 3133           |
| Of other Articles .....  | 40                       | 78                       | 118            |
| Total .....  | .....                    | .....                    | 17886          |

No. 14.—(Continued.)

EXPENSES of MAINTAINING and OPERATING the ROAD.

| DESCRIPTION OF WORK.  | ALLOTTED TO                  |           |           |                    |           |           |                  |           |          |              |           |          |   |
|---|------------------------------|-----------|-----------|--------------------|-----------|-----------|------------------|-----------|----------|--------------|-----------|----------|---|
|   | Ballasting and Constructing. |           |           | Passenger Traffic. |           |           | Freight Traffic. |           |          | Total.       |           |          |   |
|   | £                            | s.        | d.        | £                  | s.        | d.        | £                | s.        | d.       | £            | s.        | d.       |   |
| Stationery, Printing, and Advertisements.....                     |                              |           |           | 228                | 5         | 5         | 238              | 5         | 5        | 521          | 10        | 10       |   |
| <b>STATION EXPENSES—</b>  |                              |           |           |                    |           |           |                  |           |          |              |           |          |   |
| Repairs of Buildings, &c.....                                     |                              |           |           |                    |           |           | 71               | 8         | 7½       |              |           |          |   |
| Switchmen, &c.....  |                              |           |           | 320                | 11        | 10        | 528              | 5         | 4        |              |           |          |   |
| Station Masters.....  |                              |           |           | 466                | 15        | 0         | 466              | 15        | 0        | 1971         | 9         | 4        |   |
| Fuel.....   |                              |           |           | 39                 | 17        | 6         | 39               | 17        | 6        |              |           |          |   |
| Sundries.....   |                              |           |           | 18                 | 7         | 11        | 19               | 10        | 7½       |              |           |          |   |
| <b>OFFICE EXPENSES—</b>   |                              |           |           |                    |           |           |                  |           |          |              |           |          |   |
| Secretary.....  |                              |           |           |                    |           |           |                  |           |          |              |           |          |   |
| Superintendent.....   |                              |           |           |                    |           |           |                  |           |          |              |           |          |   |
| Clerks.....   |                              |           |           | 520                | 10        | 0         | 328              | 12        | 5        | 849          | 2         | 5        |   |
| Sundries.....   |                              |           |           |                    |           |           |                  |           |          |              |           |          |   |
| <b>PASSENGER TRAIN EXPENSES—</b>                                  |                              |           |           |                    |           |           |                  |           |          |              |           |          |   |
| Conductors, Baggage, and Brakemen.....                            |                              |           |           | 604                | 7         | 7         |                  |           |          |              |           |          |   |
| Oil and Waste.....  |                              |           |           | 88                 | 5         | 8         |                  |           |          | 907          | 13        | 1½       |   |
| Car Repairs.....  |                              |           |           | 216                | 19        | 10½       |                  |           |          |              |           |          |   |
| Sundries.....   |                              |           |           | 3                  | 0         | 0         |                  |           |          |              |           |          |   |
| <b>FREIGHT TRAIN EXPENSES—</b>                                    |                              |           |           |                    |           |           |                  |           |          |              |           |          |   |
| Conductors and Brakemen.....                                      |                              |           |           |                    |           |           | 735              | 19        | 10½      |              |           |          |   |
| Oil and Waste.....  |                              |           |           |                    |           |           | 62               | 13        | 2        |              |           |          |   |
| Car Repairs.....  | 360                          | 14        | 0         |                    |           |           | 261              | 7         | 8        | 1455         | 9         | 2        |   |
| Labor and Damages.....  |                              |           |           |                    |           |           | 34               | 14        | 5½       |              |           |          |   |
| Taxes on Real Estate.....   |                              |           |           | 452                | 3         | 0         | 226              | 1         | 0        | 678          | 4         | 0        |   |
| Water Supplies.....   | 95                           | 9         | 9½        | 188                | 4         | 0         | 87               | 16        | 0        | 366          | 9         | 9½       |   |
| Wood, and cost of preparing....                                   | 761                          | 14        | 3½        | 1082               | 5         | 0         | 861              | 10        | 0        | 2705         | 9         | 3½       |   |
| Maintenance of permanent Way.....                                 |                              |           |           | 1960               | 2         | 10        | 980              | 1         | 5        | 2940         | 4         | 3        |   |
| <b>MAINTENANCE OF LOCOMOTIVE POWER—</b>                           |                              |           |           |                    |           |           |                  |           |          |              |           |          |   |
| Repairs of Locomotives.....                                       | 608                          | 8         | 7½        | 1160               | 2         | 0         | 556              | 15        | 0        |              |           |          |   |
| Engineer and Firemen.....   |                              |           |           | 631                | 9         | 1         | 397              | 2         | 9        | 3808         | 0         | 6½       |   |
| Oil and Waste.....  | 119                          | 11        | 7         | 529                | 10        | 0         | 110              | 1         | 6        |              |           |          |   |
| <b>£</b>  | <b>1940</b>                  | <b>18</b> | <b>3½</b> | <b>8200</b>        | <b>16</b> | <b>8½</b> | <b>6061</b>      | <b>17</b> | <b>9</b> | <b>16203</b> | <b>12</b> | <b>9</b> |   |
| Deduct from Grand Total, proportion allotted to Construction..... |                              |           |           |                    |           |           |                  |           |          | 1940         | 18        | 3½       |   |
| Balance, chargeable against Revenue.....                          |                              |           |           |                    |           |           |                  |           |          | £            | 14262     | 14       | 6 |

No. 14.—(Continued.)

## EARNINGS.

| FROM   | Total Earnings<br>from all sources,<br>from 1st July,<br>1854, to 31st<br>December, 1854. |    |    | General Total. |    |    |
|--|---|----|----|----------------|----|----|
|  | £   | s. | d. | £              | s. | d. |
| Passengers .....   | 10780   | 18 | 4  |                |    |    |
| Freight .....  | 7782  | 14 | 2  |                |    |    |
| Other sources, including Mails and Nett Profits in the Steamer<br>"Miming" ..... | 247   | 14 | 2  |                |    |    |
| Storage .....  | 101   | 3  | 4  |                |    |    |
|  |   |    | £  | 18812          | 10 | 0  |

No accidents affecting the safety of Passengers has occurred during the period covered by this Report.

A. BRUNEL,  
*Superintendent.*

No. 15.

REPORT of the ST. LAWRENCE and INDUSTRY VILLAGE RAILROAD, for the year expiring on the 31st December, 1854.

| Date.               | EXPENDITURE.                       | Amount. |    |    | Date.               | RECEIPTS.                               | Amount. |    |    |
|---------------------|------------------------------------|---------|----|----|---------------------|---|---------|----|----|
|                     |                                    | £       | s. | d. |                     |   | £       | s. | d. |
| December 31, 1854.. | Expense of Working of Railway, and |         |    |    | December 31, 1854.. | For 4573 Passengers.....                | 391     | 9  | 6  |
|                     | Repairs thereon .....              | 1971    | 12 | 5½ | do do ..            | For 5263 tons, 2 cwt., 23 lbs., at 10s. |         |    |    |
| do do ..            | Net Profit for the year.....       | 1051    | 8  | 3  |                     | per ton .....                           | 2681    | 11 | 2½ |
|                     | Total .....                        | 3023    | 0  | 8½ |                     | Total .....                             | 3023    | 0  | 8½ |

Certified to be correct, and to the best of my knowledge.

(Signed,) M. N. PANNETON,  
*Secretary-Treasurer.*

VILLAGE OF INDUSTRY,  
31st September, 1854.

Sworn before me, this 19th day of March, 1855,  
at the Village of Industry.

(Signed,) H. GAGNON, J.P.





## No. 17.

RETURN of TOLLS received on the SYDENHAM MOUNTAIN ROAD,  
from 5th January, 1850, to January, 1854, under the Act 14th Vic., 1851,  
4th Session, 3rd Parliament.

By GEORGE RULPLE, Proprietor of said Road.

|        |   |         | NET INCOME RECEIVED. |       |       |    |     |      |
|--------|---|---------|----------------------|-------|-------|----|-----|------|
|        |   |         | £                    | s.    | d.    | £  | s.  | d.   |
| 1850.. | Amount Tolls from January, 1850, to January, 1851 . |         | 127                  | 1     | 5½    |    |     |      |
|        | Paid Toll-keeper's wages and fuel.....              |         | 51                   | 16    | 10    | 75 | 4   | 7½   |
| 1851.. | Tolls from January, 1851, to January, 1852 .....    |         | 134                  | 10    | 8     |    |     |      |
|        | Paid Toll-keeper's wages .....                      | £52 0 0 |                      |       |       |    |     |      |
|        | Fuel .....  | 1 5 0   |                      |       |       |    |     |      |
|        | Expenses and repairs on road .....                  | 45 6 10 |                      |       |       |    |     |      |
|        |   |         | 98                   | 11    | 10    | 35 | 18  | 10   |
| 1852.. | Tolls from January, 1852, to January, 1853 .....    |         | 141                  | 7     | 2     |    |     |      |
|        | Paid Toll-keeper's wages .....                      | £52 0 0 |                      |       |       |    |     |      |
|        | Expenses and repairs and fuel .....                 | 63 7 1  |                      |       |       |    |     |      |
|        |   |         | 115                  | 7     | 1     | 26 | 0   | 1    |
| 1853.. | Tolls from January, 1853, to January, 1854 .....    |         | 168                  | 7     | 1     |    |     |      |
|        | Paid Toll-keeper's wages .....                      | £52 0 0 |                      |       |       |    |     |      |
|        | Expenses and repairs and fuel .....                 | 27 5 3  |                      |       |       |    |     |      |
|        |   |         | 79                   | 5     | 3     | 89 | 1   | 10   |
|        | Gross amount of Tolls received in four years .....  |         | .....                | ..... | ..... | £  | 226 | 5 4½ |

## No. 18.

GENERAL STATEMENT of the AFFAIRS of the TRAFALGAR, ESQUESING, and ERIE ROAD COMPANY, to 31st day of December, 1854.

| R E C E I P T S .  | Amount. |    |     | Total<br>Amount. |    |     |
|--|---------|----|-----|------------------|----|-----|
|  | £       | s. | d.  | £                | s. | d.  |
| Private Stock, "Trafalgar".....  | 1647    | 10 | 0   |                  |    |     |
| do "Esquesing".....  | 1871    | 8  | 2   |                  |    |     |
| do "Erie".....   | 120     | 0  | 0   |                  |    |     |
|  |         |    |     | 3688             | 18 | 2   |
| Municipal Stock, Township of Trafalgar.....  | 2000    | 0  | 0   |                  |    |     |
| do do of Erie.....   | 1000    | 0  | 0   |                  |    |     |
|  |         |    |     | 3000             | 0  | 0   |
| United Counties of Wentworth and Halton, Loan.....   | 3000    | 0  | 0   |                  |    |     |
| do of Wellington and Waterloo, Loan.....   | 1500    | 0  | 0   |                  |    |     |
|  |         |    |     | 4500             | 0  | 0   |
| From Tolls, 31st December, 1851.....   | 85      | 0  | 3   |                  |    |     |
| do 31st do, 1852.....  | 387     | 15 | 7   |                  |    |     |
| do 31st do, 1853.....  | 593     | 9  | 1   |                  |    |     |
| do 31st do, 1854.....  | 751     | 19 | 7   |                  |    |     |
|  |         |    |     | 1818             | 4  | 6   |
|  |         |    | £   | 12957            | 2  | 8   |
| E X P E N D I T U R E .  |         |    |     |                  |    |     |
| Expended on Road in Trafalgar.....   | 5377    | 12 | 10  |                  |    |     |
| do do in Esquesing.....  | 4125    | 1  | 1½  |                  |    |     |
| do do in Erie.....   | 2728    | 9  | 10½ |                  |    |     |
|  |         |    |     | 12281            | 8  | 10  |
|  |         |    | £   | 725              | 18 | 10  |
| Due William Clarke, Erie, Balance due on account of<br>Expenditure in Erie, included above.....  |         |    |     | 107              | 19 | 10½ |
| Balance.....   |         |    | £   | 833              | 18 | 8½  |
| H O W A C C O U N T E D F O R .  |         |    |     |                  |    |     |
| Due from Treasurer in Esquesing.....   | 162     | 11 | 6½  |                  |    |     |
| Due from William Clarke, Erie, loaned him by order of<br>Directors, for which I hold his Note, indorsed<br>by W. Cornock, Erie, dated Erie, 3rd July,<br>1854..... | 100     | 0  | 0   |                  |    |     |
| Cash in Gore Bank.....   | 571     | 7  | 2   |                  |    |     |
|  |         |    |     | 833              | 18 | 8½  |
| Carried over.....  |         |    | £   | 833              | 18 | 8½  |

No. 18.—(Continued.)

|   | £   | s. | d. | £   | s. | d. |
|---|-----|----|----|-----|----|----|
| <i>Brought over</i> .....   |     |    |    | 888 | 18 | 8½ |
| <b>How ACCOUNTED FOR.—(Continued.)</b>  |     |    |    |     |    |    |
| Road now under Contract, which is not yet completed...                        | 450 | 0  | 0  |     |    |    |
| Of which £150 is paid, and included in the above Account of Expenditure ..... | 150 | 0  | 0  |     |    |    |
| Due when Contract is completed. .... £  | 300 | 0  | 0  | 888 | 18 | 8½ |

I do hereby certify the above to be a true and correct Statement of the Affairs of the Trafalgar, Esquesing, and Erie Road Company, to the 31st day of December, 1854.

R. K. CHISHOLM,  
*Treasurer.*

OAKVILLE, 26th February, 1855.

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STATEMENT OF ACCOUNTS  
AND  
REPORT OF THE DIRECTORS  
OF THE  
Great Western Railway  
OF  
CANADA.

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(*Mr. Mackenzie.*)

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Ordered by the Legislative Assembly, to be Printed, 20th October, 1854.

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QUEBEC:

PRINTED BY LOVELL AND LAMOUREUX, AT THEIR STEAM-PRINTING ESTABLISHMENT,  
MOUNTAIN STREET.

1854.

GREAT WESTERN RAILWAY

CAPITAL ACCOUNT.

Cr.

Dr.

|  | Receipts to 31st May, 1854. |       | From June 1st to July 31st, '54. |       | Total.     |       | Expenditure to 31st May, 1854. |       | From 1st June to July 31st. |       | Total.     |         |       |
|--|-----------------------------|-------|----------------------------------|-------|------------|-------|--------------------------------|-------|-----------------------------|-------|------------|---------|-------|
|  | £                           | s. d. | £                                | s. d. | £          | s. d. | £                              | s. d. | £                           | s. d. | £          | s. d.   |       |
| Share Capital—amount paid on Shares .....  | 1,280,370                   | 15 1  | 27,322                           | 8 5   | 1,257,693  | 3 6   |                                |       |                             |       |            |         |       |
| Convertible Bonds—Option, 1856 .....   | £466,375                    | 0 0   | 36,350                           | 0 0   | 772,050    | 0 0   |                                |       |                             |       |            |         |       |
| Option, 1860 ... 305,675   |                             |       |                                  |       |            |       |                                |       |                             |       |            |         |       |
| Non-convertible Bonds, due 1873 .....  | 215,525                     | 0 0   | 56,125                           | 0 0   | 271,750    | 0 0   |                                |       |                             |       |            |         |       |
| Government Debentures .....  | 244,444                     | 9 0   |                                  |       | 244,444    | 9 0   |                                |       |                             |       |            |         |       |
| Premium on sale of ditto .....   | 30,555                      | 11 0  |                                  |       | 30,555     | 11 0  |                                |       |                             |       |            |         |       |
| Forfeited Shares .....   | 2,596                       | 1 9   |                                  |       | 2,596      | 1 9   |                                |       |                             |       |            |         |       |
| Balance .....  | 245,972                     | 6 8   | 81,945                           | 16 2  | 327,918    | 2 10  |                                |       |                             |       |            |         |       |
|  |                             |       |                                  |       |            |       |                                |       |                             |       |            |         |       |
| Right of Way .....   |                             |       |                                  |       |            |       | 150,235                        | 12 2  | 1,274                       | 0 7   |            | 160,309 | 12 9  |
| Grading .....  |                             |       |                                  |       |            |       | 800,044                        | 14 11 | 13,459                      | 13 4  |            | 913,504 | 8 3   |
| Masonry .....  |                             |       |                                  |       |            |       | 231,722                        | 1 10  | 5,621                       | 7 4   |            | 237,343 | 9 2   |
| Bridging .....   |                             |       |                                  |       |            |       | 114,304                        | 3 10  | 3,710                       | 15 6  |            | 118,014 | 19 4  |
| Super-structure .....  |                             |       |                                  |       |            |       | 240,917                        | 11 0  | 62,888                      | 13 6  |            | 303,801 | 4 6   |
| Engineering .....  |                             |       |                                  |       |            |       | 78,587                         | 14 10 | 2,401                       | 14 0  |            | 80,989  | 8 10  |
| Cost of Iron .....   |                             |       |                                  |       |            |       | 353,437                        | 0 6   | 2,563                       | 18 0  |            | 356,000 | 18 6  |
| Station Buildings .....  |                             |       |                                  |       |            |       | 70,634                         | 0 4   | 18,216                      | 17 2  |            | 88,870  | 17 6  |
| Locomotives, Freight and Duties .....  |                             |       |                                  |       |            |       |                                |       |                             |       |            | 147,429 | 4 5   |
| Cars .....   |                             |       |                                  |       |            |       |                                |       |                             |       |            | 160,773 | 11 3  |
| Locomotive and Car Buildings and Stocks .....  |                             |       |                                  |       |            |       | 281,018                        | 13 4  | 82,282                      | 9 8   |            | 36,012  | 2 7   |
| Machinery and tools .....  |                             |       |                                  |       |            |       |                                |       |                             |       |            | 19,086  | 4 9   |
| Steam Ferry "Transit" .....  |                             |       |                                  |       |            |       | 10,107                         | 9 10  | 137                         | 1 1   |            | 10,244  | 10 11 |
| Steamers "Canada" and "America" .....  |                             |       |                                  |       |            |       | 35,587                         | 10 2  | 5,614                       | 4 2   |            | 41,201  | 14 4  |
| Interest on Shares and Bonds .....   |                             |       |                                  |       |            |       | 154,493                        | 1 1   | 0                           | 0 0   |            | 154,493 | 1 1   |
| Agencies on ditto .....  |                             |       |                                  |       |            |       | 41,751                         | 15 5  | 1,738                       | 16 3  |            | 43,490  | 11 8  |
| Law charges .....  |                             |       |                                  |       |            |       | 7,833                          | 12 6  | 791                         | 11 11 |            | 8,626   | 4 5   |
| Police Force .....   |                             |       |                                  |       |            |       | 2,569                          | 6 8   | 0                           | 0 0   |            | 2,569   | 6 8   |
| Salaries .....   |                             |       |                                  |       |            |       | 11,081                         | 10 3  | 350                         | 0 0   |            | 11,381  | 10 3  |
| Printing, Stationery, &c. ....   |                             |       |                                  |       |            |       | 4,004                          | 19 9  | 592                         | 7 10  |            | 4,597   | 7 7   |
| Incidental, including cost of furniture, travelling expenses, taxes, insurance, office expenses, &c., &c. .... |                             |       |                                  |       |            |       |                                |       |                             |       |            |         |       |
| Totals .....   | £2,705,264                  | 3 6   | 201,743                          | 4 7   | £2,907,007 | 8 1   | £2,705,264                     | 3 6   | 201,743                     | 4 7   | £2,907,007 | 8 1     |       |



| Dr.  | NET REVENUE ACCOUNT, 31st JULY, 1854. |        | Cr. |   |        |      |
|--|---------------------------------------|--------|-----|---|--------|------|
|  | £                                     | s.     | d.  | £ | s.     | d.   |
| Balance from Revenue Account.....                                | £82,795                               | 4      | 0   |   |        |      |
| INTEREST CHARGES.  |                                       |        |     |   |        |      |
| Interest on Government Debentures £214,444 at 6 per cent.....    |                                       | 7,900  | 0   |   |        |      |
| Sinking Fund of 3 per cent. to provide for liquidation of above. |                                       | 3,650  | 0   |   |        |      |
| Interest—Non Convertible Bonds.....                              |                                       | 6,468  | 15  |   |        |      |
| Do Convertible do.....   |                                       | 19,499 | 15  |   |        |      |
| Do Bank Loan.....  |                                       | 8,397  | 4   |   |        |      |
| Dividend on 49,362 Shares, at 3 per cent.....                    |                                       |        |     | £ | 82,387 | 5 6  |
| Balance to be carried forward.....                               |                                       |        |     | £ | 457    | 18 6 |
|  | £82,795                               | 4      | 0   | £ | 82,795 | 4 0  |

| GENERAL SUMMARY OF BALANCES, 31st JULY, 1854. |         | Cr.     |      |   |    |              |
|---|---------|---------|------|---|----|--------------|
| Dr.   | £       | s.      | d.   | £ | s. | d.           |
| Balance at Debit of London Agency.....        | 96,089  | 12      | 2    |   |    |              |
| Municipal Debentures on hand.....             | 17,350  | 0       | 0    |   |    |              |
| Stores on hand.....                           | 12,395  | 15      | 7    |   |    |              |
| Fuel.....                                     | 4,225   | 0       | 0    |   |    |              |
| Sundry Balances due to Company.....           | 5,935   | 0       | 0    |   |    |              |
| Balance at Debit of Construction Account..... | 327,918 | 2       | 10   |   |    |              |
|   | £       | 463,913 | 10 7 |   |    |              |
|   |         |         |      |   | £  | 463,913 10 7 |
|   |         |         |      |   |    |              |
|   |         |         |      |   | £  | 37,479 8 6   |
|   |         |         |      |   | £  | 108,872 8 9  |
|   |         |         |      |   | £  | 318,061 13 4 |

This is a true Statement of the Books.

HAMILTON, September 30, 1854.

BRACKSTONE BAKER,  
Secretary.



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# REPORT.

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In pursuance of the understanding come to at the Annual Meeting in June last, the Directors of the Great Western Railway now meet their Stockholders for the purpose of laying before them a statement of the operations of the Company during the first half year of the line being opened for traffic—of the outlay of Capital, and progress made towards the completion of the works—and an estimate of the expenditure still considered necessary to finish the line in a way that will enable it to do the business which there is reason to believe will come upon it. In the estimate required for future outlay, the Directors have formed their judgment upon a careful consideration of all the circumstances involved. No expense or outlay is included which they think can safely be omitted, and they have tried to study the Shareholders' interest in all that has been done.

From the Revenue Accounts appended to this Report, it appears that the Gross Traffic for seven months, from the 1st January to the 31st July, was £150, 105 11s. 8d., which, after deducting working expenses and all interest on Bonds and borrowed money, leaves a sum of £37,479 8s. 6d., available for dividend on the Share Capital, from which the Directors recommend that a dividend be now declared of three per cent. up to the 31st July, 1854, which will leave a surplus to be carried to the credit of the current half year of £457 18s. 6d.

It will be in the recollection of the Proprietors that the line was not opened throughout until 27th January, 1854, and as the traffic for the first few weeks was very small, the line may be said to have been practically in operation for less than six months, up to the 31st July, 1854.

To the Report are appended four Statements, shewing the details of the aggregate traffic.

Statement A exhibits the Nos. of Passengers travelling over the line in each of the respective months.

Statement B shews the amount received monthly for each item of traffic, and

Statement C affords full details of the different descriptions of freight carried.

Statement D shews the traffic from each Station in passengers and freight.

The expenses which have been incurred in earning the above amount of traffic are fully set forth in the accounts.

The exact cost of the maintenance of the line is very difficult accurately to ascertain, from the fact that so much of the line was incomplete, the necessary works upon which were being carried on by the Company simultaneously with the repair of the permanent way. It has therefore been determined to charge against maintenance of way, a sum equal to £120 Currency, per mile, and this, considering that it is the English practice invariably to include maintenance during the first six or twelve months as a charge upon construction, will, it is hoped, be satisfactory to the Stockholders.

The Directors have pleasure in referring to the satisfactory report of the Engineer relative to the present condition of the Line, and the prospects of its being, when completed, a substantial work.

The Directors must also refer to the Engineer's Report for full details as to the extent and cost of the work still remaining to be done.

The charge incurred by the Locomotive Department is large, from the causes mentioned in the Superintendent's Report, hereto annexed. The first opening of so extensive a line as the Great Western Railway in the depth of winter, materi-

ally enhanced the cost of everything connected with the working of the line, and the exceedingly high rate of wages, and the great difficulty in procuring good and steady workmen, added greatly to the cost. The roughness of the line, upon the breaking up of the frost, also added materially to the wear and tear of the Engines, and the accidents which have happened from cattle getting on the line, have also largely increased the cost of repairs.

The whole charge of this Department amounts to £15,759 7s. 0d. and the number of miles performed by Engines amounts to 246,668, making the cost per mile run 1s. 3¼d. Currency, equal to about 1s. Sterling—this, under the circumstances, is not high.

The Stock of Engines at present, stands as follows, namely :—

|   |    |
|---|----|
| No. in good working order   | 26 |
| “ requiring heavy repairs   | 3  |
| “ “ slight “  | 5  |
|   | —  |
| Total now on the line,  | 34 |
| “ ordered from Slaughter & Co., for Freight Trains,               | 8  |
| “ ordered from Fairbairn & Co.                                    | 6  |
|   | —  |
| Total for working the line at present, recived or under contract, | 48 |
| No. of Ballast Engines  | 8  |
|   | —  |
| Total,  | 56 |
|   | —  |

The Directors looking at the existing and expected traffic, are of opinion that four additional Engines must be ordered.

Several items in the Locomotive account, will, it is hoped, be henceforth somewhat reduced, such as the charge for labourers, cleaners and pumpers—this has been hitherto high on account of the unfinished state of the Tank-houses, Engine Sheds, &c. Arrangements are progressing for economising the consumption of fuel, oil, and waste, though it is to be feared that the cost of fire-wood may increase so as to neutralize any savings that will be effected in its future consumption.

The cost of the Car Department is high, owing mainly to the best quality of iron not having been used for the Cars, and to other defects in their original construction—nearly the whole of the iron work has had to be renewed, as also 18 pairs of trucks under the Passenger Cars, and this, combined with the injuries caused by accidents arising from cattle, has tended to swell the whole charge to an amount which will, it is hoped, be in future quite exceptional in proportion to the number of Cars in use. The following is a statement of the Car Stock :—

|                                     | Received. | Under const. |      |
|-------------------------------------|-----------|--------------|------|
| Passenger Car, 1st Class.....       | 30        | 15           | 45   |
| “ Emigrant.....                     | 20        | 20           | 40   |
| Baggage Express Mail Cars.....      | 12        | 15           | 27   |
| Box Freight Cars, eight wheels..... | 215       | 466          | 681  |
| “ four “.....                       | 0         | 100          | 100  |
| Platform Cars.....                  | 100       | 40           | 140  |
| Cattle Cars.....                    | 0         | 40           | 40   |
| Sheep Cars.....                     | 0         | 20           | 20   |
| Gravel Cars.....                    | 409       | 0            | 409  |
| Total.....                          | 786       | 716          | 1502 |

The existing Stock of Cars has been improved by the repairs which have been made during the past half-year. The Directors are of opinion, that considerable improvement may be made in the construction of both Passenger and Freight Cars, especially in relation to the use of seasoned timber—and this question will receive their careful attention and consideration.

The items under the head of Traffic and General Charges do not, with one or two exceptions, require much comment.

The Charge for the Steam Ferry, at Windsor, is one which is partially covered by the rent of the Refreshment Room, on board the steamer, and by fares received from other than Railway passengers—a small charge for ferriage is also included in the fares of through passengers.

The charge for Foreign Agencies is one arising from the peculiar system adopted upon this Continent by all Railway Companies. It consists of the wages and salaries of a number of Agents and Runners scattered through the States to the East and West of this line, and whose duty it is to induce travel to adopt this particular route; the system is beyond all question a bad one, besides involving a great expense. Efforts are now being made by co-operation amongst all Railway Companies, to abolish the system, and it is confidently hoped that this large expense will be materially reduced, if not almost entirely abolished.

The charge for printing, stationery, and advertising is large, but now that all the books and forms connected with the working of the line are set up and arranged, this expense will in future be reduced.

The cost of insurance, now £1,200 per annum, is very heavy, and it will be worthy of consideration at an early period, whether the practice of American Railways should not be followed, viz. by the Company taking the risk of fire upon itself, and laying aside annually a sum equal to the present charge for insurance, until the fund reaches an amount which might, with interest, cover all risk.

The whole expenses for working the line have been at the rate of 44.84 per cent, upon the gross receipts.

The business of the Company, so far as relates to the passenger traffic, has for some considerable time been conducted with regularity. The freight traffic has been subject to some irregularities, arising mainly from an insufficiency of Engine-power and of Cars, and in some places want of sufficient warehouse and siding accommodation. These various difficulties are however gradually disappearing, and the arrangements now in progress, will, it is confidently expected, place the working of the freighting business on a satisfactory footing.

|   | £          | s. | d. |
|---|------------|----|----|
| The Accounts shew that up to 31st July, 1854, there had been incurred a gross charge of                 | 2,907,007  | 8  | 1  |
| The Amount still due for Rolling Stock, Machinery, &c.  | 171,229    | 1  | 1  |
| The Amount required to complete and ballast the Line, Works, and Stations, as per Estimate of Engineer, |            |    |    |
| is  | 359,108    | 15 | 0  |
| Amount still required for Land and Land damages   | 20,000     | 0  | 0  |
|   | <hr/>      |    |    |
| Total cost of Line and Rolling Stock  | £3,457,345 | 4  | 2  |

A further sum of £35,000 will be required for the completion of the two steamers.

Since the Annual Meeting in June last, the Company applied for and obtained Bonds of the Provincial Government to the amount of £300,000 Sterling: these Bonds were not, however, received until after the 31st July last, and accordingly do not appear in the present accounts—they have been, however, since then, disposed of upon satisfactory terms, and the proceeds placed to the credit of the Company.

This makes the position of the Company stand, on the 31st July, 1854, as follows:—

|   |          | £        | s. | d. |
|---|----------|----------|----|----|
| Amount due to Contractors, &c., including percentage retained |          | 108,372  | 8  | 9  |
| Temporary loan from Bankers                                   |          | 318,061  | 13 | 4  |
| Amount of Engineer's Estimate to complete the Line            |          | 359,108  | 15 | 0  |
| Land and Land damages, say                                    |          | 20,000   | 0  | 0  |
| Amount required for Rolling Stock, Machinery, &c.             |          | 171,229  | 1  | 1  |
|   | Total,   | £976,771 | 18 | 2  |
| Less proceeds of Government Bonds                             | £373,800 |          |    |    |
| “ other assets  | 109,850  | 483,650  | 0  | 0  |
|   | Balance  | £493,121 | 18 | 2  |

Of the above amount some portion will be payable in Bonds and Shares.

The total cost of the Line and Plant having so much exceeded all previous calculations, the Directors will endeavour to explain the causes which have led to this large increase of cost.

The original estimate of the cost of the line was made several years ago, when the price of labor, material, land, and everything relating to the construction of a Railway was extremely low in Canada. It appears that the estimate was framed upon the assumption that the line starting from the Falls of Niagara, about 100 feet below the level of Lake Erie, would keep on that level and so not have much rise to overcome in reaching the Detroit River. It seems also that no detailed survey and estimate of quantities was then made.

A year or two after this, the then Engineer reported that he thought the line could be carried through for the sum originally estimated.

It appears that even at that time no detailed and accurate survey and measurements had been made, as many parts of the line were not even finally located, but the Engineer was instructed to shew in detail the exact cost of every part of the line. It is necessary here to mention that, in 1851 and 1852, contracts for the construction of the whole of the line had been let to various parties, based upon plans and profiles made at that time and containing stipulations that the Contractors would proceed with the works when ordered to do so—these contracts will hereafter be referred to.

The above mentioned Report was received in September, 1852, and shewed that the cost of the line, exclusive of land, interest, management, &c., would exceed the first estimate by about £300,000 Currency. It had always been understood that the Great Western Railway would be nearly as easily constructed as the lines in the Prairies of the West, and that its cost would therefore bear something like a proportion to the cost of those Western Railways. But such turned out not to be the case, as will appear from the following extract from a Report made in June, 1853, by the then Engineer of the Company:—

“From a pretty large experience, both professionally and as a Contractor on public works, I had supposed myself familiar with many hard and difficult points of execution, but I am fully satisfied that with the exception of rock cavation, more difficult obstacles and inveterate and extended in their character are seldom found, even on as extended lines as the Great Western, than are encountered between Niagara Falls and Windsor.”

In proof of this may it be remarked that the original design of the line, to keep on the high ground 300 to 400 feet above the level of Lake Ontario, was changed, and it was determined that the line should strike the lower lake at Hamilton. To accomplish this the line is brought gradually down the side of what is termed the “Mountain,” which forms, it is supposed, the original boundary of Lake Ontario. The works upon this part of the line are very heavy indeed, as appears

from a return of the cost of the first 18 miles from Niagara Falls, this portion without land, rolling stock, or any other charge but the mere cost of the line itself, has reached the large sum of £17,900 Currency, per mile. This brings the line to the level of Hamilton, where extensive Station grounds with large water frontage have been secured (about 30 acres), which were once covered with water, and have now been filled in with earth. From Hamilton the line rises about 800 feet above the level of Lake Ontario, and for about 30 miles has very heavy works indeed.

The cost of 24 miles of the line from Hamilton, westward, again exclusive of land, rolling stock, &c., has reached £21,500 currency, per mile.

The contracts before alluded to, and under which the line has principally been constructed, must now be explained, first premising, that in their general features they are similar to most railway contracts in America, upon the model of which they were framed by engineers and others, who had been concerned in the construction of railways in that country. These contracts are wholly dissimilar to English contracts: they specify no defined sum which the works are to be constructed for, but the price is fixed in this way—they contain clauses which provide that the different kinds of work shall be executed at certain prices per yard, no word being said about the whole quantity or gross number of yards comprised in each contract—for instance, the contracts run thus :

|                               |     |  |
|-------------------------------|-----|--|
| For indurated earth . . . . . | ( ) | cents per yards, measured in excavation. |
| “ common earth . . . . .      | “   | do do do                                 |
| “ hard pan . . . . .          | “   | do do do                                 |
| “ rock . . . . .              | “   | do do do                                 |
| “ masonry . . . . .           | “   | dollars per yard do do                   |
| “ brickwork . . . . .         | “   | do do                                    |
| “ bridging . . . . .          | “   | do per 1000 feet, B. M.                  |

and so on, for all the different kinds of work which the contractor may have to execute in forming the part of the line let to him. The paying of different prices for different kinds of earth is obviously a bad one, because disputes, almost impossible of a clear and satisfactory solution, invariably arise as to the exact quantities of the different kind of material. But it must be at once obvious, that the only proper guide with such contracts, as to the whole cost of the line, must entirely depend upon accurate measurements of the quantity of work to be performed.

After the Engineers' Report of September, 1852, before referred to, a change took place in the Engineering Department, and in June, 1853, the then Engineer made a report, in which he stated that he had caused careful estimates to be made of the different kinds of work throughout the entire line, and handed in detailed estimates of the quantities and cost of every part of the line—the cost being based upon the prices contained in the contracts. His report showed that the aggregate cost of the line would, according to his calculations, exceed the estimate rendered in September, 1852, by about £340,000 currency. It was about this time that a most extraordinary advance took place in the cost of labor, provisions, materials, land, and indeed almost everything in Canada, and this had a very important and unfortunate effect upon the cost of the Great Western Railway. Contractors in Canada are (necessarily) in most cases, men of small capital, and it is clear that, unless they get remunerative prices for their work, they are unable to carry it forward, because they depend upon being able to pay their men, buy provisions for the men and horses, purchase materials and implements, out of the money they monthly receive from the Company, on account of the estimates of the work they have done. The result of this is, that when a contractor failed, as many of them did, the only course to pursue was to re-let the works at prices which would enable them to be carried on. This applies

peculiarly to all mechanical work, such as masonry, bridging, &c., the wages of skilled laborers having risen to an enormous price, as also the price of timber and iron.

It must also be mentioned, that in many instances the character of the mechanical structures has been much improved, thereby adding to the cost.

It is easily to be seen how these various facts tended to increase the cost of the line; but in addition to this, it now appears that the estimated quantities of work fall in many cases considerably below the actual fact.

For instance, it now appears that the earth work was short estimated by about 600,000 yards.

In the item of bridging there has been an under estimate of upwards of 2,300,000 feet, B. M.

The cost of the Station buildings will exceed the estimate by about \$60,000.

In superstructure, that is, the cost of the iron, sleepers, spikes, &c., and laying them, there has been a very large increase. In the early estimates, the rails were put down at the first cost in Wales, and no allowance made for transportation, insurance, or duties. In the report of June, 1853, the Engineer endeavoured to remedy this omission, and made out what he supposed then to be liberal allowances for these items; but his calculations have been greatly upset by the large increase in price before referred to, as having taken place in Canada towards the close of last year. The necessity for delivering the iron at various points, making it necessary to cart it along miserable roads from the different ports on Lake Erie, Ontario, and St. Clair, to the line of Railway, added very largely to the cost under this head. The extent of sidings estimated in June, 1853, turns out to be far below the absolute requirements of the traffic. It was then estimated that 17 miles of sidings would be sufficient; but as there are now 33 stations, with the certainty of a very large freight traffic, it is perfectly clear that far more will be needed.

It appears again, that it is not usual for Engineers in this country to add a per centage to their estimates for extras or contingencies. But the fact shews, that extra bills, which could not be avoided, and which could not have been estimated, except in the shape of contingencies, have been passed by the Engineer to the amount of upwards of \$300,000.

The cost of the land is another large item of increase, arising to a large extent from the great progress of the country and the prospects of large traffic, showing the necessity of acquiring more land at Stations than was at first anticipated—the cost of land was first estimated at about £20,000. It will cost in all about £175,000 currency.

The next important item is that of rolling stock, where a very large increase has taken place. It will need no explanation to point out that this expenditure, when really necessary, as in this case, is the best expenditure that can be incurred.

The original estimate for rolling stock was never increased until June, 1853; probably from the fact, that no very exact knowledge existed as to the description or extent of traffic that would arise. It however became early quite manifest, after the opening of the Line, that if it was ever to pay any dividend, a great deal more rolling stock would beyond all doubt be immediately required.

The original estimates showed that the following stock would be needed:—

|                                       |          |           |
|---------------------------------------|----------|-----------|
| 20 Engines (or one to every 12 miles) | £50,000  | currency. |
| 25 Passenger Cars, holding 64 each,   | 16,500   | "         |
| 20 Emigrant Cars,                     | 10,000   | "         |
| 12 Baggage and Express Cars,          | 6,000    | "         |
| 100 Platform Cars,                    | } 45,000 | "         |
| 150 Freight Cars,                     |          |           |

Total

£127,500.

To the above the Engineer's Report of June, 1853, added but little, viz:—

- 6 small Engines, for ballasting purposes.
- 2 Passenger Cars.
- 100 Freight Cars.

In a report from the Managing Director of the Company, which was circulated amongst the Shareholders in August, 1853, there occurs the following passage, viz:—

“ I may, however, here say, that if my expectations of traffic are at all realized, we shall need a very much larger quantity of rolling stock than has ever yet been estimated as necessary.”

The traffic of last winter and spring fully justified those expectations, and the Directors have now some experience to guide them as to the extent of rolling stock that is necessary to carry on the business, and accordingly the necessary quantity is stated in the early part of this report.

From the foregoing explanation, it will be seen how impossible it was to foresee the large additions which have been made to the cost of the Line, but it is satisfactory to know that about £300,000 currency, of the increase, is for rolling stock.

The question then arises as to the return which may be expected upon the gross cost of the Line.

It may be here remarked that, although the Bonds of the Provincial Government form an extra charge upon the revenue of the Company of £15,000 sterling a year,—yet that this amount being invested, as is required by Law, at compound interest, it will in about nineteen years extinguish the said Bonds, or upwards of one-sixth of the capital of the Company. This gradual process of liquidation, of course, adds to the value of the stock in proportion as the process of liquidation goes on.

The question as to the probable traffic must now be treated. The traffic for the past seven months was seriously impeded by the incapacity of the old Suspension Bridge at Niagara Falls (designed only as a temporary structure to be used during the construction of the new Bridge) to accommodate the unexpected business that was forced upon it—by the insufficient supply of Engine power, preventing the Company during the spring from running more than one through train daily, and by the want of a sufficient number of freight cars to convey the goods that were offered. The traffic, however, from the 27th January to 31st July, 1854, averaged £5,200 currency, per week; and for two weeks in succession it reached upwards of £7000 currency, per week. The great heat of the weather during the summer, and the unusual sickness which prevailed throughout the continent, seriously affected the traffic of this and all other Railways, and also gave the steamers on Lake Erie a great advantage from the fact of there being no steamers on Lake Ontario in connection with the Great Western Railway.

The summer season on this continent is not the busiest for American Railways. In addition to the experience of the Great Western itself, the following example will be sufficient, viz., on the Southern Michigan Line the traffic in July, 1853, was \$116,263.

In October, 1853, it was \$220,804:

In considering the question of future traffic, it may be useful to look at the following facts:—

On the Southern Michigan the receipts

|                        | 1852.    | 1853.     |
|------------------------|----------|-----------|
| In August were . . . . | \$95,108 | \$154,063 |
| In September . . . .   | 118,805  | 198,287   |
| In October . . . .     | 134,947  | 220,804   |

For the month of June, this year and last, the following lines show receipts as under :

|                             | 1853.    | 1854.     |
|-----------------------------|----------|-----------|
| Michigan Central.....       | £119,433 | \$171,359 |
| “ Southern.....             | 148,946  | 185,635   |
| Pennsylvania .....          | 156,978  | 227,652   |
| Ohio and Pennsylvania ..... | 55,350   | 82,059    |
| Hudson River.....           | 94,978   | 158,074   |

From the above it will be seen that, whilst the Michigan Central has, owing to the opening of the Great Western Railway, increased so largely, the Southern Michigan has also increased largely, notwithstanding the opening of the new avenue to the Western States.

From the foregoing facts the Proprietors will be enabled to draw their own conclusions. The prosperity of the Company must of course depend mainly on the future traffic that may come upon the Line, and in this respect the Directors repeat the expression of their confidence that it will become ample and remunerative as the resources of the country are developed. The limited experience thus far obtained is most encouraging, and is also sustained by the opinions of all parties whose business knowledge and connexions in the country entitle those opinions to weight. It is of course impossible to point with certainty to any particular sum as a weekly receipt for next year; but in naming £7000 c'y., reckoning from 1st August last, it will not be generally thought a sanguine estimate. Another year would and probably will materially increase whatever the amount may be this year. As a passenger route for the Chicago travel this line is at present unquestionably commanding a preference, and the rapid growth of that city, and the districts with which it is connected, cannot fail progressively to increase the through business.

The traffic since the end of August has increased as follows, and continues steadily to advance, viz:—

|                            |        |      |      |
|----------------------------|--------|------|------|
| Week ending 8th September, | £4,931 | 0s.  | 2d.  |
| “ “ 15th “                 | 6,141  | 18s. | 10d. |
| “ “ 22nd “                 | 7,439  | 12s. | 1d.  |

It is, however, right, distinctly to point out, that further outlay for Rolling Stock and Station accommodation will be required to accommodate the business whenever the traffic averages £8,000 to £10,000 per week, and that amount of traffic will also force the Company to consider the necessity of doubling some part of the line.

Looking to the present position of the Company, application is now being made to the Provincial Parliament for an extension of capital. The Act also contains several amendments to the existing charter found to be necessary for various purposes.

The Books of the Company have been examined from the commencement by Judge O'Reilly and R. P. Street, Esquire, whose certificate to that effect is appended to the accounts, and the Directors think it but right to state that those Gentlemen have most carefully and thoroughly carried on this important duty.

On the 21st August last, the Galt Branch was opened for public traffic, and the business upon it is already encouraging.

Since the Report of June last, the arrangement then mentioned as being under discussion with the Grand Trunk Company, has been completed and formally ratified by the two Boards. It provides for the postponement for a certain period of all questions which might bring the two Companies into conflict, and your Directors trust that the harmony now happily subsisting between the two Companies may continue to the advantage of both.



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As a part of the foregoing arrangement, the Sarnia Branch of this Railway has been suspended for a certain period.

Signed by order of the Board of Directors,

ROBERT W. HARRIS,

PRESIDENT.

HAMILTON, 26th September, 1854.

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## REPORT OF THE ENGINEER.

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*To the President and Directors of the Great Western Company.*

GENTLEMEN,

I have the honor to submit to you the following Report on the present condition of the Line:—

The Road was opened for public traffic in three different sections successively. The first division from Hamilton to the Suspension Bridge, Niagara Falls, 43 miles in length, was opened to the public on 10th November, 1853; the second from Hamilton to London, 76 miles in length, on 21st December, 1853; and the third from London to Windsor, 110 miles in length, on January 27th, 1854. The Galt Branch, 12½ miles long, has since been opened on 21st August last.

The construction of the Line was at that time under the direction of John T. Clarke, Esquire, your Chief Engineer; but he having early in the present year, accepted the appointment of State Engineer and Surveyor of the State of New York, in consequence, gave up all active superintendence of the completion of the Works on the Line. The charge of carrying on these was then entrusted to myself and Mr. Scott, each having one half of the Line under his distinct supervision; and on the retirement of Mr. Scott from your service on the 18th of July, I was appointed to the management of the Engineer Department of the whole line.

At the period of the opening of the Line for public traffic, the works generally were in an unfinished state; the prosecution of which towards completion, has been steadily and successfully effected till the present time. The principal works which still remain in progress of construction are the following:—

### 1ST—EARTHWORKS, OR GRADING.

At the time of opening the first section of the Road, three of the heaviest cuttings between St. Catherines and the Suspension Bridge were incomplete, and the Railway track was carried through them on a temporary grade, elevated respectively at their summits, 5, 12, and 6 feet above the intended permanent level. The first of these, at St. Catherines, has been for several weeks sufficiently far advanced to admit of the track being laid at its ultimate grade, over which the trains now pass. The other two, situated between Thorold and St. David's,—which consist, one of hard-clay, with boulder stones, and the other of limestone rock—are still unfinished; and the former of the two (requiring still the removal of upwards of 65,000 yards), will not be ready to receive the track at its permanent grade till Midsummer of next year. The embankments formed by the material for these excavations are of course also unfinished, and the gap in each of them is now spanned by a strong temporary tresletle structure.

Between Hamilton and London the unfinished grading works, at the beginning of this year, consisted of the completion of the filling up of the Depot grounds at Hamilton; the embankments over the Desjardins gorges; and cuttings at St. Georges, the Grand River, and River Nith. The three works of embankment above mentioned have been steadily prosecuted all summer; the trains being carried over the Desjardins and Dundas gorges on strong temporary trestle Viaducts. The Desjardins embankment, which still requires about 30,000 yards of material, will be complete in six months; that at Dundas will be finished in a fortnight from this time; and the three cuttings west of these, which were at the first taken out to the ultimate grade, will have their sides sloped back before the approach of winter, to such an extent as will prevent any risk of accident to passing trains.

Between London and Windsor, two heavy clay cuttings were unfinished when the Line was opened, and through one of them the track was laid down at a grade elevated a few feet above the permanent level. One of these cuttings is now quite finished, and the other, which still requires the removal of 35,000 yards of material, will be completely opened out early next year.

### 2ND—MASONRY AND BRIDGING.

Under this head there remained unbuilt at the opening of the Line, a large number of public and private Road Bridges over the Railway track, as well as numerous surface road crossings, cattle passes, and cattle guards. These works have been carried on as rapidly as circumstances would allow, leaving at this time not more than eighteen of the above road bridges to be built, and but very few of the surface crossings and cattle guards. A retaining wall, about 850 yards long, at the foot of the slopes of the cut immediately east of Hamilton station, is now being built, and will be finished by 1st December. The construction of this wall was necessary for sustaining the slopes of the cutting, which consists of a quicksand for a height of three feet from the bottom.

### 3RD—BUILDINGS.

Shortly after the opening of the Line, all the station buildings employed for the Passenger Traffic, and all the Freight houses at the way stations, were finished and equipped; as was also (with one or two exceptions) all the buildings and apparatus for wooding and watering the trains. At the present time an enlargement of the Freight houses at the Suspension Bridge and at Windsor, and the completion of the stone Freight house at Hamilton, are in progress, and will be finished in time for the accommodation of the Fall Freight, with the exception of one-third part of the Hamilton Freight House. A new second class station house and siding, will be opened immediately at Dorchester, between Ingersoll and London, and two others, of the same description, between London and Chatham. Besides the above-named buildings, now in progress, an addition to the Freight accommodation, and an alteration of the present arrangement of buildings and sidings for freight traffic at the Falls station, will be required when the Suspension Bridge is ready for the passage of trains, (which is expected to be about 1st January next,) and which additions are allowed for in the estimate hereafter following. The water supply for the Engines, Workshops, and Station buildings at the Niagara Falls station is very defective, involving, as a consequence, an expense which need not necessarily belong to this service, and it has always been looked upon as of a temporary character.

It is at present in contemplation to bring a supply from a permanent source, distant about one and a half miles, which will give a head of 25 feet above the level of the rails on the station yard, thereby obviating the necessity for pumping. An improvement of the water supply is necessary at some of the stations, especially on the Western Division, and will require a further sinking of two or three of the existing wells, and some trifling additional works.

The wharf along the front of Hamilton Depot grounds, on Burlington Bay, is not yet completed on its whole length of about 2,200 feet, but it will be entirely finished to that extent at an early period next year.

#### 4TH—SUPERSTRUCTURE AND FENCING.

The whole Line, with the exception of a few miles between Hamilton and Paris, was opened for traffic with a track laid upon an unballasted road-bed. Between London and Windsor, upwards of one-half of the track was laid upon a basis of longitudinal subsills of 3 inch plank, as a temporary substitute for ballast; and after the trains had commenced running, this system of subsills was introduced under the track in all the wet cuttings, and on freshly formed banks between the Falls and London. Simultaneously with the opening of the Line, three ballast trains commenced work between the Falls and London; one of these was employed at the ballast pit at St. Davids, near the Falls, and is now at work in the gravel pit since opened at St. Catherines; the second is at work at the Stony Creek pit, 5 miles east of Hamilton; and a third at the Dundas pit, six miles west of Hamilton. Shortly thereafter, a fourth engine and train commenced ballasting at the Grand River pit near Paris, and is now transferred to that at the River Nith, 3 miles west of Paris; and in the beginning of June last, two ballast trains commenced work on the Western Division, one at the Lobo gravel pit, 10 miles West of London; and the other at Baptiste Creek, 13 miles West of Chatham. Three additional ballast pits have been obtained, and are ready to be worked: one of these is situated a few miles West of Ingersoll, the second between Lobo and Chatham, and the third between Baptiste Creek and Windsor. The ballast obtained from these pits is of as good a quality as the country affords, consisting either of a coarse sand and gravel, or of a uniform medium sized gravel. The length of track ballasted by these trains up to this time is 26 miles of the section between Hamilton and the Falls; 48 miles of the section between Hamilton and London, and 18 miles of the section between London and Windsor. On nearly one half of the above distance of ninety-two miles, the line has not yet been raised to its permanent level, but a sufficiency of material has been packed under the cross ties to preserve it from sustaining any unusual injury on the breaking up of the frost. It is deemed preferable to accomplish as great a length as practicable of even a partially ballasted bed, before Winter, than to carry up the track to its full height as the work proceeds.

The ballasting of the whole Line is being performed under contract, by Mr. G. F. Harris, who is bound by such Rules and Regulations in the times of running of his ballast trains, &c., that there has never been the slightest interference with the running of the Company's passenger or freight trains.

An increased siding accommodation for new stations, and for the freight traffic of the Line at all the principal Stations, is still required, amounting in all to nearly—

|                    |                      |
|--------------------|----------------------|
| 2 miles additional | on Eastern Division, |
| 3 miles do         | on Central Division, |
| and 4 miles do     | on Western Division. |

The iron and cross ties for this additional track are already on hand; leaving merely the cost of grading and laying down to be incurred.

The turntables in front of the Engine House at the Falls, Hamilton, Galt, London, Chatham, and Windsor stations, have all proved to be too weak for the service required of them, and an additional cost must yet be incurred in strengthening them.

The fencing of the line was in many districts in a very unfinished state when the trains commenced running, owing to the failure in almost every instance of the fence contractors to fulfil their contracts within the specified time; all the contracts requiring the completion of the fencing nearly twelve months before the Line was opened. Every effort was exerted to urge forward the contractors

with this work, but owing to the unremunerative prices at which most of it was taken, (the price of lumber and labor having risen in the interval between the time of commencement and completion of their contracts fully 30 per cent.,) the fencing progressed so slowly that it was found necessary to put on large forces of men in the pay of the company to push it forward, and at the same time to increase the contract prices, so as to enable the contractors to carry through the Work. The Line is now all securely fenced in with the exception of about two miles on the Western Division, which will be entirely finished within two months. It is in contemplation to cap and batten the whole of the post and board fences early next year. The fences consist of post and board for about two-thirds of the whole distance; and rail fence for the remainder.

All the surface crossings of public roads are protected either by gates and watchmen, or by cattle guards. All the private road crossings are closed against the railway track by gates.

### PRESENT CONDITION OF THE LINE AND WORKS.

All the mechanical structures have stood the test of the daily heavy traffic over them, without evincing any signs of inherent weakness. Two months before the opening of the Eastern section of the Line, the culvert over the Twelve-mile Creek at St. Catharines broke down, when the heavy clay embankment was being formed over it. It had been unfortunately built on an insecure natural foundation, without any artificial aid beyond a bed of concrete and a double course of planking, and the consequence was, that the immense pressure of the bank over it, added to its own weight, broke the bench walls through the upper crust of the foundation, and caused them to settle  $5\frac{1}{2}$  feet into a stratum of soft clay beneath. This culvert was 25 feet span, a heavy structure, begun nearly two years before the accident occurred. The Line was opened by means of a temporary trestle structure, built over the spot where this accident happened; and now a more durable trestle viaduct has been built, for a length of 900 feet, on a deviated line, so as to admit, at a future time, of the reconstruction of the culvert, or the substitution of a viaduct built up to the level of the rails. All the other culverts on the line are standing well, being in general composed of very good rock-faced ashlar masonry. The larger bridges consist generally of wooden trusses from 100 to 160 feet, spans, resting, in most cases, on stone abutments; none of these have suffered at all from the past eight months' traffic. The greater number of these, as well as all the larger stone culverts, have been built of a sufficient width to admit a double track being laid down over them. All the public and private Road Bridges over the Line are built of timber, resting on dwarf piers and abutments of stone masonry. On the Western Division of the Line, between Lobo and Chatham, where no stone could be obtained, the structures are built entirely of wood, supported on piles.

The experience of the past winter and spring has testified most satisfactorily to the durable and substantial nature of all the earth-works along the Line, unfinished as they were in many important respects at the period of the opening of the Line. The only interruption to the traffic of the road took place at the Desjardins embankment trestle work, and at the Mountain slides near Dundas, both of which works were entirely of an exceptional character.

The bank over the Desjardins gorge is at an elevation of 75 feet above the water level, beneath which there is at the centre of the gorge a depth of 60 feet of mud before a solid bearing is reached. A sudden subsidence of a portion of the bank during its formation in the beginning of July last, depressed the trestle work to the extent of several feet, thereby obstructing the passage of trains over it for nearly a week, whilst it was being raised again to its original level. The experience of the past two months affords very strong proof that this bank has now practical-

ly attained a solid bearing on the bed of the gorge, and that even though some slight settlement should continue to take place during the progress of its construction, the trestle structure can always be kept in perfect line and level without interrupting the passage of the trains.

The risk of any future detention of the trains from the sliding of the mountain slopes near Dundas is also so far as can be foreseen, almost entirely obviated. At the two points where heavy slides took place last spring (one of them in the beginning of March last, blocking up the track for four days) the Line of track has been deviated to a considerable distance outward from the mountain, rendering it in all probability free from any danger even though a slide as great as those of last spring should again occur. The location of the Line for nearly three miles here is in a partial excavation along the winding slope of the Burlington ridge, which is composed of loose limestone rock debris resting upon detached layers of blue and plastic clays. This material from the time that it was disturbed by the Railway excavations, has hardly ever ceased to be in motion at one point or another; and on the breaking up of the frosts in the spring of the year there is a constant liability of slides taking place. The porous nature of the material composing the mountain slopes, prevents the possibility of cutting catchwater ditches to convey away the water to the nearest channels and thereby diminish the risk of slides; and the great height of the slopes before the summit ridge is reached renders useless the cutting of ditches along the summit. But it is very reasonably expected that the deviation of the Line above mentioned, will guarantee an unobstructed track during the worst seasons of the year.

The Copetown cutting nine miles West of Hamilton, which presented so many obstacles to its completion during the construction of the Line, has never since the trains commenced running, interrupted for a moment the daily traffic through it; and at present the track and road bed there are as sound as any portion of the Line. The system adopted for retaining the quick sand sides of the cutting, by means of a line of sheet piling on each side, sustained in position by transverse shores of whole timbers, has fully answered the purpose intended.

The embankment over the bog at Mudge Hollow, five miles West of Paris, which occasioned so much difficulty during its formation by reason of its continued settlement in the soft material of the bog, to the depth, in one place, of 35 feet, has been so effectually formed by the aid of the brushwood then introduced in layers into the body of it, that hardly any subsidence has taken place during the past six months, and none is apprehended at a future time. Westward of this place to Windsor, none of the earthworks have ever caused any trouble.

The track along the whole length of the Line, is at present, and has been since the commencement of the dry weather, in excellent running order; there being not more than six or eight miles in all over which trains cannot run at their usual speed.

There is no appearance whatever of the track having suffered any injury from having been opened on an unballasted road bed, and subjected during the whole of last winter and spring to a very heavy freight and passenger traffic. One great safeguard against any damage from this cause consisted in the excellent quality of the sleepers or cross ties, which for more than seven-eighths of the length of the Line consist of sound white oak six inches thick by ten inches wide, laid at a distance of thirty inches apart from centres.

The rails on the main Line are of three patterns; the flange or T rail with fished joints, weighing 65 pounds per yard; the U or bridge rail weighing 66 pounds per yard, fastened at the joints with a wrought iron plate on which the ends of the rails rest, and are spiked down to the cross ties and bolted together by a bolt and nut; and the light and heavy compound rails, weighing respectively 66 and 80 pounds per yard, the two halves of which are riveted together and spiked directly

to the cross ties. Of the above there are on the main Line  $34\frac{1}{2}$  miles of fished T rail ; 156 miles of U rail ;  $23\frac{1}{2}$  miles of light compound rail ; 15 miles of heavy compound rail. All the sidings are laid with the common T or flange rail, weighing  $62\frac{1}{2}$  pounds per yard, with cast iron chairs at the joints.

Subjoined I beg to lay before you a detailed estimate of the cost of completing the above mentioned works, dating from 1st August last, in which an allowance is made for every item required for finishing the road-bed and track in a first class manner, and for placing the whole of the works and structures in a perfectly sound and finished condition.\*

EASTERN DIVISION.

|   | \$               | c.        | £        | s. | d. |
|---|------------------|-----------|----------|----|----|
| 1—Grading ... ..  | 79,400           | 00        |          |    |    |
| 2—Masonry, Bridging, Building, &c., ...                   | 165,550          | 00        |          |    |    |
| 3—Drainage Works ... ..                                   | 35,960           | 00        |          |    |    |
| 4—Permanent Way ... ..                                    | 127,560          | 00        |          |    |    |
|   | <u>408,470</u>   | <u>00</u> |          |    |    |
| Add ten per cent for Engineering and Contingencies ... .. | 40,847           | 00        |          |    |    |
|   | <u>\$449,317</u> | <u>00</u> | £112,329 | 5  | 0  |

CENTRAL DIVISION.

|  |                  |           |          |   |   |
|--|------------------|-----------|----------|---|---|
| 1—Grading ... ..   | 107,400          | 00        |          |   |   |
| 2—Masonry, Bridging, Building, &c. ...                   | 136,900          | 00        |          |   |   |
| 3—Drainage Work ... ..                                   | 133,160          | 00        |          |   |   |
| 4—Permanent Way ... ..                                   | 158,620          | 00        |          |   |   |
|  | <u>536,080</u>   | <u>00</u> |          |   |   |
| Add 10 per cent for Engineering and Contingencies ... .. | 53,608           | 00        |          |   |   |
|  | <u>\$589,688</u> | <u>00</u> | £147,422 | 0 | 0 |

WESTERN DIVISION.

|  |                    |           |          |    |   |
|--|--------------------|-----------|----------|----|---|
| 1—Grading ... ..   | 47,500             | 00        |          |    |   |
| 2—Masonry, Bridging, Building &c. ...                    | 106,500            | 00        |          |    |   |
| 3—Permanent Way ... ..                                   | 207,300            | 00        |          |    |   |
|  | <u>361,300</u>     | <u>00</u> |          |    |   |
| Add 10 per cent for Engineering and Contingencies ... .. | 36,130             | 00        |          |    |   |
|  | <u>397,430</u>     | <u>00</u> | 99,357   | 10 | 0 |
| Total, ... ..  | <u>\$1,436,435</u> | <u>00</u> | £359,108 | 15 | 0 |

\* It has not been considered necessary to print all the items composing the estimate, and, therefore, all but the summary is omitted.

It must be borne in mind that the above estimate only covers the completion of the line with a single track throughout, and has only made provision for the accommodation of a traffic not exceeding an average of £8,000 to £10,000 currency, per week.

This estimate might be reduced to the sum of £309,000 by throwing out nearly the whole of the sums under the head of Drainage Works, and some other items not absolutely necessary for merely ensuring a sound and safe track, and a reasonable amount of station and siding accommodation; but by following this course with reference to the Drainage Works, the cost of maintenance of way would be largely increased and there would not be the absolute certainty of possessing a track secure from injury from rain or frost, and over which the trains could run at full speed in every season of the year, which the adoption of the complete estimate would ensure. In fact, this estimate assumes the construction of a permanent way, equal in all essential particulars to that of an English Railway, and though it has not hitherto been the practice on this continent to make such a thoroughly completed track as is here contemplated, there cannot be a doubt of the sound policy of such a course, especially when it is borne in mind that the severe winters of this climate subject the track and Drainage Works to far greater risks of displacement and damage than the same are liable to in England.

There can be little doubt entertained as to the sufficiency of this estimate to cover the cost of putting the Line into the efficient condition above mentioned, because from the present advanced state of the Works, there is no heavy sum required for any one extensive piece of Work where a large margin for contingencies would be necessary; but the gross expenditure estimated is made up of a large number of comparatively small items, all I believe accurately estimated in detail on the data obtained from the experience of the past eight months working of the Line.

I have the honor to be,

GENTLEMEN,

Your most obedient Servant,

G. LOWE REID, ENGINEER.

HAMILTON, 14th September, 1854.

## REPORT OF THE MECHANICAL SUPERINTENDENT.

MECHANICAL DEPARTMENT,

Hamilton, 20th September, 1854.

*To the President and Directors of the Great Western Railway.*

GENTLEMEN,

In presenting my Report for the seven months ending 31st July, 1854, I beg to remark as follows:—

The stock of Engines is generally in good working order, with the following exceptions, viz:—

*The Canada,  
Niagara,  
London,*

which require a thorough repair, they having been for many months, before the Line was opened, employed in the construction of the Line, and subsequently

in hauling the heavy Freight Trains. I have arranged that these Engines shall at once be thoroughly repaired so as to be available for the Autumn and Spring Traffic.

The repairs of Engines generally have been heavy, owing partly to the breaking of several Tender Axles, which were made of bad material; partly to the number of casualties occasioned by Cattle straying on to the Track when first opened; and partly to other breakages occasioned by the comparatively incomplete state of the Line at its first opening. The following Engines have, from the above cause, been subject to heavy repairs, much new work has been done to them, and I consider them now to be stronger and more substantial than they were at first, viz:—

*The Ontario,*  
*Kent,*  
*Gazelle,*  
*Samson,*  
*Chatham, and*  
*Oxford.*

The following Engines have also received considerable repairs, viz:—

*The Canada,*  
*Norfolk,*  
*Brant,*  
*Middlesex,*  
*Essex.*

they are now, with the exception of the *Canada*, in good working order, having had various improvements introduced, and been strengthened in many parts.

The *Jupiter* was damaged by Fire at St. George's, when the Engine House there was burnt, through carelessness of the man in charge.

Our ordinary working expenses have necessarily been heavy, owing to the above and other reasons, viz:—the unballasted state of the road during the breaking up of the frost, rendering the Track uneven—the unfinished condition of the Water Stations, Engine Houses, and Workshops, and the want of proper machinery and convenience for doing the work economically. There has also been great difficulty in getting workmen. The great sickness of this past summer has materially increased the cost of labor. We are now supplied with various new machinery, and in a few weeks I expect to have it all running, and the shops in a condition to do any work that may be required.

Two of the heavy Freight Engines ordered from Messrs. Slaughter & Co., are now on the line, and the others have arrived at Montreal. With these additions to the present stock, I hope to meet all the requirements of the winter traffic.

The total cost of working Engines, inclusive of repairs, has been 1s. 3¼d., currency, per mile, equal to about 1s. 8d.

The number of miles run by engines during the seven months was 246,668.

The mileage of Engines on traffic account now averages about 11,000 per week.

The cost of maintaining and repairing cars has also been heavy, arising from the following causes:—

The unevenness of the Track on the frost breaking up.

From bad material and workmanship.

From faulty construction.

From accidents arising from Cattle being on the Track, and the breaking of bad Tender Axles, and

From the high prices of materials and labor.

We have had on an average six First Class Passenger Cars, out of thirty, under repair daily. The repairs done have been expensive, amounting in some



cases almost to renewals, but the whole stock I consider is improved. The Freight and Platform Cars have from the same causes, been a source of great expense; nearly all the Iron work has had to be renewed or repaired; but the Cars are on the whole in better condition than when they were delivered to the Company.

I have reason to expect that the expenses of the Car Department will in future be less in proportion to the miles run and the number of Cars in use.

I am, Gentlemen,  
Your obedient servant

W. BOWMAN,  
*Mechanical Superintendent.*

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## AUDITORS' REPORT.

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The Auditors beg to report that, in pursuance of instructions received from the Board of Directors in April last, they have carefully examined the accounts and vouchers connected with the expenditure and receipts of the Great Western Railway up to the 31st July, 1854, and have much pleasure in being able to testify to their accuracy.

They beg, however, to remark that the amount of Traffic receipts as published herewith, exceeds the amount at the credit of the cash account by about £18,000, owing to that sum being due to the Company for Freight charges, mails, &c., and not having been received up to the 31st July. The necessary certificate for this asset has been furnished by the head of the Audit Department.

The Auditors may perhaps remark that the sum appropriated to maintenance of Way, is £120 per mile, though a larger sum was originally proposed for that purpose. In the unfinished state of the Line, when opened, Shareholders can best judge whether £120 per mile is sufficient—it seems impossible to separate in the gross expenditure exactly what amount under the circumstances belongs to construction and what to maintenance of Way.

Notwithstanding the very heavy expenditure incurred in the construction of the Line, it appears evident, that with judicious management, a very handsome return must eventually accrue; and from the very cheering prospect which the gradually increasing traffic of the Line presents, it would not be premature confidently to assume that the Company will have a much larger sum available for a Dividend at the expiration of the next six months, than is now at the disposal of the Board of Directors for that purpose at the declaration of this—their first dividend. It is proper to observe that the whole of the accounts are kept in Halifax Currency. All of which is respectfully submitted.

M. O'REILLY,  
RICHARD P. STREET, } AUDITORS.

September 27, 1854.

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GREAT WESTERN RAILWAY.

STATEMENT of Mileage, run by Passenger, Freight, Gravel, and Wood Trains, for seven months, ending 31st July, 1854.

|                | PASSENGER TRAINS. |            |          |                   | FREIGHT TRAINS. |                |           | Gravel. | Wood.     | Total. |
|----------------|-------------------|------------|----------|-------------------|-----------------|----------------|-----------|---------|-----------|--------|
|                | 1st Class.        | 2nd Class. | Baggage. | Express and Mail. | Freight Cars.   | Platform Cars. |           |         |           |        |
|                |                   |            |          |                   |                 |                |           |         |           |        |
| January .....  | 40,204            | ...        | 1,136    | 3,669             | 38,085          | ...            | 140,685   | ...     | 223,778   |        |
| February ..... | 55,188            | ...        | 22,718   | 8,804             | 45,298          | 2,490          | 33,000    | ...     | 167,468   |        |
| March .....    | 62,753            | 7,532      | 24,264   | 10,960            | 57,222          | 4,366          | 56,403    | 5,944   | 229,445   |        |
| April .....    | 67,418            | 8,361      | 29,256   | 9,508             | 92,270          | 6,600          | 169,357   | 11,275  | 394,048   |        |
| May .....      | 88,684            | 22,970     | 40,292   | 14,484            | 62,640          | 4,320          | 236,142   | 18,944  | 481,126   |        |
| June .....     | 80,096            | 36,412     | 41,256   | 14,760            | 51,567          | 5,301          | 448,000   | 17,280  | 694,972   |        |
| July .....     | 75,758            | 31,974     | 3,844    | 21,348            | 57,560          | 10,515         | 512,000   | 17,300  | 730,299   |        |
| Total .....    | 470,081           | 107,372    | 163,436  | 83,512            | 404,912         | 33,592         | 1,595,569 | 68,643  | 2,927,137 |        |

AUDIT OFFICE.

STATEMENT A.—A Statement showing the number of Passengers conveyed monthly, from January to July, inclusive, 1854.

| MONTH ENDING.    | GOING EASTWARD.       |          |        | MONTH ENDING. |            |          | GOING WESTWARD.       |            |          |
|------------------|-----------------------|----------|--------|---------------|------------|----------|-----------------------|------------|----------|
|                  | NUMBER OF PASSENGERS. |          |        | Local.        | Emigrants. | Foreign. | NUMBER OF PASSENGERS. |            |          |
|                  | Local.                | Foreign. | Total. |               |            |          | Local.                | Emigrants. | Foreign. |
| January 31.....  | 12225                 | 631      | 12956  | 15237         | ...        | 828      | 16065                 | 7          | 16065    |
| February 28..... | 7093                  | 1217     | 8310   | 8359          | ...        | 311      | 11479                 | ...        | 11479    |
| March 31.....    | 9087                  | 1684     | 10761  | 9884          | 757        | 5796     | 151                   | 5796       | 151      |
| April 30.....    | 940                   | 11163    | 12103  | 10411         | 2983       | 543      | 18660                 | ...        | 18660    |
| May 31.....      | 12813                 | 1672     | 14485  | 13715         | 2385       | 6189     | 2227                  | ...        | 2227     |
| June 30.....     | 12556                 | 221      | 12777  | 13711         | 4891       | 3970     | 239                   | ...        | 239      |
| July 31.....     | 10470                 | 2965     | 13435  | 10290         | 244        | 3195     | 1587                  | ...        | 1587     |
| Totals.....      | 73844                 | 12907    | 86751  | 81347         | 13469      | 28365    | 12311                 | ...        | 12311    |





# RETURN

To an Address from the Legislative Assembly of the 26th ultimo,  
for Copies of Reports relative to moneys advanced to Grand  
Trunk Railway Company or their Agents, on their behalf.

By Command,

GEO. ET. CARTIER,

Secretary.

Secretary's Office,  
Quebec, 20th April, 1855.

## PUBLIC WORKS,

QUEBEC, 26th September, 1853.

SIR,—I have the honor to acquaint you that, as requested, I have made an examination of the works of the Quebec and Richmond Railway, with the view of reporting for the information of Government, the progress made therein—the character of the work, and as to the Contractors being entitled, or otherwise, to the issue of one hundred thousand pounds sterling, of Government Bonds, being the first instalment, as specially provided for by the terms of their contract, namely, that so soon as the Engineer deputed by the Commissioners of Public Works, should report that one half the work was done, the amount of bonds above adverted to, should be issued in favour of the Contractors.

From the survey I have made, and the opportunity afforded me by the Contractors of freely referring to the documents in their office, I am enabled to report that the proportion which the amount and value of work done, and of materials provided, bears to that remaining to be done and provided, may be safely stated as two to one, in other words that about two-thirds of the work is done;—illustrative of which, I subjoin the following abstract.

### *Excavation, Embankment, &c.*

|   | Done.                  | To be done.          |
|---|------------------------|----------------------|
| Earth Excavation, &c., of<br>all sorts..... | 1,598,152 cubic yards. | 259,792 cubic yards. |
| Rock excavation.....                        | 139,064 cubic yards.   | 70,032 cubic yards.  |

### *Bridges and Culverts.*

|  |                    |                    |
|--|--------------------|--------------------|
| Rubble Masonry laid and al-<br>lowing for materials...                   | 7,628 cubic yards. | 7,628 cubic yards  |
| Hewn Stone masonry<br>and Brick work includ-<br>ing preparation therefor | 6,000 cubic yards. | 2,868 cubic yards. |
| The Culverts, with few exceptions, are constructed.                      |                    |                    |

The Abutments and Piers of the Chaudière Bridge are rapidly approaching the full height, and will be ready for the superstructure about the middle of October.

The masonry of the Etchemin bridge is ready for the tubes, and the abutments and piers of the several other bridges are well advanced, with the exception of those for the Rivière du Loup, Beacancour and Nicolet, for which the materials are being quarried and dressed, and as soon as they can be carried by rail to their respective localities, the works of each can be so advanced as to cause no delay in opening the line. Temporary bridges over which locomotives can be passed to draw these materials are now over these rivers, and similar ones are being erected at the Chaudière and Etchemin to facilitate the fixing of the tubular bridges.

#### *Superstructure of Bridges.*

Of the iron work, in all about 1472 tons for the superstructure of the bridges, about 148 tons have arrived in port, about 600 tons were shipped early in August, and are *in transitu* and the remainder is ready for shipping. The other materials for the superstructure of the bridges, timber, plank, lead, &c., are in stock on the road.

#### *Permanent Way.*

Of the total quantity (10572 tons) of rail iron required about 6476 tons are on the line of the work, 1300 tons are in port, and 2796 tons on the way out; of the chains and spikes (in all about 800 tons) one half is delivered, and the remainder *in transitu*. Nearly 30 miles of way is laid and ballasted.

#### *Fencing.*

About 120,000 lineal yards of post and rail fence are up, and all the remainder of the rails, &c., ready to be put up.

#### *Stations.*

At the St. Lawrence terminus the foundation of the engine house is laid, and the materials provided for it generally. The machine shop is being roofed, and a car shed is erected. The passenger house is not commenced in consequence of the proposed extension of the line to Tibbit's cove.

At the Richmond terminus, the ground is levelled off, drained and ballasted. The foundations of the engine house and fitting shops are laid, all the necessary stone and brick, and most of the other materials are on the ground.

Of the intermediate stations, ten in all, the foundations are laid of seven, the framing and carpentry work considerably advanced, and arrangements made to have the entire covered in by the end of November.

A considerable expenditure (about £7,300) has been incurred in filling in and levelling off the ground at Hadlow cove, but the wharfing has been suspended in consequence of the proposed extension of the line already alluded to.

#### *Rolling Stock.*

One second class locomotive is on the work.

Four first class locomotives were shipped from Liverpool on the 25th August, and are daily expected.

Four first class locomotives are in course of construction in Boston; and are to be delivered in Richmond by the first of January next.

Two first class passenger-cars are made in Montreal, and two more are in progress there.

Four second class passenger cars are also made there, and two more in progress.

Twenty-five covered freight cars are finished, and twenty-five in an advanced state.

Twenty-five platform cars are finished, and twenty-five more also considerably advanced.

Two hand cars are on the work, and four more are finished.

Six cattle cars are finished.

Six Post Office and baggage cars are finished, and six more in progress.

Twelve ballast cars are on the work, and twelve more about one half finished.

One snow plough is nearly completed.

#### *Land.*

The Land has all been taken, for which, about nineteen thousand pounds have been paid, and about two thousand are still due.

I feel much pleasure in being able to state confidently that the works of their respective classes, have been executed by the present Contractors in a highly satisfactory manner. The masonry, in many instances, is much beyond the requirements of the specification, and from what has already been done, and the nature of the materials provided, it is clear that no pains or expenses are spared to render the work alike creditable to the Contractors and to the Province.

I therefore certify, that the amount of work done, is such as to entitle the issue to the Contractors, of the sum of £100,000 sterling of bonds, in accordance with the provisions of their agreement.

In conclusion, I would beg leave to state that, during the course of my inspection, I found that exertions were being made, with the view of opening about sixty miles of road this year, which it is possible to effect, by making use of the temporary bridges, and using the road without its being generally ballasted. Strongly impressed as I am, with the feeling, that the opening up of a Railway without the permanent structures are completed, and the superstructure properly laid and ballasted, not only most injuriously affects the character of the work, but is in fact the cause of the extra work and risk in the after use of it, I urged upon the Contractors the propriety of not opening it, until it is in the state of perfection in which a Railway should be; and I believe those gentlemen will so arrange it. And as the line can be properly opened up by the first of July next, the present inconvenient travelling throughout that section of the Province, will be continued for comparatively but a few months, for about half of which, the present annoyance will be lessened by the sleighing.

I have the honor to be,

Sir,

Your obedient servant,

(Signed,) HAMILTON H. KILLALY,

Civil Engineer, and Assistant Commissioner, Public Works.

The Hon. F. Hincks,

Chairman of the Railway Commissioners.

*To His Excellency Lieutenant General Rowan, C. B. Administrator of the Government, &c., &c.*

The Chairman of the Board of Railway Commissioners has the honor to report for Your Excellency's information and request your sanction to a minute passed at a meeting of the Board held this day.

The letter of Mr. Roney, Managing Director of the Grand Trunk Railway Company, was again taken up, and a further communication from the same gentleman, dated 27th instant, was also submitted. The Commissioners are of opinion, that a Report should be submitted for the approval of the Governor in Council, recommending that, in accordance with the terms of Mr. Roney's letter of the 27th instant, the Debentures in aid of the Grand Trunk Railway Company be prepared and transmitted to the Agents of the Province in London to be issued by them for cash to the parties entitled to receive them under the conditions of the prospectus. And the Commissioners recommend that such portion of the money received on account of these bonds as may be deemed expedient to keep in England be invested, on account of the Province, in the joint names of Mr. Thomas Baring, M. P., and Mr. George C. Glyn, M. P., in such securities as they may deem advisable for the benefit of the Grand Trunk Railway Company; and that such portion as may be required in Canada may be deposited in such one or more of the chartered Banks as may be designated by the Grand Trunk Railway Company, and as may agree with them, as to the rate of interest which they may allow, and the said money to be withdrawn from time to time on the application of the Grand Trunk Railway Company, for such amounts as they may be entitled to under the provisions of their Act of incorporation, and application to be submitted for the consideration of His Excellency the Governor in Council.

Respectfully submitted.

(Signed,)

F. HINCKS,  
Chairman Railway Board.

Office of Board of Railway Commissioners,  
Chateau St. Louis, 29th Sept., 1853.

*To His Excellency Lieutenant General Rowan, C. B., Administrator of the Government, &c., &c.*

The undersigned has the honor to annex copy of a minute passed at a meeting of the Board of Railway Commissioners held this day, and to request the sanction of Your Excellency thereon.

The letters of Mr. C. P. Roney of the 29th and 30th ult. were submitted, requesting an advance to the Company of the Provincial Guarantee on the Quebec and Richmond section of the Grand Trunk Railway to the amount of £100,000.

There was also submitted the Report of the Hon. H. H. Killaly, after he had made a thorough examination of the road, stating that the Company were progressing with the work in a most satisfactory manner, and "that the amount of work done is such as to entitle the issue of Bonds to the Contractors, of the sum of £100,000. It was resolved, That a Report be made to His Excellency the Governor in Council, recommending that he may be pleased to sanction the payment, by the Receiver General, of the sum of £100,000, which the Commissioners are of opinion the Company are entitled to, to be taken from the proceeds of the Bonds placed in the hands of the Agents of the Province in London for that purpose."

Respectfully submitted.

(Signed,)

F. HINCKS,  
Chairman Railway Board.

Office of Board of Railway Commissioners,  
Chateau St. Louis, 5th Oct., 1853.



## PUBLIC WORKS,

QUEBEC, 18th October, 1854.

SIR,—At the desire of the Commissioners of Railways, as expressed in their minute at the meeting on the eleventh instant, I lost no time in proceeding to make a close inspection of the state of the works on the Trois Pistoles and Quebec Railroad.

I found these works very much advanced since my last visit. A very large proportion of the earth work is completed, and great progress made in the delivery of sleepers, and rails for the superstructure, and the plates for the tubular Bridges.

Of the first section from the Chaudière to the Etchemin, about 7 miles, the work to sub grade on four miles is done, and two miles of permanent way laid; the culverts are all built; on this portion there is a heavy embankment of about 45,000 yards, of which 15,000 remain to be done; on the remaining three miles of this section the earth work and embankment is all done, except about 5000 yards; a 6 feet culvert is finished, and a 10 feet arch culvert is in progress; the sleepers and rails for the whole seven miles are distributed along the line.

The Bridge over the Etchemin to consist of six 93 feet opes. Considerable preparations are made in the quarrying and preparing the stone for the piers and abutments; that for the cut-waters is ready. Three of the iron tubes are delivered at the dépôt; and the remainder are on their way out. Of the embankment at the termination of this Bridge, consisting of about 18,000 yards, but 3,000 remain to be done.

2nd Section. From the Etchemin to the St. Charles, about 8 miles; the earth work is chiefly of an ordinary character, and is nearly all done, except about two miles through a swamp, the drains for which are now opened and acting. The culverts are all built. The sleepers for about four miles are already delivered: The remainder are on hand and being sent down, as are the rails also.

3rd Section. From St. Charles to the River Boyer, about 5 miles, generally light work; earth work to sub-grade all done; culverts nearly finished; one 10 foot bridge on this Section is nearly completed; about 3,000 sleepers are delivered, and the remainder in course of delivery.

The bridge over the River Boyer is to consist of two 80 foot opes, and two of 50 feet; one pier is carried up above water surface; the foundations for two more are laid; materials for the entire got out, and on the ground; the tubes for about half the bridge at the dépôt, and the remainder on the way out.

4th Section. From River Boyer to St. Thomas, about 9 miles, pretty level, and ordinary work; all finished to sub-grade, except some trifling detached portions here and there; the culverts are nearly all done; the sleepers delivered on half the line, and the remainder in course of delivery.

5th Section. From St. Charles to St. Thomas, about 11 miles; the earth work of ordinary class, and generally done to sub-grade, except about 2,000 feet in the cut yet to do; the culverts are all open ones, are done, so are all the public and private crossings and cattle-guards. About one-third of the sleepers are delivered on the line, and the remainder in course of delivery.

The whole of the land from the Chaudière to St. Thomas is bought and paid for, and possession had; from St. Thomas to St. Anne's the land for the first 10 miles is bought, as is also that for 5 miles of the remaining distance. In the application made by the Railway Company, for an issue of guarantee on account of this road, the amount of expenditure to the 1st September, on the works along the line, was shown in detail to be £126,610. By the terms of the contract the Company is only entitled to demand the issue of 40 per cent. on the expenditure of every £100,000; and so on, *totus quotus*, as stated in the contract. Under this application, therefore, the amount of guarantee to be issued could be but £40,000, on

which £30,000 has been already granted. On explaining this to the Engineer of the line, A. M. Ross, Esq., he had a supplementary application made, showing an absolute expenditure on the works (including the September estimate to the 1st of October, and the value of materials delivered,) of £204,010. Thus, on this former application, the expenditure was..... £126,610 0 0

*Supplementary Estimate.*

Return and Certificate from 1st September to 1st

|  |         |          |   |   |
|--|---------|----------|---|---|
| October.....                               | £34,750 | 0        | 0 |   |
| 2,250 tons of rails, delivered at £15..... | 33,750  | 0        | 0 |   |
| Two locomotives.....                       | 5,000   | 0        | 0 |   |
| 130 tons of bridge iron tubes at £30.....  | 3,900   | 0        | 0 |   |
|  |         |          |   |   |
|  |         | 77,400   | 0 | 0 |
|  |         | £204,010 | 0 | 0 |

From a careful examination of the returns and certificates, I have satisfied myself of the accuracy of these statements, and I therefore am of opinion that the Company is now entitled to an issue of guarantee to the amount of £80,000, on the works of this Road, minus £30,000 already advanced.

With regard to the application of the directors for the issue of guarantee on the portion of the Grand Trunk between Montreal and Toronto, I have the honor to state, for the information of the Railway Commissioners, that their certificates &c., are now under my examination, and that I proceed by this evening's boat to make an inspection of the works, and will report in detail on the state of them and the amount of guarantee to which they may be entitled.

I am, Sir,  
Your obedient servant,

(Signed,)                      H. H. KILLALY,  
Assistant Commissioner.

T. A. Begly, Esquire,  
Secretary to the Railway Commissioners.

TORONTO, 26th October, 1854.

SIR,—According to the understanding had with the members of the R. W. Commission at their last meeting, I telegraphed the Hon. the Receiver General as to the amount of guarantee to which I considered the Grand Trunk Company was entitled at the period of my information. I find by the message I received from you yesterday on my arrival here, that the Commissioners, or rather the Receiver General was apprehensive to act on that telegraph, an apprehension I presume created by the fact of my having calculated the amount of guarantee on a sum greater than that stated in the application of the Managing Director. This application for guarantee both on the Trois Pistoles road, and the Grand Trunk road was based on the returns of expenditure, closed to 1st September, in the first instance. A considerable time however, elapsed before it was acted on, in which the returns for the month of September on these works became due and was paid, and a very considerable amount of materials, locomotives, bridge iron, rail were safely delivered. Knowing therefore that an early application would be again made on account of such materials and for the work of the month of September, especially as the work of October would also be due in a few days.

I thought it expedient to extend my investigation into the state of the works and expenditure up to 1st October. On this principal I framed my report on the Trois Pistoles section which I had the honor to hand you prior to my leaving on my present tour, and having satisfied myself that the expenditure on the Grand Trunk could be safely and correctly estimated over £1,200,000. I telegraphed you accordingly—Forty per cent. on this sum, would entitle the Contractors to guarantee to the amount of £480,000, minus the sum already advanced. I am happy at being able to state that no pains are being spared to render the works of the road, of the most permanent character in all respects. I proceed to-morrow to the Great Western Railway, and after having inspected the works and carefully examined the books, returns, &c., generally will proceed towards Quebec, taking the Scugog works on my way. I am not able to say precisely what day I will be at Quebec, but I calculate about the 5th or 6th proximo.

I have the honor to be,  
Your obedient servant,

(Signed,) H. H. KILLALY,

Thomas A. Begly, Esq.,  
Secty. Railway Commissioners.

*To His Excellency, Lieutenant General Rowan, C. B., Administrator of the Government, &c., &c., &c.*

The undersigned has the honor to transmit, for Your Excellency's approval, the following copy of a minute, passed at a Meeting of the Board of Railway Commissioners, held this day.

A letter from John A. Grant, Esq., Assistant Secretary to the Grand Trunk Railway Company, was taken into consideration. Mr. Grant encloses a certificate from Alexander Ross, Esquire, Chief Engineer of the Company, that the amount paid to the contractors for work and material, up to the 20th February, is £313,200, and asks that authority may be given to the Bankers in London, to pay to the order of the Company, an amount equal to forty per cent., in accordance with the contract, and with the Act incorporating the Company.

The Commissioners, having taken the subject into consideration, are of opinion, that until the arrival of the Honorable H. H. Killaly, it would be inexpedient to appoint any other Engineer to examine the work and the estimates with Mr. Ross, and as there can be no doubt that Mr. Ross's certificate truly represents the amount paid to the Contractors by the Company, the Commissioners are of opinion that an advance may be made in the manner proposed. Forty per cent. on the expenditure certified by Mr. Ross, would be £125,280, sterling; but the Commissioners are of opinion, that pending Mr. Killaly's examination, an advance of £100,000 sterling, may be ordered.

Respectfully submitted,

(Signed,) F. HINCKS,  
Chairman Board of Railway Commissioners.

Office of Board of Railway Commissioners,  
Chateau St. Louis, Quebec, 23rd February, 1854.

QUEBEC, 20th May, 1854.

SIR,—In consequence of the application made by the Grand Trunk Railway Company of Canada through their Secretary's letter of the 5th instant, requesting that a further payment of £100,000, in Provincial Debentures, should be made to them, according to the terms of the Contract, I proceeded to Montreal for the purpose of examining their Books, Monthly Returns, Pay List, &c., in order to ascertain whether they are entitled to that sum, and I have now the honor to report for your information, that from those documents, as well as from the preparations and work I have seen, I am satisfied that the amount of Debentures they ask for may be safely issued to them.

I am, Sir,  
Your obedient servant,

(Signed,) HAMILTON H. KILLALY.

The Hon. F. Hincks,  
Ch. R. Commissioner.

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*To His Excellency, Lieutenant General Rowan, C. B., Administrator of the Government, &c., &c., &c.*

The undersigned has the honor to Report for the information of your Excellency, that at a meeting of the Railway Board, held this day, the following minute was adopted, and I have to request your sanction thereto.

A letter was submitted from the Assistant Secretary of the Grand Trunk Railway Company, enclosing a Report of the Engineer, that the sum of Five hundred and forty thousand pounds having now been expended by the Contractors on the Montreal and Toronto, and Quebec and Trois Pistoles Sections of the Road, the Company are entitled to a further advance of the Provincial Guarantee, and requesting that a payment of one hundred thousand pounds, sterling, in addition to the one hundred thousand pounds, sterling, already advanced, be now made. A Report of the Honorable H. H. Killaly, Assistant Commissioner of Public Works, was also submitted, stating that he had proceeded to Montreal for the purpose of examining their books, monthly returns, pay lists, &c., in order to ascertain whether they are entitled to that sum, and I have now the honor to Report, for your information, that from those documents, as well as from the preparations and works I have seen, I am satisfied that the amount of Debentures they ask for may be safely issued to them.

The Commissioners having considered the subject, are of opinion that the amount asked for, one hundred thousand pounds sterling, may be safely advanced, and would recommend that the Receiver General be authorized to pay the same from the funds in the hands of the Agents of the Province, in London.

Respectfully submitted,

(Signed,) E. P. TACHE,  
Acting Chairman.

Office of Board of Railway Commissioners,  
Quebec, 20th May, 1854.

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*To His Excellency the Right Honorable the Earl of Elgin and Kincardine, Governor General, &c., &c., &c.*

The undersigned has the honor to submit for the approval of Your Excellency the following copy of a minute passed this day at a meeting of the Board of Railway Commissioners.

An application from the Assistant Secretary of the Grand Trunk Railway Company, enclosing a certificate of the Chief Engineer of the Company, shewing the amounts expended on the "Grand Trunk Road" and on the "Grand Trunk east Road," was laid before the Commissioners. By those certificates it appears that the sum of £699,550 has been expended to the first of July on the former, and the sum of £78,060 on the latter road. The total amount of guarantee to which the Company would be entitled would be £279,800, on the "Grand Trunk" of which they have already received £200,000, and £31,200 on the "Grand Trunk east" making in all the sum of £110,000 to which the Company are now entitled.

The Commissioners resolved that a Report be made to His Excellency the Governor in Council, recommending that he may be pleased to sanction the payment, by the Honorable the Receiver General, of the sum of eighty thousand pounds upon the "Grand Trunk" and thirty thousand pounds on the "Grand Trunk east" to be taken from the proceeds of the bonds placed in the hands of the agents of the Province in London for that purpose.

Respectfully submitted,

(Signed,) E. P. TACHE,  
Acting Chairman Railway Board.

Office of the Railway Board,  
Quebec, 31st July, 1854.

No. 15,852.

DEPARTMENT OF PUBLIC WORKS,  
3rd August, 1854.

SIR,—In reference to the resolution of the Railway Board of Commissioners, adopted at their meeting of yesterday, in which I am requested to make an examination and report upon the state of the works upon the line of the Quebec and Richmond road, at my earliest convenience, in order that no unnecessary delay may take place in the issuing of the guarantee in the completion of these works, I have the honor to state, that I will proceed to make the desired examination next week, but I would respectfully observe that by the provisions of the Railway Acts 12th Vict. cap. 29, and 14 and 15 Vict. cap. 73, the Company are entitled to the guarantee so soon as one half of the entire of the road shall have been completed. In my former report on this road I stated that two-thirds of the work were done, and as a large expenditure has since taken place on it, and the road will be opened shortly, there can be no doubt that the Company may safely have issued to them now what they ask for, namely £150,000.

I am, Sir,  
Your obedient servant,

(Signed,) H. H. KILLALY.

T. A. Begly, Esquire.  
Secretary Railroad Commissioners.

*To His Excellency, the Right Honorable the Earl of Elgin and Kincardine, Governor General, &c., &c., &c.*

The undersigned has the honor to report, for the information of Your Excellency, that at a Meeting of the Railway Board, held this day, the following minute was adopted, and I have to request your sanction thereto.

The letter of the Hon. H. H. Killaly, dated 1st instant, was taken into consideration; Mr. Killaly states, that, from the forward state of the works on the Quebec and Richmond Railway, no objection can be raised to the issue of the remaining portion of the funds to which the Grand Trunk Railway Company is entitled, on account of that work, the total amount to which the Company is entitled for that Road being £250,000, and £100,000, having been already issued, the Commissioners are of opinion, that the balance of £150,000 may be placed at the disposal of the Company, and they therefore recommend that instructions be given to the Agents of the Province to place the said amount to the credit of the Grand Trunk Railway Company.

Respectfully submitted,

(Signed,)

F. HINCKS,  
Chairman Railway Board.

Office of Board of Railway Commissioners,  
Quebec, 17th August, 1854.

*To His Excellency, the Right Honorable, the Earl of Elgin and Kincardine, Governor General, &c., &c., &c.*

The undersigned has the honor to report and to request the sanction of Your Excellency, to the following copy of a minute, passed at a meeting of the Board of Railway Commissioners, held at their Office on Monday the 13th instant.

The letter of Sir C. P. Roney, No. 206, was submitted, requesting a further advance of the Provincial Guarantee to the Grand Trunk Railway Company, on the Grand Trunk Section of their Road, and the Report of the Honorable H. H. Killaly having also been submitted, stating that having thoroughly examined the line of road, and the statement of account furnished by the Company, he is of opinion that they are fully entitled to an advance of £200,000, on the section of Road referred to; £174,000 of this amount having been authorised, on the Report from this Board, dated the seventh instant, and the Commissioners being of opinion, that the Company are now fully entitled to the balance of £26000 sterling.

It was ordered, That a Report to that effect be submitted to His Excellency the Governor General, requesting that he may be pleased to authorise the Honorable the Receiver General to take the necessary steps for placing at the disposal of the Company, the proceeds of Bonds to that amount.

Respectfully submitted,

(Signed,)

E. P. TACHE,  
Chairman Railway Board.

Office of Board of Railway Commissioners,  
Quebec, 15th Nov. 1854.

*To His Excellency the Right Hon. the Earl of Elgin and Kincardine, Governor General, &c., &c., &c.*

The undersigned has the honor to report that at a meeting of the Board of Railway Commissioners, held this day, a minute, of which the following is a copy, was passed, and the sanction of your Excellency is requested to the release of the Bonds as therein stated.

The application of Sir C. P. Roney, Managing Director of the Grand Trunk Railway Company, making application for an advance of the Railway Guarantee on the Grand Trunk Line, (between Montreal and Toronto) to the extent of £174,000 sterling, was submitted, also a Report of the Honorable H. H. Killaly, stating that he had examined the road and finds that a larger sum has been expended in workmanship and materials to the 1st instant than that mentioned by the Managing Director, whose statement of expenditure only extends to the 1st October.

The Commissioners having examined the several Documents referred to, it was resolved:—

That a Report be made to His Excellency the Governor General recommending the release to the Company, from the funds now in the hands of the Agents of the Province in London, for the amount applied for, one hundred and seventy-four thousand pounds sterling, and that the Honorable the Receiver General be authorized to take the necessary steps, for placing the amount in the hands of the Company.

Respectfully submitted,

(Signed)

E. P. TACHE,  
Chairman Railway Board.

Office of Board of Railway Commissioners,  
7th November, 1854.

*To His Excellency, the Right Honorable the Earl of Elgin and Kincardine, Governor General, &c., &c., &c.*

The undersigned has the honor to Report, that at a meeting of the Board of Railway Commissioners held this day, a minute, of which the following is a copy, was passed, and the sanction of your Excellency is requested to the release of the Bonds as therein stated.

The application of Sir C. P. Roney, Managing Director of the Grand Trunk Railway Company, making application for an advance of the Provincial Guarantee on the line of Road between Quebec and Trois Pistoles, (Grand Trunk East,) to the extent of £50,000, sterling, was submitted, also a Report of the Honorable H. H. Killaly, stating that he had examined the Road, and finds that a sum has been expended thereon, in workmanship and materials, which would fully entitle the Company to the Guarantee to the extent asked for.

The Commissioners having examined the several documents referred to, it was resolved, That a Report be made to His Excellency the Governor General, recommending the release to the Company from the funds now in the hands of the Agents of the Province, in London, for the amount applied for, fifty thousand pounds, sterling, and that the Honorable the Receiver General be authorized to take the necessary steps for placing the amount in the hands of the Company.

Respectfully submitted,

(Signed)

E. P. TACHE,  
Chairman Railway Board.

Office of Board of Railway Commissioners.  
7th Nov., 1854.

QUEBEC, 20th January 1855.

To the Honorable the Chairman  
of the Railway Board :

SIR,—Having made the examination of the works of the Toronto and Port Sarnia Section of the Grand Trunk Railway, and of the Victoria Bridge, in order to furnish to the Railway Commissioners all the information necessary to enable them to take action on the application of the Managing Director, Sir C. P. Roney, on the part of the Company, for an advance of the amount of Provincial Guarantee to which they are entitled upon those works. I have now the honor to Report.

That I closely inspected the whole of the Earthwork and Masonry of, and the general preparation of materials and superstructure for this section of the road, and I have much pleasure in being able to assure the Commissioners, that in every particular, I find them to be such as will justly entitle it, when completed, to be classed among the best Railways hitherto constructed.

My examination of these works, as called for by Sir C. P. Roney's application, being concluded late in December, I have refrained from transmitting the results, until I would have been furnished with the statement and details of the works up to the first January instant, as I considered it desirable to close the certificates to the end of the year; and from the recent period of my inspection, I felt, I could report safely up to that time.

Within a few days, the Secretary of the Company has transmitted the returns on the several sections of the road, and on the Victoria Bridge, to the first instant, and has requested the issue of such amount of guarantee as they might be found entitled to, upon all the works, up to that date. I therefore report on each separately, in the first instance, and then give an abstract from which it will be seen that the issue of £498,768 16s. may now be made.

*Quebec and Trois Pistoles Section.*

In my report of the 19th October last, embracing the usual certificates, having given a detailed statement of the works then in progress, and of the expenditure up to the first of that month, it is scarcely necessary that I should recapitulate these details. Up to that date the expenditure on this section amounted to the sum of.....

|                                  |          |   |   |
|----------------------------------|----------|---|---|
|                                  | £204,010 | 0 | 0 |
| During the Month of October..... | 4,200    | 0 | 0 |
| “ “ “ of November.....           | 7,000    | 0 | 0 |
| “ “ “ of December.....           | 17,700   | 0 | 0 |

|  |          |   |   |
|--|----------|---|---|
| Total expenditure on Quebec and Trois Pistoles, to<br>1st January, 1855..... | £232,910 | 0 | 0 |
|--|----------|---|---|

*Montreal and Toronto Division.*

|  |            |   |   |
|--|------------|---|---|
| The expenditure upon this division to the first of October last amounted to..... | £1,131,063 | 0 | 0 |
| During the Month of October, there was expended....                              | 163,562    | 0 | 0 |
| “ “ “ of November.....   | 116,053    | 0 | 0 |
| “ “ “ of December.....   | 87,061     | 0 | 0 |

|  |   |   |
|--|---|---|
| Total expenditure of this division to 1st January 1855. £1,497,839 | 0 | 0 |
|--|---|---|

*Toronto and Sarnia Division.*

|   |          |   |   |
|---|----------|---|---|
| The total expenditure upon this division up to 1st<br>January instan .... | £703,137 | 0 | 0 |
|---|----------|---|---|



As this is the first application for the issue of guarantee upon the expenditure of this division, which is now embraced in the Grand Trunk Line of Railway, under the provisions of an Act passed during the present Session "to amend the Acts relating to the Grand Trunk Railway" by which the guarantee is extended under certain restrictions, to it, as to the other portions previously entitled to guarantee. I felt it necessary to make a very minute inspection of it, and of all its works in detail. The result of which inspection, I have herein already reported to be extremely satisfactory; but it may be considered desirable, that I should furnish the Commissioners with a concise statement from which they will have a knowledge of the actual state of forwardness of this Division, as my previous reports show that of the others.

This portion of the Grand Trunk Railway, now known as the Toronto and Sarnia Division, is 169 miles in length. But the operations have hitherto been confined to the Eastern portion of it, namely from Toronto to St. Mary's a distance of 98 miles. On this portion the general estimated quantities of the respective works are as follows:

|                                  |   |            |
|----------------------------------|---|------------|
| 4,500,000                        | Cubic yards of earthwork of which there is now done | 2,900,000. |
| 40,000                           | Rock do.....  | 35,000.    |
| 20,000                           | of culbert Masonry do.....                          | 14,000.    |
| 50,000                           | of Bridge Masonry do.....                           | 40,000.    |
| 100 Miles of Rails now delivered | } the entire.                                       |            |
| on line in convenient position.  |   |            |
| Chairs now delivered for         | 56 miles.   |            |
| Spikes " " "                     | 93 miles.   |            |
| Cross-ties " " "                 | 32 miles.   |            |
| The remainder all prepared.      |   |            |
| Fencing " " "                    | 47 miles  |            |

3,700 Lined feet of Iron tubular and Girder Bridges, all delivered. Building Materials prepared for remainder of the Masonry, to the amount of £15,800 sterling.

Rolling Stock now ready and materials for ditto £25,700 sterling.

The lands for Roadway and Stations are secured throughout.

This portion (from Toronto to St. Mary's) is the heaviest for its extent upon the whole line, and on it are a number of very heavy structures comprising the Bridge at Black Creek 1 Span of 60 feet Iron Girder height 36 feet.

|                          |                              |       |    |
|--------------------------|------------------------------|-------|----|
| " " " the Humber         | 9 Spans of 60                | " " " | 62 |
| " " " Mimico             | 1 " 60                       | " " " | 23 |
| " " " Etobicoke          | 1 " 60                       | " " " | 43 |
| " " " The Credit         | 8 " 98 ft Tubular            | " " " | 90 |
| " " " George Town Valley | 25 ft. arched culvert embt   | " " " | 56 |
| " " " Middle credit      | 30 " " "                     | " " " | 00 |
| " " " Lawson Pond        | 15 " " "                     | " " " | 40 |
| " " " Little Eramosa     | 25 " " "                     | " " " | 40 |
| " " " Great Eramosa      | 8 spans 60 ft Girders Piers  | " " " | 40 |
| " " " The Speed Centre   | span 80 ft Tubular           |       |    |
|                          | 3 other spans 60 ft Girders, |       |    |

Besides the above formidable works, there are a great number of Bridges, Culverts &c., of lesser importance. From a calculation of the above, it seems that of the works on the portion between Toronto and St. Mary's (98 miles) more than two thirds are now done, and they see no reason to doubt its being open for traffic by the first of September next. The proportion done on the whole division, from Toronto to Sarnia, altho the Western Section is yet untouched amounts to as near as may be one half.

*The Victoria Bridge.*

The preparations made and in progress for this gigantic work, are fully commensurate with its magnitude. The machinery and outfit of every description are on a vast scale, and of the best and most suitable of their respective classes. The quantities of the first description of stone prepared and being quarried, would strike with astonishment any person who has not had occasion to reflect on what the extent of the work will be when completed. The total expenditure on it, to the first January inst., amounts to the sum of £213,000. The management of this work is highly creditable to the skill and ingenuity of the gentleman under whose charge it is, and from the preparations and outfit now available, and the experience acquired in meeting difficulties such as may have again to be encountered, I have no doubt that the progress to be made in it this present year, may be very considerable.

## ABSTRACT.

|  |                     |
|--|---------------------|
| Expenditure to 1st of January, 1855, upon the works of<br>the Quebec and Trois Pistoles division.....  | £232,910            |
| Montreal and Toronto division.....   | 1,497,839           |
| Toronto and Sarnia " ..  | 703,173             |
| Victoria Bridge " ..   | 213,000             |
|  | £2,646,922          |
| Total on these divisions.....  | £2,646,922          |
| The amount of guarantee on this sum would be.....  | £1,058,768,160 stg. |
|  | £1,058,768,160      |
| There has been already issued (as I am informed) guarantee to the extent of<br>£1,277,500 sterling; of this sum there was on account of the Quebec and Rich-<br>mond road..... | £250,000            |
| And on the Atlantic road.....  | 467,500             |
|  | £717,500            |
| Total.....   | £717,500            |

Deducting these two sums from the total guarantee issued leaves but £560,000 sterling, chargeable to the sections in the above abstract, and the Company are therefore now entitled to a further issue of £498,768,160 sterling.

I am, Sir,

Your obedient servant,

(Signed,)

HAMILTON H. KILLALY.

*To His Excellency the Right Hon. Sir Edmund Walker Head, Baronet, Governor General of British North America, &c., &c., &c.*

The undersigned has the honor to Report, and to request the sanction of Your Excellency to the following copy of a minute passed at a meeting of the Board of Railway Commissioners held this 23rd January, 1855.

The letter of Sir C. P. Roney, of the 30th November last, was laid before the Commissioners referring to the provisions of the amended Act lately passed, by which the several lines of Railroads therein enumerated, together with the Vic-

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toria Bridge, and its approaches, are all amalgamated under the denomination of the Grand Trunk Railway of Canada, and are entitled to the benefit of the Provincial Guarantee, under certain restrictions, and requesting that an inspection be accordingly made of the works of the Toronto and Sarnia division, and of those of the Victoria Bridge, in order that such amount of guarantee would be issued as the Company might be found entitled to.

Also, the letter of J. M. Grant, Assistant Secretary, of the 18th instant, enclosing certificates for work done on all the several sections of the Grand Trunk Railway up to the first of this month, and applying for the issue of the guarantee thereon.

In connection with these proceedings, the Report of Mr. Killaly upon the several works was submitted.

The Commissioners having duly examined the several documents; It was resolved, that a Report be made to His Excellency the Governor General, recommending the release to the Company, from the funds now in the hands of the Agents of the Province in London, of the amount of £498,768 16s. Od., this being the sum to which the Company are entitled, and that the Honorable the Receiver General be authorized to take the necessary steps for placing the amount in the hands of the Company.

Respectfully submitted.

(Signed,)

E. P. TACHE,  
Chairman Railway Board.

Office of Board of Railway Commissioners,  
Quebec, 23rd January, 1855.

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Q U E B E C :

PRINTED BY LOVELL AND LAMOUREUX, MOUNTAIN STREET.

1855.

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# R E T U R N

In part to an Address from the Legislative Assembly of the 21st instant,  
for certain Papers relative to affairs of the Grand Trunk Railway  
Company, and for a List of the Stockholders of the Grand Trunk  
Railway Company, and of the other Companies associated therewith.

By Command,

GEORGE ETIENNE CARTIER,

Secretary.

Secretary's Office,

Quebec, 28th April, 1855.

## GRAND TRUNK RAILWAY COMPANY.

List of Shareholders of the Grand Trunk Railway Company of Canada. (A Series)  
on the 31st December, 1854.

(SHARES, £25 Sterling EACH.)

| SHAREHOLDERS' NAMES.      | Shares. | Amount paid. |    |    |
|---------------------------|---------|--------------|----|----|
|                           |         | £            | s. | d. |
| W S Alexander.....        | 24      | 300          | 0  | 0  |
| Miss C Alexander.....     | 8       | 100          | 0  | 0  |
| Miss A Alexander.....     | 8       | 100          | 0  | 0  |
| W D Alexander.....        | 32      | 400          | 0  | 0  |
| G W Alexander.....        | 16      | 400          | 0  | 0  |
| J H Alleyne.....          | 21      | 300          | 0  | 0  |
| Miss M Alexander.....     | 40      | 500          | 0  | 0  |
| James Alexander.....      | 80      | 1,000        | 0  | 0  |
| Col Robert Alexander..... | 24      | 600          | 0  | 0  |
| W S Andrews.....          | 96      | 1,200        | 0  | 0  |
| Mrs C S Alexander.....    | 16      | 200          | 0  | 0  |
| John Allan.....           | 48      | 600          | 0  | 0  |
| Travers Smith Amory.....  | 72      | 900          | 0  | 0  |
| William Allcard.....      | 24      | 300          | 0  | 0  |
| A H Ashley.....           | 112     | 1,960        | 0  | 0  |
| Thomas Aspinnall.....     | 24      | 600          | 0  | 0  |
| Anselmo de Arroyave.....  | 48      | 1,200        | 0  | 0  |
| George Ashlin.....        | 24      | 600          | 0  | 0  |
| Carried forward.....      |         |              |    |    |

## List of Shareholders of the Grand Trunk Railway Company—Continued.

| SHAREHOLDERS' NAMES. | Shares. | Amount paid. |   |    |
|----------------------|---------|--------------|---|----|
|                      |         | £            | s | d. |
| Brought forward      |         |              |   |    |
| G Ashley and others  | 8       | 200          | 0 | 0  |
| Miss Mary Ashton     | 24      | 600          | 0 | 0  |
| Henry Barnett        | 48      | 600          | 0 | 0  |
| C J Baker            | 16      | 200          | 0 | 0  |
| A C Barclay          | 48      | 600          | 0 | 0  |
| David Barclay        | 48      | 600          | 0 | 0  |
| Robert Balls         | 16      | 400          | 0 | 0  |
| Joseph Bayendate     | 192     | 2,400        | 0 | 0  |
| Henry Back           | 48      | 1,200        | 0 | 0  |
| John A Back          | 24      | 600          | 0 | 0  |
| W Baker              | 24      | 600          | 0 | 0  |
| John Bass            | 24      | 300          | 0 | 0  |
| Edward L Betts       | 96      | 1,200        | 0 | 0  |
| Major W G Beare      | 32      | 800          | 0 | 0  |
| Joseph Bennett       | 8       | 100          | 0 | 0  |
| G A J C Bertinck     | 24      | 300          | 0 | 0  |
| Moses Bensoniel      | 96      | 720          | 0 | 0  |
| G C I Berkeley       | 16      | 200          | 0 | 0  |
| H D Blyth            | 72      | 900          | 0 | 0  |
| James Blyth          | 72      | 900          | 0 | 0  |
| Mrs C B Blackwood    | 8       | 100          | 0 | 0  |
| Charles Biggs        | 56      | 700          | 0 | 0  |
| H W Blake            | 480     | 4,800        | 0 | 0  |
| W S Binny            | 48      | 600          | 0 | 0  |
| Robert Blackford     | 160     | 1,600        | 0 | 5  |
| Thomas Booth         | 48      | 600          | 0 | 0  |
| E A Bowring          | 52      | 650          | 0 | 0  |
| James Burland        | 8       | 200          | 0 | 0  |
| A Boyd               | 40      | 500          | 0 | 0  |
| W R A Boyle          | 8       | 100          | 0 | 0  |
| H Bolingbrooke       | 24      | 300          | 0 | 0  |
| W Boorman            | 8       | 100          | 0 | 0  |
| T Boorman            | 40      | 500          | 0 | 0  |
| J E Brodhurst        | 144     | 1,800        | 0 | 0  |
| Augustus Browne      | 40      | 500          | 0 | 0  |
| Bragg & Stockdale    | 48      | 600          | 0 | 0  |
| C D Bruce            | 48      | 600          | 0 | 0  |
| C J Bosanquet        | 32      | 400          | 0 | 0  |
| David Bromelow       | 24      | 300          | 0 | 0  |
| Miss C Bromfield     | 8       | 100          | 0 | 0  |
| W S Broadwood        | 96      | 1,200        | 0 | 0  |
| J J Broadwood        | 104     | 2,600        | 0 | 0  |
| James Bruce          | 96      | 1,200        | 0 | 0  |
| Hon P P Bouverée     | 48      | 600          | 0 | 0  |
| Bordier Fabris & Co. | 192     | 2,400        | 0 | 0  |
| T C Broadwood        | 96      | 960          | 0 | 0  |
| A J Brunton          | 48      | 600          | 0 | 0  |
| W Booker             | 16      | 200          | 0 | 0  |
| Eliza Bushby         | 16      | 300          | 0 | 0  |
| Edward Buratali      | 264     | 3,300        | 0 | 0  |
| H Buckerfield        | 8       | 100          | 0 | 0  |
| Carried forward      |         |              |   |    |

## List of Shareholders of the Grand Trunk Railway Company—Continued.

| SHAREHOLDERS' NAMES.        | Shares. | Amount paid. |    |    |
|-----------------------------|---------|--------------|----|----|
|                             |         | £            | s. | d. |
| Brought forward.....        |         |              |    |    |
| Henry Bullock.....          | 24      | 300          | 0  | 0  |
| Js Geo Burke.....           | 96      | 1,200        | 0  | 0  |
| Robert Busnell.....         | 5       | 62           | 10 | 0  |
| Charles Butler.....         | 24      | 300          | 0  | 0  |
| Charles Binns.....          | 48      | 600          | 0  | 0  |
| Thomas Brassey.....         | 144     | 1,800        | 0  | 0  |
| George Burnaud.....         | 24      | 300          | 0  | 0  |
| Edward Holmes Ballock.....  | 192     | 1,920        | 0  | 0  |
| George Ashton Bostock.....  | 8       | 100          | 0  | 0  |
| William Blacklock.....      | 90      | 1,125        | 0  | 0  |
| Baring Brothers & Co.....   | 6,798   | 84,975       | 0  | 0  |
| Frederick Lewis Austin..... | 40      | 500          | 0  | 0  |
| Robert Alexander.....       | 25      | 312          | 10 | 0  |
| Edward W Chapman.....       | 48      | 600          | 0  | 0  |
| W Chapman.....              | 328     | 4,100        | 0  | 0  |
| H C Chapman.....            | 200     | 2,000        | 0  | 0  |
| Miss S A Challinor.....     | 16      | 200          | 0  | 0  |
| John Chapman.....           | 8       | 200          | 0  | 0  |
| W E Cuttley.....            | 88      | 1,100        | 0  | 0  |
| Thomas Chapman.....         | 30      | 375          | 0  | 0  |
| The. Chisholm.....          | 48      | 600          | 0  | 0  |
| John Chapman.....           | 96      | 1,200        | 0  | 0  |
| J W Cuter.....              | 144     | 1,800        | 0  | 0  |
| Austin Chamberlain.....     | 8       | 200          | 0  | 0  |
| Alexander Calder.....       | 24      | 300          | 0  | 0  |
| Charles Christian.....      | 304     | 3,800        | 0  | 0  |
| Robert Chamberlain.....     | 16      | 200          | 0  | 0  |
| Frederick Cass.....         | 24      | 300          | 0  | 0  |
| Capt W Castle.....          | 24      | 300          | 0  | 0  |
| H G Cuttley.....            | 88      | 1,100        | 0  | 0  |
| Richard Campion.....        | 16      | 200          | 0  | 0  |
| John Cattley.....           | 144     | 1,800        | 0  | 0  |
| Carden & Whitehead.....     | 48      | 600          | 0  | 0  |
| R S Cahill.....             | 24      | 300          | 0  | 0  |
| Chalmer (Edward).....       | 48      | 600          | 0  | 0  |
| Miss F Cheere.....          | 8       | 100          | 0  | 0  |
| N Clark.....                | 16      | 200          | 0  | 0  |
| T W Clagett.....            | 16      | 200          | 0  | 0  |
| Sir W Clay, Bart.....       | 72      | 540          | 0  | 0  |
| Rev C B Coney.....          | 52      | 750          | 0  | 0  |
| Coulon Hentsch & Co.....    | 48      | 600          | 0  | 0  |
| Crawford Colvin & Co.....   | 96      | 2,400        | 0  | 0  |
| J E Coleman.....            | 256     | 3,000        | 0  | 0  |
| S P Cockerell.....          | 48      | 600          | 0  | 0  |
| R W Crawford.....           | 48      | 600          | 0  | 0  |
| Alfred Collier.....         | 16      | 200          | 0  | 0  |
| M C Cotton.....             | 120     | 1,500        | 0  | 0  |
| F R Crampton.....           | 16      | 200          | 0  | 0  |
| A B Cochrane.....           | 48      | 600          | 0  | 0  |
| S W Cox.....                | 40      | 500          | 0  | 0  |
| Noah Crook.....             | 26      | 650          | 0  | 0  |
| Carried forward.....        |         |              |    |    |

## LIST of Shareholders of the Grand Trunk Railway Company—Continued.

| SHAREHOLDERS' NAMES.           | Shares. | Amount paid. |    |    |
|--------------------------------|---------|--------------|----|----|
|                                |         | £            | s. | d. |
| Brought forward.....           |         |              |    |    |
| E S Codd.....                  | 24      | 300          | 0  | 0  |
| Charles Cawthorn.....          | 40      | 500          | 0  | 0  |
| John Couleton.....             | 24      | 240          | 0  | 0  |
| V J Collier.....               | 16      | 200          | 0  | 0  |
| Sir W Cubett.....              | 200     | 5,000        | 0  | 0  |
| Edwin Cuthbert.....            | 40      | 500          | 0  | 0  |
| Jeffrey Cullen.....            | 16      | 200          | 0  | 0  |
| H T Curtis.....                | 24      | 300          | 0  | 0  |
| A R Cutbill.....               | 208     | 2,080        | 0  | 0  |
| Capt E B Curzon.....           | 24      | 300          | 0  | 0  |
| T S Cutbill.....               | 44      | 550          | 0  | 0  |
| Edward Cropper.....            | 240     | 3,000        | 0  | 0  |
| George Clark.....              | 48      | 600          | 0  | 0  |
| Charles Crowden.....           | 8       | 100          | 0  | 0  |
| George Charwood.....           | 10      | 125          | 0  | 0  |
| Auguste Dasher.....            | 192     | 2,400        | 0  | 0  |
| F A Dashwood.....              | 24      | 300          | 0  | 0  |
| M D D Dulison.....             | 24      | 300          | 0  | 0  |
| George F Davis.....            | 24      | 300          | 0  | 0  |
| Robert Daglish, Junr.....      | 24      | 300          | 0  | 0  |
| Darthez Brothers.....          | 24      | 600          | 0  | 0  |
| W T S Daniel.....              | 48      | 600          | 0  | 0  |
| M T D De Vitre.....            | 48      | 1,200        | 0  | 0  |
| F Durgardt.....                | 40      | 1,000        | 0  | 0  |
| John Dillon.....               | 352     | 4,400        | 0  | 0  |
| G H Donaldson.....             | 24      | 300          | 0  | 0  |
| Rev C Drury.....               | 8       | 200          | 0  | 0  |
| Henry Druitt.....              | 16      | 200          | 0  | 0  |
| Benjamin Draeger.....          | 24      | 300          | 0  | 0  |
| Frederick Dunbury.....         | 72      | 900          | 0  | 0  |
| R D Dunn.....                  | 180     | 2,250        | 0  | 0  |
| Richard Dunn.....              | 200     | 2,500        | 0  | 0  |
| Samuel Dobree & Sons.....      | 48      | 1,200        | 0  | 0  |
| Theodore Alfred Davenport..... | 16      | 200          | 0  | 0  |
| William Earle.....             | 272     | 3,400        | 0  | 0  |
| Hardwan Earle.....             | 200     | 2,500        | 0  | 0  |
| Thomas Earle.....              | 48      | 600          | 0  | 0  |
| Sir John Easthope.....         | 48      | 600          | 0  | 0  |
| Charles Edwards.....           | 24      | 300          | 0  | 0  |
| F W Earle.....                 | 50      | 625          | 0  | 0  |
| H S Easy.....                  | 20      | 200          | 0  | 0  |
| Miss E Ellis.....              | 16      | 400          | 0  | 0  |
| Russell Ellice.....            | 96      | 1,200        | 0  | 0  |
| Joseph Esdaile.....            | 48      | 1,200        | 0  | 0  |
| John E Errington.....          | 48      | 600          | 0  | 0  |
| Mrs M M L Ewart.....           | 40      | 1,000        | 0  | 0  |
| J C Ewart.....                 | 96      | 1,200        | 0  | 0  |
| Eyre Evans.....                | 48      | 1,200        | 0  | 0  |
| Miss C Evans.....              | 50      | 625          | 0  | 0  |
| William Ewart.....             | 48      | 600          | 0  | 0  |
| Thomas Farmer.....             | 120     | 1,500        | 0  | 0  |
| Carried forward.....           |         |              |    |    |



## List of Shareholders of the Grand Trunk Railway Company—Continued.

| SHAREHOLDERS' NAMES.              | Shares. | Amount paid. |    |    |
|-----------------------------------|---------|--------------|----|----|
|                                   |         | £            | s. | d. |
| Brought forward .....             |         |              |    |    |
| Oliver Farrer .....               | 176     | 2,200        | 0  | 0  |
| John Farie .....                  | 24      | 300          | 0  | 0  |
| Thomas Farrance .....             | 96      | 2,400        | 0  | 0  |
| Robert Ferguson .....             | 24      | 300          | 0  | 0  |
| Joseph Feltham .....              | 8       | 100          | 0  | 0  |
| William Fenton .....              | 96      | 1,200        | 0  | 0  |
| James Fletcher .....              | 48      | 600          | 0  | 0  |
| William Fletcher .....            | 24      | 300          | 0  | 0  |
| Mrs A F Flower .....              | 48      | 480          | 0  | 0  |
| W H Forman .....                  | 288     | 3,600        | 0  | 0  |
| J B Forsyth .....                 | 264     | 3,300        | 0  | 0  |
| C K Freshfield .....              | 48      | 600          | 0  | 0  |
| H R Freshfield .....              | 48      | 600          | 0  | 0  |
| Jonathan Forbes .....             | 48      | 1,200        | 0  | 0  |
| James Fraser .....                | 96      | 1,200        | 0  | 0  |
| Thomas Franklyn .....             | 168     | 1,630        | 0  | 0  |
| John Fowler .....                 | 192     | 1,920        | 0  | 0  |
| Donald Fraser .....               | 24      | 240          | 0  | 0  |
| C Franks .....                    | 8       | 100          | 0  | 0  |
| C W Franks .....                  | 32      | 400          | 0  | 0  |
| J K Fry .....                     | 70      | 875          | 0  | 0  |
| Edward Funley .....               | 64      | 800          | 0  | 0  |
| David Fyria .....                 | 8       | 100          | 0  | 0  |
| Caleb Fletcher .....              | 482     | 6,025        | 0  | 0  |
| G F Gardner .....                 | 8       | 100          | 0  | 0  |
| F H Geach .....                   | 100     | 1,250        | 0  | 0  |
| Charles Geach .....               | 192     | 1,440        | 0  | 0  |
| Frank Giles .....                 | 16      | 200          | 0  | 0  |
| R Gladstone .....                 | 30      | 300          | 0  | 0  |
| Is L R Glyn .....                 | 24      | 300          | 0  | 0  |
| St L R Glyn & G G Glyn .....      | 992     | 12,400       | 0  | 0  |
| E W Mills and G C Glyn. / .....   | 1,000   | 12,500       | 0  | 0  |
| St L R Glyn and G C Glyn. / ..... | 1,024   | 12,800       | 0  | 0  |
| W Gladstone .....                 | 100     | 1,250        | 0  | 0  |
| Alexander Gillespie .....         | 96      | 1,200        | 0  | 0  |
| Robert Gillespie .....            | 144     | 1,800        | 0  | 0  |
| Joseph Glen .....                 | 3       | 75           | 0  | 0  |
| John V Gooch .....                | 96      | 1,200        | 0  | 0  |
| F D Goldsmid .....                | 48      | 1,200        | 0  | 0  |
| B B Greene .....                  | 72      | 900          | 0  | 0  |
| G Greenwood .....                 | 24      | 600          | 0  | 0  |
| George Grant .....                | 72      | 900          | 0  | 0  |
| C C Greville .....                | 192     | 2,880        | 0  | 0  |
| T B Grove .....                   | 64      | 800          | 0  | 0  |
| Edmund Grove .....                | 16      | 200          | 0  | 0  |
| Miss J Graham .....               | 24      | 300          | 0  | 0  |
| W O Gore .....                    | 48      | 600          | 0  | 0  |
| G R Griffith .....                | 200     | 2,500        | 0  | 0  |
| Lady C Greville .....             | 16      | 200          | 0  | 0  |
| Miss M E H Greathed .....         | 16      | 400          | 0  | 0  |
| Miss E S Greathed .....           | 8       | 200          | 0  | 0  |
| Carried forward .....             |         |              |    |    |

## List of Shareholders of the Grand Trunk Railway Company—Continued.

| SHAREHOLDERS' NAMES.      | Shares. | Amount paid. |    |    |
|---------------------------|---------|--------------|----|----|
|                           |         | £            | s. | d. |
| Brought forward.....      |         |              |    |    |
| George Gresewood.....     | 21      | 300          | 0  | 0  |
| W F Grant.....            | 192     | 2,400        | 0  | 0  |
| Col F C Griffiths.....    | 24      | 300          | 0  | 0  |
| W L Grave.....            | 24      | 300          | 0  | 0  |
| A Gu hrie.....            | 96      | 2,400        | 0  | 0  |
| R Gunter.....             | 60      | 600          | 0  | 0  |
| Mrs F Gurwood.....        | 24      | 300          | 0  | 0  |
| William Gladstone.....    | 64      | 1,600        | 0  | 0  |
| John Grelrod.....         | 112     | 1,600        | 0  | 0  |
| Anne Gould.....           | 24      | 600          | 0  | 0  |
| George Glasspool.....     | 4       | 50           | 0  | 0  |
| Henry Hall.....           | 528     | 6,600        | 0  | 0  |
| F Harrison.....           | 16      | 200          | 0  | 0  |
| W Hawkins.....            | 696     | 8,700        | 0  | 0  |
| Josiah Hammond.....       | 48      | 600          | 0  | 0  |
| Phillip Hardwick.....     | 96      | 1,200        | 0  | 0  |
| Richard Harrison.....     | 8       | 100          | 0  | 0  |
| John Hackblock.....       | 16      | 400          | 0  | 0  |
| John Harris.....          | 24      | 360          | 0  | 0  |
| W H Harton.....           | 40      | 500          | 0  | 0  |
| P D Hadow.....            | 24      | 600          | 0  | 0  |
| Mrs E A Hardeastle.....   | 48      | 600          | 0  | 0  |
| Joseph Hardeastle.....    | 96      | 1,200        | 0  | 0  |
| Alexander Haldane.....    | 96      | 1,200        | 0  | 0  |
| Thomas Hankey.....        | 48      | 600          | 0  | 0  |
| Julius Hall.....          | 8       | 100          | 0  | 0  |
| J M Hervey.....           | 16      | 240          | 0  | 0  |
| Joseph Henry.....         | 48      | 600          | 0  | 0  |
| D D Heath.....            | 32      | 400          | 0  | 0  |
| Mrs H Heathfield.....     | 72      | 900          | 0  | 0  |
| A & M G Hewat.....        | 16      | 200          | 0  | 0  |
| Headlam & Langton.....    | 96      | 1,200        | 0  | 0  |
| Frederick Busch.....      | 368     | 4,600        | 0  | 0  |
| W Henderson.....          | 16      | 400          | 0  | 0  |
| G F Henwood.....          | 16      | 200          | 0  | 0  |
| Thomas Hilton.....        | 24      | 300          | 0  | 0  |
| J G B T Hildyard.....     | 104     | 2,600        | 0  | 0  |
| Henry Highton.....        | 8       | 100          | 0  | 0  |
| George Hibbert.....       | 48      | 600          | 0  | 0  |
| R C Hilyard.....          | 68      | 970          | 0  | 0  |
| Hugh Hornby.....          | 96      | 2,400        | 0  | 0  |
| Hottinguer & Co.....      | 480     | 6,000        | 0  | 0  |
| Hopkins & Knyvett.....    | 144     | 1,800        | 0  | 0  |
| Richard Hoare.....        | 24      | 180          | 0  | 0  |
| H F & H H Hornby.....     | 168     | 4,200        | 0  | 0  |
| T D Hopper.....           | 16      | 200          | 0  | 0  |
| A R Hole.....             | 72      | 900          | 0  | 0  |
| H T Hope.....             | 104     | 1,300        | 0  | 0  |
| Thomas Hone.....          | 48      | 600          | 0  | 0  |
| K D Hougson & others..... | 1,000   | 12,500       | 0  | 0  |
| K D Hougson.....          | 336     | 4,200        | 0  | 0  |
| Carried forward.....      |         |              |    |    |

## List of Shareholders of the Grand Trunk Railway Company—Continued.

| SHAREHOLDERS' NAMES.       | Shares. | Amount paid. |    |    |
|----------------------------|---------|--------------|----|----|
|                            |         | £            | s. | d. |
| Brought forward.....       |         |              |    |    |
| J S Hodgson.....           | 144     | 1,800        | 0  | 0  |
| John Hodgson.....          | 192     | 2,400        | 0  | 0  |
| Mrs M Hurtable.....        | 128     | 2,300        | 0  | 0  |
| Maxwell Hyslop.....        | 16      | 200          | 0  | 0  |
| W E Hutchinson.....        | 48      | 600          | 0  | 0  |
| Mark Hunter.....           | 96      | 1,200        | 0  | 0  |
| Thomas Huggins.....        | 144     | 1,440        | 0  | 0  |
| William Hunt.....          | 48      | 600          | 0  | 0  |
| William Hackblock.....     | 16      | 400          | 0  | 0  |
| Rev'd John Harrison.....   | 40      | 500          | 0  | 0  |
| Edward F Hodgson.....      | 16      | 400          | 0  | 0  |
| Right Honble W Hayter..... | 96      | 1,200        | 0  | 0  |
| Sir James W Hogg.....      | 48      | 600          | 0  | 0  |
| Joseph Hingston.....       | 24      | 300          | 0  | 0  |
| William Hardland.....      | 8       | 100          | 0  | 0  |
| Joseph Webster Harden..... | 96      | 1,200        | 0  | 0  |
| Jonathan Hopkinson.....    | 144     | 1,440        | 0  | 0  |
| Henry Huglings.....        | 10      | 250          | 0  | 0  |
| William Henry Horuby.....  | 48      | 600          | 0  | 0  |
| John Hawker.....           | 5       | 62           | 10 | 0  |
| Robert Hannah.....         | 300     | 3,750        | 0  | 0  |
| W Jackson.....             | 250     | 2,500        | 0  | 0  |
| G H Jay.....               | 24      | 300          | 0  | 0  |
| Andrew Jardine.....        | 80      | 1,000        | 0  | 0  |
| H M Jackson.....           | 250     | 2,500        | 0  | 0  |
| William Jackson.....       | 500     | 5,000        | 0  | 0  |
| Albrecht Jusinger.....     | 48      | 600          | 0  | 0  |
| Henry Jossopp.....         | 96      | 1,200        | 0  | 0  |
| E Johnston.....            | 72      | 900          | 0  | 0  |
| Rev J Jollands.....        | 16      | 200          | 0  | 0  |
| A P Johnson.....           | 48      | 600          | 0  | 0  |
| Thomas Irving.....         | 8       | 100          | 0  | 0  |
| J R Ives.....              | 96      | 2,400        | 0  | 0  |
| D J Kay.....               | 48      | 600          | 0  | 0  |
| Henry Kelsall.....         | 312     | 7,800        | 0  | 0  |
| Capt'n G M Keane.....      | 80      | 2,000        | 0  | 0  |
| Stephen Keenard.....       | 24      | 300          | 0  | 0  |
| Miss E Kemp.....           | 48      | 600          | 0  | 0  |
| G. T. Kemp.....            | 384     | 4,800        | 0  | 0  |
| Major H A Kerr.....        | 64      | 1,600        | 0  | 0  |
| Col Edward Keane.....      | 72      | 1,800        | 0  | 0  |
| A D Kelly.....             | 24      | 300          | 0  | 0  |
| W Kentish.....             | 24      | 240          | 0  | 0  |
| Charles Kemp.....          | 8       | 200          | 0  | 0  |
| John Ketching.....         | 114     | 1,425        | 0  | 0  |
| Rev J W Knife.....         | 12      | 300          | 0  | 0  |
| Wm Kent.....               | 8       | 200          | 0  | 0  |
| Francis E Knowles.....     | 48      | 600          | 0  | 0  |
| David Kennedy.....         | 80      | 1,000        | 0  | 0  |
| G H Laurence.....          | 138     | 1,725        | 0  | 0  |
| Francis Lamb.....          | 40      | 1,000        | 0  | 0  |
| Carried forward.....       |         |              |    |    |

## LIST of Shareholders of the Grand Trunk Railway Company—Continued.

| SHAREHOLDERS' NAMES.            | Shares. | Amount paid. |    |    |
|---------------------------------|---------|--------------|----|----|
|                                 |         | £            | s. | d. |
| Brought forward.....            |         |              |    |    |
| Andrew Laurie.....              | 24      | 300          | 0  | 0  |
| John Lane.....                  | 24      | 360          | 0  | 0  |
| W Langton.....                  | 144     | 1,800        | 0  | 0  |
| A J Lawrence.....               | 8       | 100          | 0  | 0  |
| W Langdon.....                  | 32      | 400          | 0  | 0  |
| John L Lancaster.....           | 24      | 300          | 0  | 0  |
| Sidney Lawrence.....            | 144     | 1,800        | 0  | 0  |
| W Lewis.....                    | 16      | 200          | 0  | 0  |
| Lectapis & Co.....              | 72      | 900          | 0  | 0  |
| Le Mesurier & Co.....           | 144     | 1,440        | 0  | 0  |
| Hedworth Lee.....               | 24      | 300          | 0  | 0  |
| J J De Lezardi.....             | 72      | 900          | 0  | 0  |
| Giles Loder.....                | 88      | 2,200        | 0  | 0  |
| Robert Locke.....               | 24      | 300          | 0  | 0  |
| Charles Lyall.....              | 48      | 600          | 0  | 0  |
| John Lynott.....                | 24      | 480          | 0  | 0  |
| George Lyall.....               | 48      | 600          | 0  | 0  |
| C J Lucas.....                  | 200     | 2,500        | 0  | 0  |
| Ippolite Leonino.....           | 300     | 3,082        | 10 | 0  |
| John Horatio Lloyd.....         | 48      | 600          | 0  | 0  |
| Joseph Lawrence.....            | 365     | 4,562        | 10 | 0  |
| George Maxwell.....             | 72      | 900          | 0  | 0  |
| A Maxwell.....                  | 72      | 900          | 0  | 0  |
| W Maxwell.....                  | 72      | 900          | 0  | 0  |
| W R Mansfield.....              | 152     | 1,900        | 0  | 0  |
| A MacKenzie.....                | 48      | 600          | 0  | 0  |
| R A Marsden.....                | 16      | 400          | 0  | 0  |
| J Maynard.....                  | 24      | 600          | 0  | 0  |
| J L Mullett.....                | 24      | 300          | 0  | 0  |
| R Martin.....                   | 48      | 600          | 0  | 0  |
| James Martin, junior.....       | 192     | 2,400        | 0  | 0  |
| John Masterman.....             | 48      | 1,200        | 0  | 0  |
| Earl of March.....              | 96      | 1,200        | 0  | 0  |
| G R Martin.....                 | 240     | 3,000        | 0  | 0  |
| A Matheson.....                 | 240     | 3,000        | 0  | 0  |
| D Matheson.....                 | 40      | 500          | 0  | 0  |
| R D Mongles.....                | 144     | 1,800        | 0  | 0  |
| Messrs Mallet, Frères & Co..... | 24      | 300          | 0  | 0  |
| Major S Y Martin.....           | 41      | 512          | 10 | 0  |
| Charles Maude.....              | 56      | 700          | 0  | 0  |
| Lt Col Matheson.....            | 72      | 900          | 0  | 0  |
| Mrs M Mayo.....                 | 96      | 1,200        | 0  | 0  |
| Miss E Mayo.....                | 40      | 500          | 0  | 0  |
| A T Mulknr.....                 | 222     | 2,775        | 0  | 0  |
| Herman Merrivale.....           | 24      | 300          | 0  | 0  |
| Sir J C Melville.....           | 120     | 1,500        | 0  | 0  |
| Joan Mercer, junior.....        | 24      | 300          | 0  | 0  |
| Rev T Medland.....              | 10      | 125          | 0  | 0  |
| Richard Mercer.....             | 48      | 600          | 0  | 0  |
| G T Mitchell.....               | 8       | 100          | 0  | 0  |
| T H Mitchell.....               | 72      | 900          | 0  | 0  |
| Carried forward.....            |         |              |    |    |

List of Shareholders of the Grand Trunk Railway Company—*Continued.*

| SHAREHOLDERS' NAMES.               | Shares. | Amount paid. |    |    |
|------------------------------------|---------|--------------|----|----|
|                                    |         | £            | s. | d. |
| Brought forward.....               |         |              |    |    |
| John Mills.....                    | 96      | 1,200        | 0  | 0  |
| F N Micklethwaite.....             | 48      | 600          | 0  | 0  |
| E W Mills.....                     | 624     | 7,800        | 0  | 0  |
| Francis Mills.....                 | 1,000   | 12,500       | 0  | 0  |
| E W Mills & G G Glyn.....          | 992     | 12,400       | 0  | 0  |
| C Mills & G C Glyn.....            | 992     | 12,400       | 0  | 0  |
| E W Mills & St L R Glyn.....       | 992     | 12,400       | 0  | 0  |
| Major General C Middleton.....     | 24      | 300          | 0  | 0  |
| J S Mills.....                     | 16      | 240          | 0  | 0  |
| P S Mitchell.....                  | 16      | 400          | 0  | 0  |
| W R Mitchell.....                  | 32      | 800          | 0  | 0  |
| F Mills and others.....            | 960     | 12,000       | 0  | 0  |
| T Edward Moss.....                 | 500     | 6,250        | 0  | 0  |
| John Moss.....                     | 100     | 1,250        | 0  | 0  |
| J J Moss.....                      | 24      | 300          | 0  | 0  |
| John Moss.....                     | 48      | 600          | 0  | 0  |
| George Moore.....                  | 96      | 1,200        | 0  | 0  |
| Lient G M F Molesworth.....        | 40      | 500          | 0  | 0  |
| H E Montgoirerie.....              | 24      | 300          | 0  | 0  |
| Ellen M Moss.....                  | 8       | 100          | 0  | 0  |
| W H Moss.....                      | 24      | 300          | 0  | 0  |
| G W Moss.....                      | 24      | 300          | 0  | 0  |
| Mrs H Moss.....                    | 24      | 300          | 0  | 0  |
| K Moirison.....                    | 30      | 375          | 0  | 0  |
| John Mollett.....                  | 32      | 320          | 0  | 0  |
| J Bramley Moore.....               | 72      | 900          | 0  | 0  |
| John Mouckton.....                 | 48      | 600          | 0  | 0  |
| William Murray.....                | 48      | 600          | 0  | 0  |
| Morris Prevost & Co.....           | 264     | 3,300        | 0  | 0  |
| Rr Admiral C R Moorsom.....        | 72      | 900          | 0  | 0  |
| W B Morgan.....                    | 24      | 300          | 0  | 0  |
| Jonathan Mellor.....               | 16      | 200          | 0  | 0  |
| Charles Morrison.....              | 120     | 1,500        | 0  | 0  |
| H McKeane.....                     | 32      | 400          | 0  | 0  |
| R McCalmont.....                   | 480     | 6,000        | 0  | 0  |
| H McCalmont.....                   | 480     | 6,000        | 0  | 0  |
| Rev H J B McCumming.....           | 8       | 100          | 0  | 0  |
| John Nelson.....                   | 48      | 600          | 0  | 0  |
| Fowler Newsam.....                 | 40      | 1,000        | 0  | 0  |
| P S McDougall.....                 | 10      | 125          | 0  | 0  |
| G T Nicholson.....                 | 96      | 1,200        | 0  | 0  |
| Jonathan Nield, Junr.....          | 24      | 300          | 0  | 0  |
| Daniel Neilson.....                | 48      | 600          | 0  | 0  |
| J J Nicholl.....                   | 24      | 600          | 0  | 0  |
| W J Newall.....                    | 360     | 4,500        | 0  | 0  |
| Le Duc de Mouchy Nouilles.....     | 160     | 4,000        | 0  | 0  |
| John & William Nicholson & Co..... | 144     | 1,800        | 0  | 0  |
| Charles Otter.....                 | 32      | 480          | 0  | 0  |
| A F Osler.....                     | 72      | 900          | 0  | 0  |
| T C Osler.....                     | 56      | 700          | 0  | 0  |
| W Ormston.....                     | 24      | 600          | 0  | 0  |
| Miss Amelia Otter.....             | 32      | 800          | 0  | 0  |
| Carried forward.....               |         |              |    |    |

## List of Shareholders of the Grand Trunk Railway Company—Continued.

| SHAREHOLDERS' NAMES.          | Shares. | Amount paid. |    |    |
|-------------------------------|---------|--------------|----|----|
|                               |         | £            | s. | d. |
| Brought forward.....          |         |              |    |    |
| J T Oxley.....                | 96      | 1,200        | 0  | 0  |
| George Payne.....             | 192     | 1,920        | 0  | 0  |
| G T Parly.....                | 56      | 700          | 0  | 0  |
| S M Peto.....                 | 5,976   | 74,700       | 0  | 0  |
| E S Philpots.....             | 40      | 500          | 0  | 0  |
| J P Piscatoro.....            | 192     | 2,400        | 0  | 0  |
| Hon & Revd E Pellew.....      | 72      | 900          | 0  | 0  |
| George Pew.....               | 21      | 600          | 0  | 0  |
| W P Pearce.....               | 24      | 300          | 0  | 0  |
| Charles Pearce.....           | 24      | 300          | 0  | 0  |
| William Peto.....             | 96      | 1,200        | 0  | 0  |
| James Peto.....               | 96      | 1,200        | 0  | 0  |
| W H Pearson.....              | 24      | 300          | 0  | 0  |
| John E Pember.....            | 8       | 100          | 0  | 0  |
| Clarence Pegon.....           | 48      | 720          | 0  | 0  |
| W Pitcairn.....               | 16      | 400          | 0  | 0  |
| Charles Plumley.....          | 32      | 600          | 0  | 0  |
| Arthur Pitar.....             | 48      | 600          | 0  | 0  |
| Revd Charles John Plumer..... | 56      | 700          | 0  | 0  |
| J J Pierce.....               | 8       | 100          | 0  | 0  |
| William Peppet.....           | 16      | 400          | 0  | 0  |
| John Plowman.....             | 10      | 100          | 0  | 0  |
| C Probyn.....                 | 24      | 300          | 0  | 0  |
| George Pollard.....           | 24      | 300          | 0  | 0  |
| Thomas Poynder.....           | 192     | 2,400        | 0  | 0  |
| George Plevost.....           | 216     | 2,700        | 0  | 0  |
| George Piit.....              | 136     | 1,700        | 0  | 0  |
| Thomas Potts.....             | 24      | 300          | 0  | 0  |
| John Poole.....               | 48      | 600          | 0  | 0  |
| J B Provan.....               | 168     | 2,100        | 0  | 0  |
| P M Pope.....                 | 24      | 300          | 0  | 0  |
| W H Poynder.....              | 48      | 600          | 0  | 0  |
| Joseph Pugh.....              | 144     | 3,600        | 0  | 0  |
| Pully Brothers.....           | 64      | 800          | 0  | 0  |
| S H Pully.....                | 24      | 300          | 0  | 0  |
| Henry Hart Potts.....         | 50      | 625          | 0  | 0  |
| George Rahn.....              | 24      | 180          | 0  | 0  |
| James Ramsbottom.....         | 88      | 1,100        | 0  | 0  |
| John Ranking.....             | 32      | 400          | 0  | 0  |
| Charles Reely.....            | 24      | 300          | 0  | 0  |
| William Read.....             | 48      | 600          | 0  | 0  |
| Captain W Rhodes.....         | 32      | 400          | 0  | 0  |
| Fk J H Reeves.....            | 48      | 600          | 0  | 0  |
| Thomas Reynolds.....          | 48      | 600          | 0  | 0  |
| E F S Reader.....             | 56      | 700          | 0  | 0  |
| J H Renton.....               | 80      | 1,000        | 0  | 0  |
| George Redley.....            | 72      | 900          | 0  | 0  |
| William Regly.....            | 16      | 200          | 0  | 0  |
| T P Repley.....               | 16      | 200          | 0  | 0  |
| T G de La Rive.....           | 24      | 300          | 0  | 0  |
| Mrs H Reeketts.....           | 8       | 100          | 0  | 0  |
| George Roots.....             | 32      | 450          | 0  | 0  |
| Carried forward.....          |         |              |    |    |

## List of Shareholders of the Grand Trunk Railway Company—Continued.

| SHAREHOLDERS' NAMES.            | Shares. | Amount paid. |    |    |
|---------------------------------|---------|--------------|----|----|
|                                 |         | £            | s. | d. |
| Brought forward.....            |         |              |    |    |
| D A Rougemont.....              | 24      | 300          | 0  | 0  |
| C B Robinson.....               | 40      | 500          | 0  | 0  |
| W Rotherau.....                 | 144     | 1,800        | 0  | 0  |
| Sir C P Roney.....              | 72      | 900          | 0  | 0  |
| Sir Joshua Rowe.....            | 24      | 300          | 0  | 0  |
| John Rose.....                  | 96      | 1,200        | 0  | 0  |
| A M Ross.....                   | 64      | 800          | 0  | 0  |
| L L Roberts.....                | 8       | 100          | 0  | 0  |
| George Robinson.....            | 24      | 300          | 0  | 0  |
| P Roberts.....                  | 48      | 600          | 0  | 0  |
| Mrs M A Russell.....            | 8       | 160          | 0  | 0  |
| George D Ramsay.....            | 72      | 720          | 0  | 0  |
| Lawford Richardson.....         | 48      | 600          | 0  | 0  |
| Frederick Irving Rougemont..... | 4       | 50           | 0  | 0  |
| Robert Savill.....              | 16      | 200          | 0  | 0  |
| Charles Sartoris.....           | 72      | 1,680        | 0  | 0  |
| William Scott.....              | 96      | 720          | 0  | 0  |
| Henry Saunders.....             | 48      | 600          | 0  | 0  |
| William Scott.....              | 48      | 600          | 0  | 0  |
| H R & W R Sandback.....         | 48      | 600          | 0  | 0  |
| Lee Schuster.....               | 296     | 3,700        | 0  | 0  |
| Samuel Schuster.....            | 48      | 600          | 0  | 0  |
| J W Scott.....                  | 32      | 400          | 0  | 0  |
| J W & S R Scott.....            | 112     | 1,400        | 0  | 0  |
| John Shepherd.....              | 96      | 1,200        | 0  | 0  |
| Sharples & Co.....              | 48      | 600          | 0  | 0  |
| J F Shew.....                   | 20      | 250          | 0  | 0  |
| W H Sitwell.....                | 16      | 120          | 0  | 0  |
| H L Smale.....                  | 24      | 300          | 0  | 0  |
| Robert Slater.....              | 32      | 400          | 0  | 0  |
| J N Smith.....                  | 72      | 900          | 0  | 0  |
| Alexr Simpson.....              | 72      | 900          | 0  | 0  |
| J M Strachan.....               | 104     | 1,300        | 0  | 0  |
| E T Starbuck.....               | 24      | 300          | 0  | 0  |
| Robert Stephenson.....          | 96      | 1,200        | 0  | 0  |
| G R Stephenson.....             | 24      | 300          | 0  | 0  |
| Isaac Solly.....                | 104     | 1,300        | 0  | 0  |
| John Sultzer.....               | 88      | 680          | 0  | 0  |
| John Swift.....                 | 1,192   | 14,900       | 0  | 0  |
| George B Symes.....             | 72      | 540          | 0  | 0  |
| Hon John St N Sanonarez.....    | 24      | 300          | 0  | 0  |
| Richard Smerdon.....            | 96      | 1,200        | 0  | 0  |
| R W Taylor.....                 | 68      | 850          | 0  | 0  |
| John O Taylor.....              | 48      | 600          | 0  | 0  |
| G E Taunt n.....                | 24      | 240          | 0  | 0  |
| Robert Tassell.....             | 24      | 600          | 0  | 0  |
| John Thewnete.....              | 16      | 200          | 0  | 0  |
| John Thomas.....                | 24      | 180          | 0  | 0  |
| Joseph Thompson.....            | 96      | 1,200        | 0  | 0  |
| Robert Tiffin.....              | 8       | 120          | 0  | 0  |
| John Tilleard.....              | 168     | 2,100        | 0  | 0  |
| George Tierney.....             | 48      | 600          | 0  | 0  |
| Carried forward.....            |         |              |    |    |

## List of Shareholders of the Grand Trunk Railway Company—Continued.

| SHAREHOLDERS' NAMES.     | Shares. | Amount paid. |    |    |
|--------------------------|---------|--------------|----|----|
|                          |         | £            | s. | d. |
| Brought forward .....    |         |              |    |    |
| Joseph Tutton .....      | 72      | 1,800        | 0  | 0  |
| R H Trehein .....        | 80      | 1,000        | 0  | 0  |
| James Tonge .....        | 80      | 1,000        | 0  | 0  |
| F Torrens .....          | 48      | 480          | 0  | 0  |
| Alexander Tweedl .....   | 48      | 600          | 0  | 0  |
| Robert Tucker .....      | 16      | 200          | 0  | 0  |
| Philip Twells .....      | 120     | 1,500        | 0  | 0  |
| J H Tuke .....           | 24      | 300          | 0  | 0  |
| J H Turner .....         | 40      | 500          | 0  | 0  |
| A Tweedale .....         | 32      | 400          | 0  | 0  |
| John Underhill .....     | 32      | 400          | 0  | 0  |
| Samuel Underhill .....   | 24      | 300          | 0  | 0  |
| U Underhill .....        | 72      | 900          | 0  | 0  |
| David Veacey .....       | 56      | 700          | 0  | 0  |
| Edward Veears .....      | 24      | 300          | 0  | 0  |
| Robert Vansittart .....  | 12      | 150          | 0  | 0  |
| W Vansittart .....       | 48      | 1,200        | 0  | 0  |
| Charles Vesey .....      | 8       | 100          | 0  | 0  |
| E A Vaughan .....        | 8       | 100          | 0  | 0  |
| Hon S P Vereker .....    | 16      | 200          | 0  | 0  |
| Charles Veekois .....    | 48      | 600          | 0  | 0  |
| Emily Vansittart .....   | 12      | 300          | 0  | 0  |
| E Watson .....           | 96      | 1,200        | 0  | 0  |
| T P Ward .....           | 8       | 100          | 0  | 0  |
| William Wagstaff .....   | 168     | 2,520        | 0  | 0  |
| H D Waiter .....         | 72      | 900          | 0  | 0  |
| B Walmsley .....         | 40      | 500          | 0  | 0  |
| F W Watkins .....        | 180     | 2,050        | 0  | 0  |
| Samuel Ward .....        | 16      | 400          | 0  | 0  |
| Charles Watson .....     | 16      | 200          | 0  | 0  |
| Lady A Warrarder .....   | 24      | 300          | 0  | 0  |
| Miss E Warrell .....     | 24      | 300          | 0  | 0  |
| Hon G Waldegrave .....   | 24      | 300          | 0  | 0  |
| Capt G D Warburton ..... | 16      | 160          | 0  | 0  |
| H B Ward .....           | 72      | 1,800        | 0  | 0  |
| Miss H M Ward .....      | 40      | 1,000        | 0  | 0  |
| Major T Watson .....     | 64      | 800          | 0  | 0  |
| Henry Wheeler .....      | 384     | 4,800        | 0  | 0  |
| G H White .....          | 40      | 500          | 0  | 0  |
| T W Webster .....        | 24      | 300          | 0  | 0  |
| J Whatman .....          | 416     | 5,200        | 0  | 0  |
| W G Whatman .....        | 64      | 800          | 0  | 0  |
| James Weedon .....       | 8       | 100          | 0  | 0  |
| Thomas White .....       | 16      | 200          | 0  | 0  |
| T M Weguelur .....       | 194     | 2,425        | 0  | 0  |
| C T White .....          | 24      | 600          | 0  | 0  |
| J K Welch .....          | 16      | 200          | 0  | 0  |
| Thomas Whately .....     | 56      | 560          | 0  | 0  |
| John Whatley .....       | 8       | 100          | 0  | 0  |
| C Webb .....             | 100     | 1,250        | 0  | 0  |
| T J White .....          | 8       | 60           | 0  | 0  |
| Carried forward .....    |         |              |    |    |



## LIST of Shareholders of the Grand Trunk Railway Company—Continued.

| SHAREHOLDERS' NAMES.  | Shares. | Amount Paid. |    |    |
|---|---------|--------------|----|----|
|   |         | £            | s. | d. |
| Brought forward.....  |         |              |    |    |
| Rev J Weld.....   | 8       | 100          | 0  | 0  |
| Friend Williamson.....  | 120     | 1,500        | 0  | 0  |
| George Wilkin.....  | 24      | 420          | 0  | 0  |
| Sherlock Willis.....  | 48      | 1,200        | 0  | 0  |
| G T Wingate.....  | 8       | 100          | 0  | 0  |
| Henry Williams.....   | 16      | 200          | 0  | 0  |
| Mrs E A Williams.....   | 8       | 200          | 0  | 0  |
| O T Williams.....   | 24      | 300          | 0  | 0  |
| W Wilkin.....   | 24      | 600          | 0  | 0  |
| Charles Wilkin.....   | 24      | 300          | 0  | 0  |
| Henry Wilcox.....   | 8       | 100          | 0  | 0  |
| J B Wilcox.....   | 24      | 360          | 0  | 0  |
| Michael Wills.....  | 24      | 300          | 0  | 0  |
| R W Wilbraham.....  | 8       | 200          | 0  | 0  |
| C Wilkin and another.....   | 16      | 400          | 0  | 0  |
| Williams, Deacon & Co.....  | 480     | 6,000        | 0  | 0  |
| W W Wood.....   | 24      | 300          | 0  | 0  |
| G Woodhouse.....  | 24      | 240          | 0  | 0  |
| T G Woodhouse.....  | 24      | 240          | 0  | 0  |
| Phillip Woolley and George Sydney Clement.....  | 20      | 250          | 0  | 0  |
| C B Young.....  | 24      | 300          | 0  | 0  |
| George Yeatherd.....  | 8       | 200          | 0  | 0  |
| Capt H B Young.....   | 288     | 4,200        | 0  | 0  |
| John Yates.....   | 48      | 480          | 0  | 0  |
| Giles Young.....  | 16      | 400          | 0  | 0  |
| John Young.....   | 24      | 240          | 0  | 0  |
|   | 66,928  | 874,680      | 0  | 0  |
| The above shows the actual Stockholders, and the payments on their respective shares at date of last half yearly balance (31st December, 1854) subsequent to which the fourth instalment was called in, and paid up to 1st March.....                             |         | 162,795      | 0  | 0  |
| Making a total on shares to 1st March received, of.....   |         | 1,037,475    | 0  | 0  |
| But its distribution over and among the above shareholders cannot be determined until the registered current half year lists are received The above shareholders also holds the Company's Debentures for which cash has been received to same date 1st March..... |         | 648,240      | 0  | 0  |
| Total on Shares and Bonds of Company.....   |         | 1,685,715    | 0  | 0  |

BENJAMIN HOLMES,  
Vice Pres.

Montreal, 26th April, 1855.

## THE GRAND TRUNK RAILWAY COMPANY OF CANADA.

LIST of Stockholders in the Quebec and Richmond Railroad Company, now amalgamated with the Grand Trunk Railway Company. Shareholders resident in Canada.

(SHARES ORIGINALLY £12 10s. CURRENCY EACH.)

| SHAREHOLDERS.     | Shares | SHAREHOLDERS.     | Shares |
|-------------------|--------|-------------------|--------|
| Geo Armstrong.    | 1      | James O'Connell.  | 4      |
| G Bourassa.       | 1      | R Poitras.        | 5      |
| Est Benson.       | 25     | D Parke.          | 1      |
| H Benjamin.       | 5      | F X Paradis.      | 10     |
| A Borrowman.      | 1      | F X Praitte.      | 2      |
| G H Brown.        | 2      | Phillip Peebles.  | 2      |
| E Burstall.       | 10     | Wm Poston.        | 2      |
| Arch Campbell.    | 1      | Wm Sewell.        | 2      |
| Jno. Campbell.    | 2      | Amable Pelletier. | 1      |
| Thomas Casey.     | 3      | Wm Quin.          | 2      |
| E. C. Cleeve.     | 1      | Robt Roberts.     | 5      |
| Mrs Coburn.       | 1      | J Rouke.          | 1      |
| N Coburn.         | 1      | Richard J Shaw.   | 2      |
| Wm Coburn.        | 1      | Jas A Straton.    | 1      |
| Wm Coburn Jr.     | 1      | G H Simard.       | 10     |
| T Daniel.         | 1      | Jno Simmons.      | 4      |
| J C Cleeve.       | 1      | J A Tychereau.    | 3      |
| J H Dunn.         | 1      | Thomas Tait.      | 2      |
| H Dubord.         | 2      | James Thompson.   | 2      |
| T R Dennison.     | 1      | W W Wadleigh.     | 1      |
| J. B Flint.       | 2      | Jeffery Wyatt.    | 2      |
| S Flint.          | 2      | J Rousseau.       | 3      |
| F X Foisy.        | 1      | E P Mackie.       | 10     |
| A Fraser.         | 2      | Edw Quin.         | 2      |
| G K Foster.       | 10     | Robert Sissons.   | 2      |
| Joseph Gauvin.    | 1      | W H A Davies.     | 2      |
| A Gauthier.       | 1      | W J Wood.         | 6      |
| Jno Groves.       | 1      | A Ritchie.        | 10     |
| D Harvey.         | 1      | F Baby.           | 14     |
| Charles Hough.    | 3      | Doh Byrne.        | 2      |
| Geo Henderson.    | 1      | Wm Hunt.          | 1      |
| H N Jones.        | 5      | John Cane.        | 2      |
| James Honney.     | 1      | H LeMesurier, Jr. | 5      |
| J W Leaycraft.    | 2      | Jhn Donnegan.     | 1      |
| Thomas Larivière. | 1      | J J Stockwell.    | 1      |
| J Lemieux.        | 10     | Deway McLeary.    | 1      |
| A Leet.           | 1      | Thos C Allis.     | 1      |
| F Leet.           | 1      | A Philbrick.      | 1      |
| J Lachance.       | 2      | A R Leet.         | 1      |
| D McGillivray.    | 1      | Jh Lynch.         | 1      |
| Thos McElroy.     | 1      | G W Leet.         | 1      |
| Jno McLean.       | 2      | Charles Walker.   | 20     |
| Ant Mayrand.      | 4      | H M Fosdick.      | 4      |
| D E Melrose.      | 1      | J B Moore.        | 5      |
| D McEachern.      | 1      | R A Walker.       | 50     |
| E S Montizambert. | 8      | Thos Morris.      | 12     |
| Peter McKillop.   | 2      | Geo Lloyd.        | 10     |
| Remi Nadeau.      | 1      | J R Healey.       | 18     |

LIST of Shareholders of the Quebec and Richmond Railroad Company—*Continued.*

| SHAREHOLDERS.  | Shares | SHAREHOLDERS.             | Shares |
|--|--------|---------------------------|--------|
| S Lelievre.....  | 2      | Rich. Wainwright.....     | 1      |
| M. G. Mountain.....                                      | 15     | Est Burret.....           | 2      |
| <i>Shares converted into G. T. Stock of<br/>£25 Stg.</i> |        | Chs Brocklesby.....       | 1      |
| Auld Joseph.....   | 5      | Charles Poston.....       | 1      |
| Henry Atkinson.....                                      | 5      | J E Oliver.....           | 2      |
| Ed Burroughs.....  | 5      | John Shaples.....         | 1      |
| J H Clint.....   | 1      | Wm Eadon.....             | 1      |
| Hon R E Caron.....                                       | 5      | W B Vallean.....          | 1      |
| Jas Bell Forsyth.....                                    | 4      | G G Ardouin.....          | 1      |
| Hon Frs Hincks.....                                      | 6      | Jas Gibb.....             | 4      |
| H R Hanning.....   | 1      | Louis Fiset.....          | 1      |
| J W Henry.....   | 2      | Charles Langlois.....     | 1      |
| Geo Irvine.....  | 2      | f. Cas. ult.....          | 1      |
| Jh Joseph.....   | 6      | Jeffery Hale.....         | 2      |
| C J Langevin.....  | 2      | John Musson.....          | 1      |
| H LeMesurier, Senr.....                                  | 4      | G B Hall.....             | 41     |
| Est Methot.....  | 6      | Louis Methot.....         | 4      |
| Dr Morrin.....   | 2      | G B Symes.....            | 5      |
| J B Parkin.....  | 2      | J H Andrews.....          | 17     |
| Rev A Parent.....  | 1      | Wm Price.....             | 1      |
| Ed Ryan.....   | 2      | D Patton.....             | 1      |
| William Rhodes.....                                      | 33     | D R Stewart.....          | 4      |
| James Reckie.....  | 70     | D McCallum.....           | 2      |
| John Smith.....  | 4      | D D Young.....            | 2      |
| M Scott.....   | 4      | G Mercier.....            | 1      |
| W H Tilstone.....  | 1      | E & J Taylor.....         | 4      |
| James Tibbits.....                                       | 1      | Patterson Young & Co..... | 4      |
| John VonExter.....                                       | 2      | J W Leaycraft.....        | 1      |
| Hon W Walker.....  | 4      | L. L. Paradis.....        | 4      |
|  |        | Jno McNaughton.....       | 1      |
|  |        | James A Sewell.....       | 2      |

Shares held in England and registered in the London Register 10,790 of  
£25 Sterling each.

Total amount of capital received on the above Shares to 1st March, 1855, is  
£293,690 3s. 1d. sterling.

Montreal, 26th April, 1855.

BENJAMIN HOLMES,  
Vice President.

LIST of Shareholders of the Grand Trunk Railway Company of Canada, holding Shares converted from St. Lawrence and Atlantic Stock.

(SHARES ORIGINALLY £25 EACH.)

| SHAREHOLDERS.                            | Shares | SHAREHOLDER.            | Shares |
|--|--------|-------------------------|--------|
| C Au tin                                 | 4      | As D Ferguson.          | 7      |
| J J Alves.                               | 4      | A J Galt                | 6      |
| H Allan                                  | 17     | Jno Grey.               | 2      |
| R Arnour.                                | 20     | Sarah Gibsons.          | 2      |
| William Berczy.                          | 2      | Jos Gremer.             | 5      |
| J B Brousseau.                           | 9      | B Gibb.                 | 10     |
| J L Beaudry.                             | 15     | Dr Godfrey.             | 2      |
| Heir Barsalou.                           | 9      | A Gard                  | 2      |
| L Blache.                                | 4      | James Goudie            | 2      |
| Edward Biron.                            | 2      | B Holmes                | 25     |
| Binmiere Brody & Co.                     | 7      | Hon. F Hincks.          | 45     |
| Jos Boulanget.                           | 5      | Hamilton Brothers       | 17     |
| Therese Bethélet.                        | 9      | R A R Hubert.           | 10     |
| Heir Beaudry.                            | 17     | B Hall                  | 7      |
| John Brooke.                             | 35     | A Heward.               | 20     |
| The Bishop of Montreal.                  | 5      | Jno Hutchison.          | 4      |
| Tancred Bouthillier.                     | 20     | Geo Harding.            | 4      |
| J H M Bartlett.                          | 32     | Hon Ed Hale             | 38     |
| John Boston.                             | 9      | Ernest Idler.           | 20     |
| François Charm                           | 2      | Pierre Jodoin           | 8      |
| Geo Crawford.                            | 30     | H F S Jackson.          | 51     |
| W C H Collin.                            | 4      | Thos Kay                | 67     |
| Robert Campbell.                         | 4      | P R Lafrenaye.          | 2      |
| S M Charles.                             | 5      | Joseph Levey            | 5      |
| G E Cantier.                             | 9      | L A Lesieur             | 2      |
| J E Campbell.                            | 66     | A Larocque.             | 115    |
| John Chester.                            | 2      | Geo Latham.             | 4      |
| John Collard.                            | 2      | Jno Lovell.             | 3      |
| Miss Charlebois.                         | 2      | B H LeMoine.            | 10     |
| L Comte.                                 | 4      | J C R Lacroix.          | 8      |
| Savings Bank, City and District in Trust | 497    | Joseph Lingre.          | 10     |
| J J Day.                                 | 9      | P W A R Masson.         | 33     |
| A Dunon                                  | 4      | Thomas Molson           | 55     |
| C Derousse.                              | 2      | William Molson.         | 293    |
| H Dupuy.                                 | 40     | Moss. & Brothers.       | 116    |
| A M Delisle.                             | 12     | M A Miller.             | 2      |
| A B Desmarteau.                          | 7      | Hon A N Morin.          | 33     |
| W Dow                                    | 211    | Isaac Moffatt.          | 9      |
| J H Douglass                             | 2      | L Montrais.             | 3      |
| M Durand.                                | 2      | Ed Mercier.             | 2      |
| M De Montenach.                          | 52     | Wm Murray.              | 17     |
| J Desantel.                              | 2      | Dr Munro.               | 2      |
| L Dufresne.                              | 15     | Geo E Molson.           | 4      |
| Wm Edmonstone.                           | 33     | Ed Maitland Tyler & Co. | 10     |
| Ch Elliott                               | 2      | J H Maitland            | 4      |
| Philip Earle.                            | 4      | Germain Michon.         | 4      |
| E R Fabre.                               | 9      | J B Meilleur.           | 4      |
| J Fortier.                               | 2      | Dr McCulloch.           | 33     |
| Forsyth & Bell.                          | 9      | Jno McBean.             | 33     |
| Jno Fairbairn.                           | 10     | Jno McClean.            | 8      |
| Ed Franklin.                             | 2      | Charles McHenry.        | 5      |

## List of Shareholders of the Grand Trunk Railway Company, &amp;c.—Continued.

| SHAREHOLDERS.     | Shares | SHAREHOLDERS.                                       | Shares |
|-------------------|--------|---|--------|
| Hon P McGill.     | 33     | J B Allard.   | 2      |
| Geo McDonnell.    | 17     | M Buckley.  | 4      |
| James Norton.     | 2      | W M Bowen.  | 4      |
| Hubert Paré.      | 17     | J Bruneau.  | 9      |
| Hon Jno Pangman.  | 2      | Chs Brook.  | 10     |
| James Porteous.   | 4      | Thos Cringan.                                       | 40     |
| Olivier Perrault. | 4      | D Connell.  | 2      |
| Rev Plinguet.     | 2      | J B Couillard.                                      | 40     |
| W H Ponton.       | 25     | Mad Papineau.                                       | 7      |
| W Ryan.           | 3      | Est Corse.  | 14     |
| L Renault.        | 16     | Geo Crawford.                                       | 30     |
| J B Renaud.       | 2      | S Dennison.   | 2      |
| Reinhart & Beck.  | 7      | Hon S DeBeaujeu.                                    | 2      |
| Hon Jno Ross.     | 35     | W Dunlop.   | 2      |
| George Starke.    | 4      | Jno Dunlop.   | 2      |
| C E Scheller.     | 17     | A Fisher.   | 4      |
| Jos Shuter.       | 17     | J A Green.  | 2      |
| Margt Stuart.     | 2      | M Gapper.   | 6      |
| Joseph Savage.    | 7      | L P Hervey.   | 5      |
| Adam Stevenson.   | 2      | Rev C Jackson.                                      | 9      |
| Johnston Thomson. | 55     | Robt Irwin.   | 2      |
| Hugh Taylor.      | 17     | Jas Mead.   | 55     |
| Veuve Toupin.     | 5      | S E Morris.   | 4      |
| J B Terroux.      | 12     | J Malot.  | 2      |
| James Thomson.    | 2      | C McDonald.   | 4      |
| Charles Towle.    | 4      | C Papineau.   | 5      |
| Rev Vinet.        | 9      | W E Phillips.                                       | 42     |
| Henry Voyer.      | 2      | Wm Prendergast.                                     | 4      |
| Wm Workman.       | 58     | J Paton.  | 2      |
| M Williams.       | 17     | Mad Ricard.   | 2      |
| Hon W Walker.     | 40     | Thos A Stayner.                                     | 70     |
| Jno Wadleigh.     | 4      | Sir Geo Simpson.                                    | 45     |
| C E Wurtele.      | 4      | J Sargison.   | 2      |
| Wm Watson.        | 14     | Hairs Staces.                                       | 2      |
| E M Yarwood.      | 6      | Transferred to the London Agency and<br>held there. | 4355   |
| H Yates.          | 4      |   |        |
| Geo Young.        | 2      |   |        |

Total amount of Capital received on the above Shares to 1st March, 1855,  
is £195,360 19 2 Sterling.

Office of the Grand Trunk Railway Company,  
Montreal, 26th April, 1855.

BENJ. HOLMES,  
Vice President.

## THE GRAND TRUNK RAILWAY COMPANY OF CANADA.

List of Stockholders in the Toronto and Guelph Railway Company, now amalgamated with the Grand Trunk Railway Company.

(SHARES ORIGINALLY £5 CURRENCY EACH.)

| SHAREHOLDERS.         | Share. | SHAREHOLDERS.       | Shares |
|-----------------------|--------|---------------------|--------|
| Hon Wm Allan          | 50     | Wm Hutchinson       | 2      |
| Jas Ashfield          | 5      | T P Jervis          | 50     |
| Wm Atkinson           | 50     | J G Joseph          | 2      |
| J R Armstrong & Co.   | 10     | Jas Leask           | 10     |
| J G Beard             | 10     | Jos Lyons           | 5      |
| Robt Beckman          | 10     | J Lindsay           | 1      |
| Jno Bell              | 20     | Jno Lynch           | 2      |
| Jno Bell (Lampton)    | 3      | D L Lynch           | 1      |
| Jno C Betteridge      | 50     | Ph L McLean         | 10     |
| Geo Bettin            | 20     | Lewis Marks         | 10     |
| Secker Brough         | 50     | Jos G Morrison      | 50     |
| A V Brown             | 10     | Angus Morrison      | 25     |
| Thos Brunskill        | 25     | J R Mountguy        | 10     |
| Jno Bryans            | 3      | Donald McFarlane    | 3      |
| Isaac Calvert         | 1      | Walter McFarlane    | 10     |
| Hon J H Cameron       | 136    | Alex McDonald       | 20     |
| Jno Clark             | 1      | A & S Norstheimer   | 20     |
| Jno Cameron           | 10     | Jas Noble           | 1      |
| Fred F Carruthers     | 5      | Herod Noble         | 2      |
| A M Clark             | 50     | Jno O Donohue       | 5      |
| Alex Christie         | 5      | Peter Patterson     | 25     |
| Jas Cotton            | 50     | Robert Parratt      | 3      |
| Arthur Crumpton       | 5      | Samuel Platt        | 10     |
| Peter Dash            | 3      | J E Pell            | 10     |
| Geo Duggan            | 50     | Eli Poole           | 1      |
| Jno Duggan            | 20     | Jno Ritchie         | 50     |
| Jonathan Dunn         | 40     | Jno Robertson       | 10     |
| Jno Ewart             | 50     | Jas Rogers          | 5      |
| A J Ferguson          | 50     | Ed Rowbottom        | 1      |
| A D Ferrier           | 20     | Jno C Ross          | 2      |
| Robert Forrest        | 2      | H Rutledge          | 50     |
| A D Ferdyce           | 100    | B F Shaw            | 2      |
| Jno J Fuller          | 25     | E C Scartlett       | 20     |
| Wm Graves             | 1      | J A Scartlett       | 60     |
| Thos Gilbert          | 10     | And Stewart         | 1      |
| Ed Godrich            | 10     | J Thos Smith        | 40     |
| C S Ggowki & Co       | 10398  | Thos Spotswood      | 1      |
| Jno W Gwyne           | 100    | Jno Stuart          | 1      |
| Jas Hall              | 10     | Rich Twining        | 10     |
| Wm Hawkins            | 5      | Rich Twining, Junr. | 10     |
| Thos D Harris         | 50     | W Thompson          | 20     |
| Alex Hurvey           | 100    | Sarah Thompson      | 3      |
| Thos Haworth          | 50     | City of Toronto     | 20000  |
| Haggest Brothers & Co | 3      | P R Vankoughnet     | 20     |
| James Hawkins         | 1      | H Ward              | 1      |
| Jno Hector            | 2      | Jas Ward            | 2      |
| Geo Herrick M D       | 50     | Fred Widder         | 165    |
| J S Howard            | 20     | Jno Wickson         | 10     |
| Jno Howcalt           | 50     | Dani Wilson         | 10     |

## List of Stockholders in the Toronto and Guelph Railway Company—Continued.

| SHAREHOLDERS.               | Shares | SHAREHOLDERS.          | Shares |
|-----------------------------|--------|------------------------|--------|
| Cornelius William.....      | 4      | Sam Scarlet.....       | 15     |
| Jno White.....              | 100    | Rossin Brother.....    | 30     |
| Thos Whitehead.....         | 2      | Jno Holmes.....        | 6      |
| Chas Williams.....          | 10     | R B Miller.....        | 5      |
| Isaac Williams.....         | 1      | Jno Arnold.....        | 50     |
| Jacob Williams.....         | 5      | Thos Hutchinson.....   | 10     |
| David Williams.....         | 1      | E C Fisher.....        | 1 2    |
| Wm Whitehead.....           | 1      | Thos Fisher.....       | 6      |
| W C Gywne.....              | 50     | E F Whittermore.....   | 182    |
| H Searle.....               | 5      | J W C Daly.....        | 10     |
| Jno Kidney.....             | 10     | Jno McDonald.....      | 50     |
| Thos Mara.....              | 4      | Gilmour & Coulson..... | 50     |
| G J Dennison.....           | 100    | A Ogilvie & Co.....    | 50     |
| Ad A Baldwin.....           | 50     | Jno Ilward.....        | 60     |
| Wm Gooderham.....           | 50     | Rice Lewis.....        | 10     |
| Geo J Grange.....           | 40     | James Beatty.....      | 50     |
| Lewis Moffatt.....          | 50     | James Mitchell.....    | 100    |
| Jno Wilmot.....             | 10     | Isaac Clare.....       | 5      |
| Alex Leith.....             | 10     | Henry Rowsell.....     | 5      |
| Municipality of Wilmot..... | 5      | Jno McDonald.....      | 10     |
| Hughes Brothers.....        | 5      | G P Cooper.....        | 5      |
| G B Holland.....            | 5      | Geo Price.....         | 4      |
| Henry Leadle.....           | 10     | Patton & Co.....       | 10     |
| J B Baywell.....            | 5      | Wm Thomas.....         | 5      |
| Henry Jackson.....          | 10     | James Mitchell.....    | 25     |
| E E Hancock.....            | 60     | Jno Watson.....        | 5      |
| Alex McFarlane.....         | 4      | L W Smith.....         | 50     |
| Fry & Austin.....           | 15     | Hn C Widmer.....       | 50     |
| Sutherland & Marshall.....  | 3      | Wm Proodfoot.....      | 50     |
| E Turner.....               | 50     | Jno Charlesworth.....  | 10     |
| Jno A Torrance.....         | 50     |                        |        |

Total number of Shares, five pounds each, 34,296.

The total amount of Capital received on the above Shares up to 1st March, is £119,228 3s. Sterling.

Office of the Grand Trunk Railway Company,  
Montreal, 26th April, 1855.

BENJ. HOLMES,  
Vice President.

## RECAPITULATION.

|   | Sterling        |
|---|-----------------|
| Total Amount received on Shares of Grand Trunk proper.....    | £1,037,475 0 0  |
| Total Amount received on Quebec and Richmond Section....      | 293,690 3 1     |
| Total Amount received on Toronto and Guelph Section.....      | 119,228 3 0     |
| Total Amount received on St. Lawrence and Atlantic Section... | 195,360 19 2    |
|   | <hr/>           |
| Amount received on Bonds of Grand Trunk Proper.....           | 1,645,754 5 3   |
| Do on St. Lawrence and Atlantic Sec-                          | 648,230 0 0     |
| tion, per City of Montreal.....                               | 102,739 14 6    |
| Do Island Pond Loan....                                       | 90,000 0 0      |
| Do British American Land Company.                             | 20,547 18 11    |
| Do Seminary Montreal.....                                     | 20,547 18 11    |
|   | <hr/>           |
| Do on Quebec and Richmond.....                                | 233,835 12 4    |
|   | 100,000 0 0     |
|   | <hr/>           |
|   | £2,627,819 17 7 |

Montreal, 26th April, 1855.

BENJ. HOLMES,  
Vice President.



# RETURN

IN conclusion to an Address from the Legislative Assembly of 21st ultimo: for copies of certain Papers connected with the affairs of the Grand Trunk Railroad Company of Canada.

By Command,

GEO. ET. CARTIER,  
Secretary.

Secretary's Office,  
Quebec, 2nd May 1855.

[Copy.]

LONDON, 20th January, 1854.

SIR,—The Grand Trunk Railway of Canada yesterday paid to us the sum of £10440, which, agreeably with your instructions of the 30th October last we have placed to the credit of Thomas Baring, Esquire, from Mr. Wm. Geo. C. Glyn & Co., which we have this day placed out on call at the rate of four per cent per annum.

This amount forms one half of the sum received by the above mentioned Company for payment in full of the Canada Provincial Debentures (in excess of the £100,000 delivered for the Quebec and Richmond Railway which were at the disposal of the Company) and which wait the arrival of certificates for work done.

We the honor to be, sir,  
Your most obedient servants,

(Signed,) GLYN, MILLS, & Co.

The Honorable F. Hincks,  
&c., &c., &c., Quebec.

(Copy.)

LONDON, 20th January, 1854.

SIR,—We received yesterday from the Company of the Grand Trunk Railway of Canada, £10,440, which, in conformity with the instructions contained in your letter of the 30th October last, we have carried to the credit of the account of Thomas Baring, and George Carr Glyn, Esqrs., and we have lent to-day the same amount, on Current Bills of Exchange, to be withdrawn at our call, at the rate of four per cent., per annum.

This sum forms half the amount hitherto received by the above mentioned company, for payment in full of the Canada Provincial Debentures, in excess of the £100,000, delivered for the Quebec and Richmond Railway, and which we left at the unlettered disposal of the Company.

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

(Signed,) BARING, BROTHERS & Co.

The Hon. F. Hincks,  
Inspector General of Canada,  
&c., &c., &c., Quebec.

(Copy,)

London, 24th February, 1854.

SIR,—Referring to the enclosed duplicate of our letter, of 17th instant, we have now the honor to inform you, that we have received the following sums from the Grand Trunk Railway Company of Canada, viz:

£6,800 on 20th February,  
45,050 on 23rd

which we have carried to the credit of the account of Thomas Baring, and George Carr Glyn, Esqrs., and we have lent the same amount on Current Bills of Exchange, to be withdrawn at our call, at the rate of 4 per cent. per annum.

We have the honor to be, Sir,

Your obedient servants,

(Signed,)      **BARING, BROTHERS & Co.**

The Hon. F. Hincks,  
Inspector General of Canada,  
&c., &c., &c., Toronto.

(Copy,)

London, 3rd March, 1854.

SIR,—We have the honor to enclose duplicate of our letter of the 24th ult., and to inform you that we have received from the Grand Trunk Railway Company of Canada, £6,700 on 2nd March, which we have carried to the credit of the account of Thomas Baring and George Carr Glyn, Esqrs., and we shall invest this amount in the same manner as those previously received.

We have the honor to be, Sir,

Your most obedient servants,

(Signed,)      **BARING, BROTHERS & Co.**

The Hon. F. Hincks,  
Inspector General of Canada,  
&c., &c., &c., Toronto.

London, 5th May, 1854.

SIR,—We beg to inform you that a further amount of £8,050 has been paid to us by the Grand Trunk Railway of Canada, for the credit of the account of the Province, in the names of T. Baring and G. C. Glyn, Esqrs., and has been lent out by us on call in the usual manner, at interest 4 per cent. per annum.

We have the honor to remain, Sir,

Your most obedient servant,

(Signed,)      **GLYN, MILLS & Co.**

The Honorable F. Hincks,  
Inspector General of Canada.

(Copy,)

London, 5th May, 1854.

SIR,—We have the honor to inform you, that we have this day received from the Grand Trunk Railway Company, a sum of £8,050, which we have transferred into the joint names of Thomas Baring, and G. C. Glyn, Esqrs., and we shall invest the amount to-morrow on the most favourable terms, advising you of the result.

We have the honor to be, Sir,  
Your most obedient servants,

(Signed,) **BARING, BROTHERS & Co.**

The Hon. F. Hincks,  
Inspector General of Canada,  
&c., &c., &c.  
Quebec.

[Copy.]

London, 25th May, 1854.

SIR,—We have the honor to inform you that we have received from the Grand Trunk Railway Company a further sum of £9,350, which we have transferred to the account of Thomas Baring and George Carr Glyn, Esquires, and we have lent the amount, on Current Bills of Exchange, at the rate of  $4\frac{1}{2}$  per cent., per annum.

We have the honor to be, sir,  
Your most obedient servants,

(Signed,) **BARING, BROTHERS & CO.**

The Hon. F. Hincks,  
Inspector General of Canada,  
&c., &c., &c.,  
Quebec.

[Copy.]

London, 9th June, 1854.

SIR,—We have the honor to inform you that we received, on 3rd instant, from the Secretary to the Grand Trunk Railway Company, a further sum of £5,500, which we have placed to the credit of Thomas Baring and George Carr Glyn, Esquires, and we have lent the amount on Current Bills of Exchange, at the rate of  $4\frac{1}{2}$  per cent., per annum.

We have the honor to be, sir,  
Your most obedient servants,

(Signed,) **For BARING, BROTHERS & CO.**  
**E. R. BARING.**

The Hon. F. Hincks,  
Inspector General of Canada,  
&c., &c., &c.,  
Quebec.

[Copy.]

LONDON, 9th June, 1854.

SIR,—We beg to inform you that the further amount of £5,500 was paid to us the 3rd instant by the Grand Trunk Railway Company of Canada, for the credit of the Account of the Province in our books, in the names of T. Baring and G. C. Glyn, Esquires, and has been lent out by us, on call in the usual manner, at 4½ per cent., interest.

We have the honor to remain, sir,  
Your most obedient servants,

(Signed,)

GLYN, MILLS &amp; CO.

The Hon. F. Hincks,  
Inspector General of Canada,  
Quebec.

[Copy.]

LONDON, 4th August, 1854.

SIR,—We beg to inform you that we have received from the Grand Trunk Railway Company of Canada, the further amount of £17,350, (seventeen thousand three hundred and fifty pounds,) for the credit of the Account of the Province of Canada, in the names of Thomas Baring and G. C. Glyn, Esquires, which we have placed out, on call, in the usual manner.

We remain, sir,  
Your most obedient servants,

(Signed,)

GLYN, MILLS &amp; CO.

The Hon. F. Hincks,  
Inspector General of Canada,  
Quebec.

[Copy.]

LONDON, 8th August, 1854.

SIR,—We have the honor to inform you that we received, on 3rd instant, of Messrs. Glyn, Mills & Co., by order of the Grand Trunk Railway Company, a sum of £17,350, which we have placed to the credit of Thomas Baring and George Carr Glyn, Esquires, Agents for the Province of Canada; and we beg leave to add, that the above amount bears interest at the rate of 4½ per cent., per annum.

We have the honor to be, sir,  
Your most obedient servants,

(Signed,)

BARING, BROTHERS &amp; CO.

The Hon. F. Hincks,  
Inspector General of Canada,  
Quebec.

(Copy.)

LONDON, 8th August, 1854.

SIR,—Referring to our letter of this day's date we have the honor to state for your information, that the total amount of orders issued by the Grand Trunk Railway Company of Canada for the delivery of Provincial Debentures is as follows :

|                                       |                 |
|---------------------------------------|-----------------|
| On Messrs. Glyn, Mills & Company..... | £271,400        |
| Ourselves.....                        | 258,900         |
|                                       | <u>£530,300</u> |

being £430,300, in excess of the £100,000 represented by the Quebec and Richmond Debentures.

We enclose particulars of the £258,900. Debentures issued by us and we shall keep you advised in future from month to month, of any amounts delivered during the intervening periods.

We have the honor to be, Sir,  
Your most obedient servants,

(Signed,) BARING, BROTHERS & CO.

The Honble. F. Hincks,  
Inspector General of Canada,  
&c., &c., &c.,  
Quebec.

LONDON, 8th August, 1854.

Particulars of £258,900 Canada 6 per cent. Debentures issued by Baring, Brothers & Co., under orders from the Grand Trunk Railroad Company to the 2nd August, 1854.

No. 5471 a 5495 = 25.  
6848 a 6879 = 32.

57 of £1000 each = £57,000.

No. 5421 a 5470 = 50.  
6793 a 6847 = 55.  
10452 a 10537 = 86.

191 of £500 each = £95,500.

No. 5821 a 6320 = 500.  
6725 a 6792 = 68.  
6880 a 7129 = 250.  
7630 a 7875 = 246.

1064 of £100 each = £106,400.

£258,900.

(Copy.)

LONDON, 25th August, 1854.

SIR,—We have the honor to inform you that on the 21st instant, we received from the Grand Trunk Railway of Canada £21,100, say twenty-one thousand one

hundred pounds, for the credit of the account of the Province, in our books in the names of Thomas Baring and G. C. Glyn, Esquires, which we placed out on call at  $4\frac{1}{2}$  per cent. in the usual manner.

We also beg to inform you that on the 23rd instant, the rate of interest for money on call was reduced by the brokers from  $4\frac{1}{2}$  to 4 per cent.

We have the honor to remain, Sir,  
Your most obedient servants,

(Signed,) GLYN, MILLS & CO.

The Honble. F. Hincks,  
Inspector General of Canada,  
Quebec.

(Copy.)

LONDON, 25th August, 1854.

SIR,—We have the honor to inform you, that we have received of the Grand Trunk Railway Company a further sum of £21,100 for 21st August, which we have placed to the credit of the joint account of Thomas Baring and George Carr Glyn, Esquires, and we may add that the amount bears interest at the rate of  $4\frac{1}{2}$  per cent. per annum.

We have the honor to be, Sir,  
Your most obedient servants,

(Signed,) BARING, BROTHERS & CO.

The Honble. F. Hincks,  
Inspector General of Canada,  
&c., &c., &c.,  
Quebec.

(Copy.)

GRAND TRUNK RAILWAY COMPANY OF CANADA,  
MONTREAL, 8th September, 1853.

SIR,—I am instructed by the Directors to inform you that they have had under their consideration the best means of raising the capital required for the construction of the Grand Trunk Railway with the least possible delay.

I am therefore to state that it would be of great advantage to the Company if the course which they understand was taken in the cases of the St. Lawrence and Atlantic, and the Ontario, Huron and Simcoe Railways of sending the Provincial Debentures for the amount required by each Company, to the Agents of the Province to be invested on behalf of the Government either in England or in Canada as the Government may direct, can be adopted for the Grand Trunk Railway Company.

The Directors being responsible for all risks with regard to interest, and the several payments to the contractors to be made in cash instead of Debentures.

I am sir,  
Your very obedient servant,

(Signed,) C. P. RONEY,  
Managing Director.

The Honorable Francis Hincks,  
Chairman Railway Commissioners, Quebec.

(Copy.)

GRAND TRUNK RAILWAY COMPANY OF CANADA.

MONTREAL, 27th September 1853.

SIR,—I am instructed by the Board of Directors of the Grand Trunk Company to bring under the notice of the Honorable the Railway Commissioners, the application by the Company for the present issue of the Bonds provided by Law to be granted in aid of the construction of the several sections of the Grand Trunk Railway comprised in the Grand Trunk, the Quebec and Richmond, and the Grand Trunk East Companies.

The Directors request that in view of being enabled to take the most favorable state of the money market for the negotiation of these securities, the Government of Canada will consent that the same facility be afforded as has been previously granted in the cases of the St. Lawrence and Atlantic, the Great Western, and the Ontario, Simcoe and Huron Railroad Companies, by issuing to the Agents of the Province in London, the Debentures pledged in aid of the Grand Trunk Company to be negotiated by them under the instructions of this Company.

The proceeds to remain in special deposit on account of the Company, in such securities in England and Canada as may be approved by the London Agents of the Province and the Provincial Government, the Company receiving from time to time as the Law provides, payment from this fund in lieu of the Debentures themselves, and in case of any loss of interest arising the Company holding itself liable to provide for the same.

I am further directed to state that on the assent of the Government being granted, it is the intention of the Directors to limit the issue of these Debentures to such Shareholders in the Grand Trunk Company as having paid up at least forty per cent on their subscribed stock shall be prepared to pay for their Debentures in full.

I have the honor to be, sir,  
Your very obedient servant,

(Signed,)

C. P. RONEY,  
Managing Director.

(Copy.)

LONDON, 7th October 1853.

Sir,—We have the honor to apprise you, that A. T. Galt, Esquire, late President of the St. Lawrence and Atlantic Railroad Company has addressed a letter to each of our firms, requesting us to hold at the disposal of the official representatives of the Grand Trunk Railway Company, subject to the instructions contained in your letters of 17th December 1852 and 28th January 1853, the £67,500, in 6 per cent Debentures of the Province of Canada, sent to our two houses under those dates for sale with the co-operation of Mr. Galt, and we beg that for form's sake you will confirm the arrangement to us, as your sanction is required before we can comply with Mr. Galt's orders.

We have the honor to be, sir,  
Your most obedient servants,

(Signed,)

BARING, BROTHERS, & Co.  
GLYN, MILLS, & Co.

Honorable E. P. Taché,  
H. M. Receiver General, &c., Quebec.

No. 301.

RECEIVER GENERAL'S OFFICE,  
QUEBEC, 12th Oct., 1853.

SIR,—According to arrangement with Mr. Hincks, I beg advise of having forwarded by special Messenger for this evening's mail boat for Montreal, to your address, one large parcel containing two others addressed respectively to Messrs. Glyn, Mills & Co., Bankers, London, and Messrs. Baring Brothers & Co., London, each packet covering Provincial debentures to the amount of twenty-five thousand pounds sterling, forming an aggregate of fifty thousand pounds, sterling, and which Mr. Hincks informs me you have kindly undertaken to deliver to their respective addresses, and those Gentlemen will be duly advised thereof by next mail.

I have the honor to be, Sir,  
Your most obedient servant,  
for the Receiver General,

(Signed) GEO. C. REIFFENSTEIN.

C. P. Roney, Esq.,  
Managing Director,  
Grand Trunk Railroad Co., Montreal.

No. 308.

RECEIVER GENERAL'S OFFICE,  
QUEBEC, 15th Oct., 1853.

GENTLEMEN,—The Receiver General did himself the honor of addressing you under date 8th instant, as per duplicate herewith; in his absence in Canada West, I beg to advise that the Bank of Upper Canada has been instructed by this mail to place to credit of this Province, each with you and Messrs. Barings £25000 sterling, being second instalment for investment in Consols as referred to in communication of 8th instant.

I have further to advise having under date 12th inst., forwarded to your address by the hands of C. P. Roney, Esq., Managing Director Grand Trunk Railway Company, a parcel containing the following debentures of this Province at 6 per cent. Nos. 5571 a 5820, 250 bonds, a £100 stg. . . . £25,000 stg.

at 25 years from 1st Jany., 1854, 1st coupon payable 1st July, 1854, debentures of a similar amount and character have also been transmitted to Messrs. Barings by Mr. Roney, the two amounts say fifty thousand pounds, being one-half the amount to which the Grand Trunk Railway Company are now entitled as representing the Quebec and Richmond Railroad, the other half, say fifty thousand pounds sterling, are under preparation and shall be forwarded forthwith.

I beg also to enclose herewith copy of an order in Council relative to the negotiating of the bonds to which the Grand Trunk line will be entitled, of date 29—30th Sept. last, for your information and guidance.

The whole amount to which the line will be entitled is as now understood to be £1,811,500 stg., one-half of which will be ready for transmission from here by 1st December, and will be forwarded in the interim from time to time as private opportunity serves, but there is no doubt of the whole half being in your hands and Messrs. Barings by 15th December, the denominations will be as follows :

Bonds.

|                    |   |          |
|--------------------|---|----------|
| 4988 of £100 each, | = | £498,800 |
| 554 of 500 "       | = | 277,000. |
| 130 of 1000 "      | = | 130,000. |

Sterling £905,800



In the above are inclosed the £100,000 for the Richmond Railroad and £67,500 stg. in the hands of yourselves and Messrs Barings, as belonging to the St. Lawrence and Atlantic Railroad, by next mail I hope to send instructions placing the latter sum also at the disposal of the Grand Trunk line.

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

(Signed) C. E. ANDERSON,  
D. R. G.

Messrs. Glyn, Mills & Co.,  
Bankers, London.

LONDON, 4th Nov., 1853.

(Extract.)

SIR,—“ We have duly received by the hands of C. P. Roney, Esqr., Managing Director of the Grand Trunk Railway Company, £25,000. Debentures of your Province agreeably with your advice, viz :

Nos. 5571 a 5820, 250 6 per cent. bonds of £100 each. at 25 years from 1st Jany., 1854. 1st coupon payable 1st July, 1854, which with the like amount forwarded to Messrs. Baring, Brothers & Co., we note is one-half of the amount to which the Grand Trunk Railway Company are now entitled as representing the Quebec and Richmond Railway Company. We are also in receipt of the copy of an Order in Council, of date 29—30th September last, relative to the negotiation of the bonds, to which the Grand Trunk Railway of Canada will be entitled, and this with the further particulars conveyed to us by your letter shall have our best attention.”

We have honor to remain, Sir,  
Your most obedient servants,

(Signed) GLYN, MILLS & CO.

The Hon. E. P. Taché,  
Receiver General of Canada,  
Quebec.

Extract.

LONDON, 11th November, 1853.

SIR,—“ We received from Mr. Roney £25,000, and since another £25,000 in 6 per cent. Debentures of the Province to which the Grand Trunk Company are now entitled as representing the Quebec and Richmond Railway and we note your remarks on this subject.”

We have the honor to be, Sir,  
Your obedient servants,

(Signed,) BARING, BROTHERS & Co.

The Hon. E. P. Tache,  
H. M. Rec. General, &c., &c., &c.  
Quebec.

No. 309.

RECEIVER GENERALS' OFFICE,  
 QUEBEC, 15th October, 1853.

GENTLEMEN,—The Receiver General did himself the honor of addressing you under date 8th instant, as per duplicate herewith. In his absence in Canada West, I beg to advise that the Bank of Upper Canada has been instructed by this Mail to place to credit of this Province, with you and Messrs. Glyn, each the sum of £25,000, Stg., being 2nd instalment for investment in consols, as referred to in communication of 8th instant.

I have further to advise having under date 12th instant forwarded to your address by the hands of C. P. Roney, Esq., Managing Director, Grand Trunk Railway Company, a parcel containing the following debentures of this Province, 6 per cent.

Nos. 5,821 a 6,070—Bonds 250—a £100 Stg., £25,000 Stg., at 25 years from 1st January 1854, 1st *Coupon* payable 1st July 1854—Debentures of a similar amount and character have also been transmitted to Messrs. Glyn by Mr. Roney—the two amounts say *Fifty thousand pounds* being one half the amount to which the Grand Trunk Railway Company, are now entitled as representing the Quebec and Richmond Rail Road, the other half say £50,000 Stg., are under preparation and shall be forwarded forthwith.

I also beg to enclose herewith, copy of an order in Council, relative to the negotiating of the Bonds to which the Grand Trunk Line will be entitled of date 29th and 30th ultimo for your information and guidance.

The whole amount to which the *line* will be entitled is as now understood to be £1,811,500 Stg., one half of which will be ready for transmission from here by 1st. December, and will be forwarded in the interim, from time to time as private opportunities serve ; but there is no doubt of the whole half being in your hands and Messrs. Glyns, by 15th December, the denominations will be as follows :

|       |        |    |       |      |           |
|-------|--------|----|-------|------|-----------|
| 4,988 | bonds, | of | £100  | each | £498,800. |
| 554   | “      | “  | 500   | “    | 277,000.  |
| 130   | “      | “  | 1,000 | “    | 130,000.  |

£905,800.

In the above are included the £100,000 for the Richmond Road and £67,500 Sterling, in the hands of yourselves, and Messrs. Glyn, as appertaining to the St. Lawrence and Atlantic Railroad ; by next mail I hope to send instructions placing the latter sum also at the disposal of the Grand Trunk Line.

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

(Signed,) C. E. ANDERSON, D. R. G.

Messrs. Baring, Brothers & Co.,  
 &c., &c., &c , London.

*Copy of a Report of a Committee of the Honorable the Executive Council, dated the 29th September, 1853, approved by His Excellency the Governor General in Council, on the 30th September, 1853.*

On the Report of the Chairman of the Board of Railway Commissioners, dated 29th instant, requesting your Excellency's Sanction to a minute passed at a meeting of the Board held that day, viz :

The letter of Mr. Roney, managing Director of the Grand Trunk Railway Company, was again taken up, and a further Communication from the same gentleman, dated 27th instant, was also submitted. The Commissioners are of opinion that a Report should be submitted for the approval of the Governor in Council, recommending that, in accordance with the terms of Mr. Roney's Letter of the 27th instant, the debentures in aid of the Grand Trunk Railway Company be prepared and transmitted to the Agents of the Province in London, to be issued to them for cash, to the parties entitled to receive them, under the conditions of their prospectus; and the Commissioners recommend that such portion of the money received on account of these Bonds as it may be deemed expedient to keep in England be invested on account of the Province in the joint names of Mr. Thomas Baring M. P., and Mr. Geo. C. Glyn, M. P., in such securities as they may deem advisable, and for the benefit of the Grand Trunk Railway Company; and that such portion as may be issued in Canada may be deposited in such one or more Chartered Banks as may be designated by the Grand Trunk Railway Company, and as may agree with them as to the rate of interest which they may allow, and the said money to be withdrawn, from time to time, on the application of the Grand Trunk Railway Company, for such amount as they may be entitled to, under the provisions of their Act of Incorporation, such application to be submitted for the consideration of His Excellency the Governor in Council. The Committee recommend that the sanction requested to the foregoing minute be granted.

Certified,

(Signed,) WM. H. LEE,  
Act. C. E. C.

No. 317.

RECEIVER GENERAL'S OFFICE,  
Quebec, 22nd October, 1853.

GENTLEMEN,—I had this honor under date 19th instant, and now advise you of having forwarded to your address, by Mr. Bishoff, a parcel containing the following debentures of this Province, say, Nos. 6071 a 6320, making 250 Bonds, at £100 sterling each, equal to £25,000 at 25 years, from 1st January, 1854—first Coupon for interest due 1st July, 1854; and that debentures of a similar description and amount have been transmitted to Messrs. Glyn, Mills & Co., by same opportunity. The two parcels, amounting to Fifty thousand pounds, sterling, being the remaining half of the one hundred thousand pounds to which the Grand Trunk Railway Co., as representing the Quebec and Richmond Railroad, are entitled at present.

I have the honor to be, Gentlemen,  
Your most obedient Servant,

(Signed,) E. P. TACHE,  
R. G.

Messrs. Baring Brothers, & Co., London.

P. S.—Your favors of 4th instant, advising of receipt and payment of £15 3s. on account of interest on our Provincial Bonds due 1st instant, together with your joint letter (with Messrs. Glyn, Mills, & Co.) of 7th instant, have just come to hand, and trust that by the next mail I shall be enabled to comply with your request relative to the transferring of the £67,500 sterling Bonds, to the Grand Trunk Railway Company, as desired.

(Copy.)

## EXTRACT.

LONDON, 11th November, 1853.

SIR,—We have also to own receipt of your letter of the 22nd October, and by the hands of Mr. Bischoff we have duly received as advised by you £25,000, Provincial Debentures, say No. 6071 *a* 6320, 250 bonds of £100 each for 25 years from 1st January, 1854, the first interest coupon being payable 1st July, 1854, we note also that Debentures of a similar description and amount have been transmitted to Messrs. Baring, Brothers & Co., by the same opportunity the two parcels amounting to £50,000, being the remaining half of the £100,000, to which the Grand Trunk Railway Company are at present entitled as representing the Quebec and Richmond Railroad.

We have the honor to be, Sir,  
Your most obedient servants,

(Signed,) GLYN, MILLS & CO.

The Honble. E. P. Taché,  
Receiver General of Canada,  
Quebec.

No. 318.

RECEIVER GENERAL'S OFFICE,  
QUEBEC, 22nd October, 1853.

GENTLEMEN,—I had this honor under date 19th instant, and now advise you of having forwarded to your address by Mr. Bischoff, a parcel containing the following debentures of this Province, say Nos. 6321 *a* 6570, 250 bonds at £100 sterling, equal to £25,000, at 25 years from 1st January, 1854, and the first *coupon* for interest due on 1st July, 1854, also that debentures of a similar description and amount have been transmitted to Messrs. Baring, Brothers & Co., by same opportunity. The two parcels amounting to fifty thousand pounds sterling, being the remaining half of the one hundred thousand pounds to which the Grand Trunk Railway Company as representing the Quebec and Richmond Railway are entitled at present.

I have the honor to be, Gentlemen,  
Your most obedient servant,

(Signed,) E. P. TACHE,  
Receiver General.

Messrs. Glyn, Mills & Co.,  
Bankers, London.

P. S.—Your joint letter (with Messrs. Baring, Brothers & Co.) of the 7th instant, has just come to hand and trust that by next mail I shall be enabled to comply with your request relative to the transferring of the £67,500 sterling, bonds to the Grand Trunk Railway Company as desired.

## EXTRACT.

LONDON, 11th November, 1853.

SIR,—We have had the honor to receive your letter of 22nd October, by which you inform us, that you have forwarded to our address by Mr. Bischoff, a

parcel containing 250 bonds of £100 each, 6071 *a* 6320, Canada 6 per cent. debentures, which are safely to hand and with which we do the needful, and we note, that debentures of a similar description and amount have been sent to Messrs Glyn & Co., the two parcels amounting to £50,000, being the remaining half of the £100,000, to which the Grand Trunk Railway Company is entitled at present as representing the Quebec and Richmond Railway.

We have the honor to be, Sir,  
Your most obedient servants,

(Signed,)                      BARING, BROTHERS & CO.

The Honble. E. P. Taché,  
Receiver General,  
&c., &c., &c.,  
Quebec.

No. 326.

RECEIVER GENERAL'S OFFICE,  
QUEBEC, 29th October, 1853.

GENTLEMEN,—I had this honor on 19th and 22nd instant, duplicates of which are herewith enclosed.

I now beg to inform you that I have this day transmitted to your address by the hands of Honorable Mr. G. Pemberton, the following debentures of this Province, viz:

|                         |      |                          |           |
|-------------------------|------|--------------------------|-----------|
| Nos. 5421 <i>a</i> 5470 | = 50 | Debentures <i>a</i> £500 | = £25,000 |
| 5471 <i>a</i> 5495      | = 25 | " <i>a</i> 1000          | = 25,000  |
| 6725 <i>a</i> 6792      | = 68 | " <i>a</i> 100           | = 6,800   |
| 6793 <i>a</i> 6847      | = 55 | " <i>a</i> 500           | = 27,500  |
| 6848 <i>a</i> 6879      | = 32 | " <i>a</i> 1000          | = 32,000  |

£116,300 stg.

Amounting to one hundred and sixteen thousand three hundred pounds sterling, at 25 years from 1st January, 1854, first interest *coupon* due 1st July, 1854, and that bonds of similar denominations to the amount of £116,200 sterling, have been sent by the same opportunity to Messrs. Glyn, Mills & Co. These debentures are to be disposed of, and the proceeds thereof are to be invested in accordance with the O. C. of 29th, 30th September, copy of which was enclosed to you on 15th instant, and form a portion of £1,811,500 sterling, to which the Grand Trunk Railway Company will be entitled, and of course a portion of the one-half to be ready by 1st December next, as advised in my communication of 15th instant, forming an aggregate of £400,000 sterling in your hands and those of Messrs. Glyn, Mills & Co., on account the Grand Trunk Railroad, when the £67,500 shall have been transferred, which I regret to say I cannot do by this mail as expected.

I have the honor to be, Gentlemen,  
Your most obedient servant,

(Signed)

E. P. TACHE.  
Receiver, General.

Messrs. Baring, Brothers & Co.,  
Merchants,  
London.

No. 327.

RECEIVER GENERAL'S OFFICE,

Quebec, 29th October, 1853.

GENTLEMEN, — I had this honor on 19th and 22nd instant, duplicates of which are herewith enclosed:

I beg now to inform you that I have this day transmitted to your address by the hands of Hon. Mr. G. Pemberton, the following debentures of this Province, viz:

|             |         |    |        |         |         |
|-------------|---------|----|--------|---------|---------|
| No. 5,496 a | 5,545 = | 50 | Deb's. | £500 =  | £25,000 |
| 5,546 a     | 5,570 = | 25 | "      | 1,000 = | 25,000  |
| 6,571 a     | 6,637 = | 67 | "      | 100 =   | 6,700   |
| 6,638 a     | 6,692 = | 55 | "      | 500 =   | 27,500  |
| 6,693 a     | 6,724 = | 32 | "      | 1,000 = | 32,000  |

£116,200 Sterling.

Amounting to one hundred and sixteen thousand, two hundred pounds, sterling, at 25 years, from 1st January, 1854—first interest *coupon* due 1st July, 1854. And that Bonds of similar denominations, to the amount of £116,300, stg., have been sent by the same opportunity to Messrs. Baring, Brothers & Co. These Debentures are to be disposed of, and the proceeds thereof are to be invested in accordance with the O. C., of 29th and 30th September. Copy of which was inclosed to you on 15th inst., and form a portion of £1,811,500, stg., to which the Grand Trunk Railway Company will be entitled, and of course a portion of the one half to be ready by 1st December next, as advised in my communication of 15th inst., forming an aggregate of £400,000, stg., in your hands and those of Messrs. Barings on account of the Grand Trunk Railroad, when the £67,500 shall have been transferred, which I regret to say I cannot do by this mail, as expected.

I have the honor to be, Gentlemen,

Your most obedient servant,

(Signed,) E. P. TACHE, R. G.

Messrs. Glyn, Mills & Co.,  
Bankers, London.

(Copy,)

LONDON, 18th November, 1853.

SIR,—We wrote by last mail, the duplicate of which we enclose.

We have now the honor to acknowledge the due receipt of your esteemed communication of 29th October, notifying the further transmission, by the hands of the Hon. Mr. G. Pemberton, of debentures of your Province.

These debentures have arrived safely to hand, and we have accordingly to acknowledge the due receipt of,

|               |         |    |             |       |      |         |
|---------------|---------|----|-------------|-------|------|---------|
| Nos. 5,496 to | 5,545 = | 50 | Debentures. | £ 500 | each | £25,000 |
| " 5,546 to    | 5,570 = | 25 | "           | 1,000 | "    | 25,000  |
| " 6,671 to    | 6,637 = | 67 | "           | 100   | "    | 6,700   |
| " 6,638 to    | 6,692 = | 55 | "           | 500   | "    | 27,500  |
| " 6,693 to    | 6,724 = | 32 | "           | 1,000 | "    | 32,000  |

£116,200

Say debentures for one hundred and sixteen thousand, and two hundred pounds, sterling, at 25 years from 1st January, 1854, first interest *coupon* due 1st July, 1854.

Our best attention shall be given to the instructions conveyed to us by the Order in Council, forwarded in your letter of the 15th October, relative to the appropriation of these bonds, which we note form a portion of £1,811,500, sterling, to which the Grand Trunk Railway Company will be entitled and a portion of the one half, that you advised by your favor of the 15th ulto., were to be in our possession by the 1st December.

We have the honor to be, Sir,  
Your most obedient servants,

(Signed,) GLYN, MILLS & Co.,

The Hon. E. P. Taché,  
Receiver General of Canada.

No. 333.

RECEIVER GENERAL'S OFFICE,  
QUEBEC, 5th November, 1853.

GENTLEMEN,—I had the honor of addressing you under date 29th ultimo duplicate of which is enclosed.

As I anticipated in my last I am now empowered to transfer to the Grand Trunk Railroad Company, agreeably to the joint communication from yourselves and Messrs. Baring, Brothers & Co., of 7th October last, the £67,500 stg., Bonds "to be sold with the co-operation of Mr. Galt. The proceeds when sold to be placed to the credit of the Province special account and to be drawn against in a similar manner," and you will consequently consider these Bonds transferred to the said Company without the restrictions above cited.

Yours of 14th October in reply to mine of 19th September has also come duly to hand, you therein mention that, in compliance with my request the Montreal Harbour Bonds £40,000 stg., held by you on Provincial account for Clergy Funds have been placed in readiness for delivery to any party duly authorized to receive them. In addition to these, you will find you also hold Provincial Government Bonds, for same account, to the extent of £7,200 stg., and which were included in my request. I beg to inform you that the Honorable H. H. Killaly leaves this for England shortly, and will be the bearer of a letter to you and on his return to this Country about January next, will take charge of said Bonds.

I have the honor to be, gentlemen,  
Your most obedient servant,

[Signed,] E. P. TACHE, R. G.

Messrs. Glyn, Mills, & Co.,  
Bankers, London,

[Copy.]

[Extract.]

LONDON, 22nd November, 1853.

"SIR,—We have the honor to acknowledge the receipt of your esteemed communication of the 5th instant, authorising the transfer to the Grand Trunk Railway Company of Canada of the £67,500 Debentures of the Province, referred to, in our joint letter with Messrs. Baring, Brothers & Co., of the 7th October, which shall have our best attention.

We have the honor to be, sir,

(Signed,) GLYN, MILLS & CO.

The Hon. E. P. Taché,  
Receiver General of Canada,

"Quebec."

No. 334.

RECEIVER GENERAL'S OFFICE,

QUEBEC, 5th November, 1853.

GENTLEMEN,—I had the honor of addressing you under date 29th ult., duplicate of which is enclosed.

As I anticipated in my last, I am now empowered to transfer to the Grand Trunk Railroad Company, agreeably to the joint communication from yourselves and Messrs. Baring, Brothers & Co., of 7th October last, the £67,500, stg., Bonds, "to be sold with the co-operation of Mr. Galt, the proceeds, when sold, to be placed to the credit of the Province Special Account, and to be drawn against in a similar manner"—and you will consequently consider these Bonds transferred to the said Company without the restrictions above cited.

I now beg to inform you that the Hon. H. H. Killaly leaves this country for England shortly, and will be the bearer of a letter to you, and, on his return to this country, about January next, will take charge of such Bonds, which you hold on Provincial account, and to which I allude in my communication of 19th September last.

I have the honor to be, Gentlemen,  
Your most obedient servant,

(Signed,) E. P. TACHE,  
Receiver General.

Messrs. Baring, Brothers & Co.,  
&c., &c., &c.,  
London.

[Copy.]

[Extract.]

LONDON, 22nd November, 1853.

SIR,—We enclose duplicate of our letter of 18th instant, and have since received yours of the 5th, by which you authorize us to transfer to the Grand Trunk Railroad Company the £67,500, in six per cent. Debentures of the Province of Canada, referred to in our communication of 7th ult. ; and we note that the Hon. H. H. Killaly will take charge of the Bonds, which we hold on account of the Provincial Government.

We have the honor to be, sir,  
Your most obedient servants,

(Signed,) BARING, BROTHERS & CO.

Hon. E. P. Taché,  
H. M. Receiver General,  
&c., &c., &c.,

No. 341.

RECEIVER GENERAL'S OFFICE,

QUEBEC, 12th November, 1853.

GENTLEMEN,—I had the honor of addressing you under date 5th inst., duplicate of which is herewith enclosed :

I now have to inform you that I have this day transmitted you by the hands of Hon. H. H. Killaly, the following debentures of this Province, viz :

Nos. 7,130 to 7,629—500 Bonds at £100 each—£50,000, Stg. ; at 25 years from 1st January, 1854—first interest, coupon due 1st July, 1854—say fifty thousand pounds, stg., and that Bonds of similar denominations and amount have also been sent to Messrs. Baring, Brothers & Co., by same opportunity.



The instructions sent, relative to the £116,200 Stg., per Hon. G. Pemberton, will apply to this amount, as they are also issued for account of the Grand Trunk Railway Company.

I have the honor to be, Gentlemen,  
Your most obedient servant,

(Signed,) E. P. TACHE, R. G.

Messrs. Glyn, Mills & Co.,  
Bankers, London.

No. 337.

RECEIVER GENERAL'S OFFICE,

QUEBEC, 12th November, 1853.

SIR,—I have the honor to advise that, in furtherance of your views in regard to the debentures to be issued for the benefit of the Grand Trunk Railroad Company, submitted to, and approved by His Excellency, debentures to the extent of *Fifty thousand pounds, Sterling*, that is to say:

Nos. 6,071 a 6,320=250 Bonds of £100 each, equal to £25,000 Stg., payable at Messrs. Baring Brothers & Co., and Nos. 6,321 a 6,570=250 Bonds of £100 each, equal to £25,000 Stg., payable at Messrs. Glyn, Mills & Co., were transmitted to these firms respectively by the hands of Mr. Bishoff on the 22d October, this amount will complete the £100,000 Stg., to which your Company is entitled as representing the Quebec and Richmond Railway Company. (the first £50,000 having been sent in your care 12th October.)

Also that a further amount of Debentures, to the extent of Two Hundred and thirty two Thousand five hundred pounds, Stg., that is to say:

|                    |                       |            |
|--------------------|-----------------------|------------|
| Nos. 5,421 a 5,470 | = 50 debt's. at £ 500 | = £25,000. |
| " 5,471 a 5,495    | = 25 " at 1,000       | = 25,000.  |
| " 6,725 a 6,792    | = 68 " at 100         | = 6,800.   |
| " 6,793 a 6,847    | = 55 " at 500         | = 27,500.  |
| " 6,848 a 6,879    | = 32 " at 1,000       | = 32,000.  |

£116,300 stg.

payable at Messrs. Baring Brothers & Co., and

|                    |                       |            |
|--------------------|-----------------------|------------|
| Nos. 5,496 a 5,515 | = 50 debt's. at £ 500 | = £25,000. |
| " 5,516 a 5,570    | = 25 " at 1,000       | = 25,000.  |
| " 6,571 a 6,637    | = 67 " at 100         | = 6,700.   |
| " 6,638 a 6,692    | = 55 " at 500         | = 27,500.  |
| " 6,693 a 6,724    | = 32 " at 1,000       | = 32,000.  |

£116,200 stg.

payable at Messrs Glyn, Mills & Co.,—have been forwarded to their respective addresses by the hands of Hon. G. Pemberton.

This latter sum will form portion of the bonds to which your Company will become entitled from time to time, and the proceeds when sold to be invested in accordance with the O. C. 29th and 30th Sept. last, and to which effect the Agents of the Province have been instructed.

I am also enabled to advise that the balance of the Bonds issued for account of the St. Lawrence and Atlantic Railroad Company and remaining unsold to the extent of *Sixty seven thousand five hundred pounds Stg.*, that is to say:

|                    |                        |           |
|--------------------|------------------------|-----------|
| Nos. 5,034 a 5,201 | = 167 debt's. at £ 100 | = £16,700 |
| " 5,201 a 5,218    | = 18 " at 500          | = 9,000   |
| " 5,219 a 5,226    | = 8 " at 1,000         | = 8,000   |

£33,700 stg.

payable at Messrs. Glyn, Mills & Co., and,

Nos. 5,227 a 5,394 = 168 debt's at £ 100 = £16,800  
 " 5,395 a 5,412 = 18 " at 500 = 9,000  
 " 5,413 a 5,420 = 8 " at 1,000 = 8,000

£33,800 Stg.,

payable at Messrs. Baring, Brothers & Co., at 25 years from 1st January, 1853, have been transferred and placed, subject to the control of the Grand Trunk Railroad Company, with the respective firms above mentioned.

The Hon. Mr. Killaly leaving for England to-day, I avail myself of the opportunity to forward a further amount of Bonds as under, viz:—

Nos. 6,880 to 7,129 = 250

" 7,630 to 7,879 = 250, 500 Bonds at £100 each, £50,000 Sterling,

payable at Messrs. Baring, Brothers & Co., and,

Nos. 7,130 to 7,629 = 500 Bonds at £100 each, £50,000 Sterling,

payable at Messrs. Glyn, Mills & Co., say to the extent of *One hundred thousand pounds* Sterling. This last amount will form an aggregate of Bonds placed to account of your Company of *Five hundred thousand pounds*, Sterling, on account of the £905,800 Sterling, which we are endeavouring to place in the hands of the Agents of the Province in London by 15th December next.

These Bonds with the exception of £67,500 Sterling, are all issued 25 years from 1st January 1854, and the interest upon this £67,500 Sterling, above referred to, will of course date from 1st January, 1854, in the same manner as the rest, so that in the event of the *coupons* for the interest up to that date not having been taken off, you will please see that it is done at or prior to the time of sale or distribution thereof.

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

(Signed,) E. P. TACHE,  
 R. G.

C. P. Roney, Esquire,  
 Managing Director,  
 Grand Trunk Railway Company,  
 London.

No. 340.

RECEIVER GENERAL'S OFFICE,  
 QUEBEC, 12th November, 1853.

GENTLEMEN,—I had the honor of addressing you under date 5th instant, duplicate of which is herewith:

I now have to inform you that I have this day transmitted to your address by the hands of Honorable H. H. Killaly, the following debentures of this Province, viz:

Nos. 6880 to 7129 = 250

7630 to 7879 = 250, 500 bonds a £100 each = £50,000 stg.

at 25 years from 1st January, 1854, first interest *coupon* due 1st July, 1854. Say fifty thousand pounds sterling, and that bonds of similar denomination and amount have also been sent to Messrs. Glyn, Mills & Co., by same opportunity.

The instructions sent relative to the £116,300 sterling per Honorable Mr. Pemberton, will apply to this amount as they are also issued for account of the Grand Trunk Railway Company.

I have the honor to advise further that the sum of sixty-one pounds eighteen shillings sterling being the amount short paid you for interest dividend up to July last, will be remitted you in the course of next month with the amount for January dividend.

I have the honor to be, Gentlemen,

Your most obedient servant,

(Signed,)

E. P. TACHE,  
Receiver General.

Messrs. Baring, Brothers & Co.,  
&c., &c., &c.,  
London.

London, 9th December, 1858.

SIR,—We have the honor to acknowledge the receipt of your letter of 12th ultimo, and to inform you that the Honorable H. H. Killaly, has handed to us a parcel containing £50,000, in debentures of the Province of Canada, with which we do the needful, and we note that bonds of similar denomination and amount have been sent to Messrs. Glyn, Mills & Co., and that the instructions sent relative to the former mission of £116,300, also apply to the bonds now received, as they are likewise issued for account of the Grand Trunk Railway Company.

We may, however, remark that bond No. 7025, had not the *coupons* signed from July, 1854, to January, 1857, inclusive, we therefore had them signed "C. T. White," No 7125 was written as 3125, we have written in the margin at the top, "This bond should be 7125, certified by us" and our signature.

Bond 7631, the dates were not filled up in the *coupons*, we have therefore had them inserted here.

All which will no doubt have your approval.

We have the honor to be, Sir,

Your most obedient servants,

(Signed,) BARING, BROTHERS & CO.

Honorable E. P. Taché,  
Receiver General,  
&c., &c., &c.,  
Quebec.

No. 349.

RECEIVER GENERAL'S OFFICE,  
QUEBEC, 26th November, 1858.

GENTLEMEN,—I had this pleasure last, under date 12th instant, duplicate of which went forward last mail. Since when I have your esteemed favor, 25th ultimo, advising of the investment of £25,000 sterling in consols on account of Province, which has been duly noted.

I have now the honor to advise of having forwarded to your address, per Samuel Keefer, Esquire, Engineer, Grand Trunk Railway Company, a trunk containing the following debentures of this Province, payable at your house being a further instalment for the purposes of the Grand Trunk Railway Company, heretofore advised of, viz:—

|  |                |
|--|----------------|
| Nos. 7880 a 9139 = 9260 Bonds a £100 ..... | £126,000 ster. |
| " 9140 a 9293 = 154 " a 500 .....          | 77,000 "       |

£203,000

This, with those already forwarded you and Messrs. Barings, will form an aggregate of £703,000 sterling, on account the £905,850, intended to be in London by 15th proximo, as stated in my communication of 15th ultimo. The balance would have been prepared also to have gone by Mr. Keefer, but there has been delay, owing to the want of blank bonds, which could not possibly be procured more quickly. I still hope, however, to be able to carry out my intentions.

On reference to your various accounts rendered, a small inaccuracy has turned up; thus, in your debenture account of 1849 and 1850 of £250,000 sterling, you bring down a balance to credit of the Province, of £2558 2s. 6d. sterling, and in which is included your commission of 1 per cent., say £2,500 sterling. In your general account current for half year ending 30th June, 1850, under date 2nd February, a charge of £75 sterling is made on £7500 sterling Bonds, sold Ross, Mitchell & Co., and I believe it will be found on reference that the £7500 sterling formed a portion of the £250000 sterling above mentioned, and on which commission had already been charged. I shall be obliged by your looking into this matter, and also by your transferring the £2558 2s. 6d. from the debenture account to the general account of the Province.

I have the honor to be, gentlemen,  
Your most obedient servant,

(Signed,) E. P. TACHE, R. G.

Messrs. Glyn, Mills & Co.,  
Bankers, London.

Copy.)

LONDON, 16th December, 1853.

SIR,—We had the pleasure of writing to you the 13th instant, the duplicate of which we enclose.

We have now the honor to acknowledge the due receipt by the hands of Samuel Keefer, Esquire, of the following debentures of your Province.

Nos. 7880 to 9139 = 1260 bonds at £100 = £126,000  
9140 to 9293 = 154 " at 500 = 77,000

Grand Trunk Railroad Company bonds..... £203,000

Say amounting in all to two hundred and three thousand pounds in accordance with your advice. These bonds shall be treated in accordance with your previous instructions.

We have the honor to remain, Sir,  
Your most obedient servants,

(Signed,) GLYN, MILLS & CO.

The Honorable E. P. Taché,  
Receiver General of Canada,  
Quebec.

No. 350.

RECEIVER GENERAL'S OFFICE,  
QUEBEC, 26th November, 1853.

GENTLEMEN,—I had this pleasure last, under date 12th instant, duplicate of which went forward per last mail.

I have now the honor to acknowledge your communication of 25th ultimo, advising investment in consols on account this Province to the amount of £25,000 sterling, which has been duly noted.

I beg to advise having by this mail forwarded to Messrs. Glyn, & Co., per Samuel Keefer, Esquire, a further issue of bonds on account of the Grand Trunk Railroad Company, to the extent of £203,000 sterling, making an aggregate of £703,000 sterling now forwarded.

I have the honor to be, Gentlemen,  
Your most obedient servant,

(Signed,) E. P. TACHE,  
Receiver General.

Messrs. Baring, Brothers & Co.,  
&c., &c., &c.,  
London.

P. S. The balance of the portion payable at your house, I hope to send by the next mail, the delay is owing to the want of blank debentures. E. P. T.

London, 16th December, 1853.

SIR,—We have the honor to enclose a copy of our letter of 13th instant, and to acknowledge receipt of yours of the 26th ultimo, the contents of which have our careful attention; we observe that the bonds on account of the Grand Trunk Railway Company forwarded by Samuel Keefer, Esquire, are all for Messrs. Glyn & Co., and we note that, we may look by next mail for the balance of the portion payable at our counting house.

We have the honor to be, Sir,  
Your most obedient servant,

(Signed,) BARING, BROTHERS & CO.

Honorable E. P. Taché,  
Receiver General,  
&c., &c., &c.,  
Quebec.

(Copy.)

EXTRACT.

LONDON, 6th January, 1854.

SIR,—The Debentures of the Province, issued to the Quebec and Richmond Railway Company, and handed over to the Grand Trunk Railway Company, will soon be in course of issue. Acting upon the understanding as to the commission payable to the Agents of the Province on these transactions, we conceive the account of the Province is to be debited on this head.

We have the honor to remain, Sir,  
Your most obedient servants,

(Signed,) GLYN, MILLS & CO.

The Hon. E. P. Taché,  
Receiver General of Canada, Quebec.

No. 394.

RECEIVER GENERAL'S OFFICE,

QUEBEC, 3rd January, 1854.

GENTLEMEN,—I had this pleasure last, under date 31st ultimo, as per duplicate herewith. I have now the honor to acknowledge your favor 16th ultimo, to hand this morning, the contents of which have been duly noted.

I have also to advise of having this day forwarded to Messrs. Barings, per H. LeMesurier, Esquire, of this City, Bonds of the Province, to the extent of £202,800 sterling, payable at their house, being the balance of one half the guarantee to which the Grand Trunk Railway Company will be entitled.

The preparation of the other half is in a forward state, in the event of Government sanctioning the issue.

I may mention, with reference to the 5 per cent. Bonds falling due in England 1st April, that, in this country, it has been deemed necessary to notify holders of Bonds maturing, that no interest will be paid on same after maturity, I do not know whether such formula is necessary with you.

I have the honor to be, gentlemen,

Your most obedient servant,

(Signed,) E. P. TACHE, R. G.

Messrs. Glyn, Mills & Co.,  
Bankers, London.

(Copy.)

EXTRACT.

LONDON, 27th January, 1854.

SIR,—“We have the honor to acknowledge the receipt of your esteemed communications of the 3rd and 7th instant, the former notifying us that £202,800 Debentures of your Province had been forwarded to Messrs. Baring, Brothers & Co., by the hands of H. LeMesurier, Esquire, being the balance of one half of the guarantee to which the Grand Trunk Railway of Canada is entitled; and the latter enclosing a remittance amounting to £599 6s. 8d., which, in accordance with your instructions, we have passed to the credit of the account of the Province in our books, to await your further orders.”

We have the honor to be, sir,

Your most obedient servants,

(Signed,) GLYN, MILLS & CO.

The Hon. E. P. Taché,  
Receiver General of Canada,  
Quebec.

No. 395.

RECEIVER GENERAL'S OFFICE,

QUEBEC, 3rd January, 1854.

GENTLEMEN,—I had this pleasure last, under date 10th ultimo, since when I have to acknowledge your favours of 9th, 13th and 16th ultimo, the contents of which have been duly noted.

The signature "C. T. White" on Bond 7025 has been noted and is hereby duly sanctioned, as also the altering of the Bond from No. 3125 to 7125. I have also to thank you for inserting the dates in the Bond 7631. Every precaution has been used to prevent any inaccuracies or omissions in the Bonds, but where so many are issued, and in some cases under much pressure for time, errors will occur.

I avail myself of this occasion to advise, having this day forwarded per H. LeMesurier, Esquire, of this city, for your house, a small trunk containing the following Bonds of the Province, payable at your house 25 years from 1st instant, 6 per cent.

|                                |                                    |
|--------------------------------|------------------------------------|
| Nos. 9294 a 10451 = 1158 Bond. |                                    |
| " 10606 a 10705 = 100 "        | 1258 a £100 each.....£125,800 stg. |
| " 10452 a 10605 = 154 "        | ..... a 500 each..... 77,000 "     |
|                                | <u>£202,800</u>                    |

being the balance of one half of the guarantee to which the Grand Trunk Railway Company will be entitled.

I have the honor to be, Gentlemen,  
Your most obedient servant,

(Signed,) E. P. TACHE, R. G.

Messrs. Baring, Brothers & Co.,  
&c., &c., London.

*Extract.*

LONDON, 27th January, 1854.

SIR,—“ We have the honor to acknowledge receipt of your letter of 3rd inst. the contents of which have our careful attention, and we have received from Mr. Henry LeMesurier, the £202,800—in 6 per cent. Debentures of the Province of Canada, to which the Grand Trunk Railway Company will be entitled.”

We have the honor to be, Sir,  
Your most obedient servants,

(Signed,) BARING, BROTHERS & Co.

The Hon. E. P. Taché,  
H. M. Receiver General,  
&c., &c., &c.  
Quebec.

(Copy,)

No. 426.

RECEIVER GENERALS' OFFICE,  
QUEBEC, 28th January, 1854.

*Extract.*

“ As regards the Agents of the Province's commission on the Bonds for the Richmond Railway Company, I take it that the Grand Trunk Company on

“receiving the bonds will pay the commission in the same manner as took place  
“with the transaction with the Commercial Bank.”

I have the honor to be, gentlemen,  
Your most obedient,

(Signed,) E. P. TACHE, R. G.

Messrs. Glyn, Mills & Co.,  
Bankers, London.

(Copy)

No. 439.

RECEIVER GENERAL'S OFFICE,  
QUEBEC, 4th February, 1854.

*Extract.*

“I also note the exchange of Debentures on the application of the Secretary  
“of the Grand Trunk Railway Company to the extent of £50,000 of large for  
“small denominations, this also is satisfactory as it does not interfere with the  
“conditions of the issue.”

I have the honor to be, Gentlemen,  
Your most obedient servant,

E. P. TACHE, R. G.,

Messrs. Baring, Brothers & Co.,  
&c., &c., London.

[Copy,]

No. 445.

RECEIVER GENERAL'S OFFICE.  
QUEBEC, 11th February, 1854.

*Extract.*

“I also note the charge of £560, Commission in the transfer of the Richmond  
and Quebec Railroad Bonds—no doubt the Agents of the Province are entitled  
to the commission, but I was of opinion it should have been paid by the Grand  
Trunk Company, in the same manner as the transaction with the Commercial  
Bank.”

I have the honor to be, Gentlemen,  
Your most obedient servant,

(Signed,) E. P. TACHE, R. G.

Messrs. Baring, Brothers & Co.  
&c., &c., &c. London.

EXTRACT.

LONDON, 3rd March, 1854.

SIR,—We have the honor to acknowledge the receipt of your letter of 11th  
ultimo, the contents of which have our careful attention, and we note your re-  
marks with respect to the item of £560 charged to the Government of the Pro-  
vince of Canada for commission, we shall communicate on the subject with the



Grand Trunk Railway Company, and ascertain whether the amount is to be withdrawn from your account."

We have the honor to be, Sir,  
Your most obedient servants,

(Signed,) **BARING, BROTHERS & CO.**

The Honorable E. P. Taché,  
H. M. Receiver General,  
&c., &c., &c.,  
Quebec.

(Copy.)

LONDON, 10th March, 1854.

SIR,—Referring to the enclosed duplicate of our letter of 3rd instant, we have now the honor to inform you with respect to the item therein alluded to of £560, that Sir Cusack Roney, will arrange the matter upon his return to Canada, and we beg you will have the goodness to let us know should it be decided, that the account of the Provincial Government is to be relieved of the amount.

We have the honor to be, Sir,  
Your obedient servants,

(Signed,) **BARING, BROTHERS & CO,**

The Honorable E. P. Taché,  
H.M. Receiver General,  
&c., &c., &c.,  
Quebec.

No. 473.

EXTRACT.

RECEIVER GENERAL'S OFFICE,  
QUEBEC, 4th March, 1854.

" I have now the honor to advise that by order in Council of 2nd instant, on  
" the application of the Grand Trunk Railway Company, shewing that certain  
" work had been performed by the Company, whereby they would be entitled  
" under the Provincial guarantee to a sum exceeding £100,000, it was ordered  
" that an advance of one hundred thousand pounds sterling, be in the meantime  
" made to the Company, one-half of which amount it is desirable should come  
" from your House and the other half from Messrs. Glyn, Mills & Co."

I have the honor to be, Gentlemen,  
Your most obedient servant,

(Signed,) **E. P. TACHE,**  
Receiver General.

Messrs. Baring, Brothers & Co.,  
&c., &c., &c.,  
London.

LONDON, 24th March, 1854.

SIR,—We have the honor to acknowledge the receipt of your letter of the 4th instant, the contents of which have our careful attention, and in compliance with your request we have transferred from the account of Thomas Baring and George Carr Glyn, Esquires, to the credit of the Grand Trunk Railway Company a sum of £50,000, of which we beg you will cause note to be made.

We have the honor to be, Sir,

Your most obedient servant,

(Signed,) **BARING, BROTHERS & CO.**

The Honorable E. P. Taché,  
H. M. Receiver General,  
&c., &c., &c.,  
Quebec.

No. 472.

EXTRACT.

RECEIVER GENERAL'S OFFICE,  
QUEBEC, 4th March, 1854.

"I have further to advise that by order in Council of 2nd instant, on the application of the Grand Trunk Railway Company, shewing that certain work had been performed by the Company, whereby they would be entitled under the Provincial Guarantee to a sum exceeding £100,000 sterling, it was ordered that an advance of one hundred thousand pounds sterling be in the meantime made to the Company, one-half of which amount it is desirable should come from your House and the other half from Messrs. Barings."

I have the honor to be, Gentlemen,

Your most obedient servant,

(Signed,) **E. P. TACHE, R. G.**

Messrs. Glyn, Mills & Co.,  
Bankers,  
London.

(Copy.)

EXTRACT.

LONDON, 24th March, 1854.

SIR,—Your letter further directed that, in accordance with the Order in Council, authorising an advance of £100,000, (say One hundred thousand pounds) to the Grand Trunk Railway of Canada, that it was desirable one moiety of the amount should come from the Funds of the Province, in our hands, in the names of Thomas Baring, and G. C. Glyn, Esquires; we have accordingly the honor to inform you that £50,000 has been paid over to the Grand Trunk Railway, agreeably with your directions."

We have the honor to remain, sir,

Your most obedient servants,

(Signed,) **GLYN, MILLS & CO.**

The Honorable E. P. Taché,  
Receiver General of Canada,  
Quebec.

## EXTRACT.

LONDON, 31st March, 1854.

SIR,—“On settlement of the cash account in the names of Messrs Thos. Baring and George Carr Glyn by payment according to the orders of the Provincial Government to the Canada Grand Trunk Railway Company, we understand that we are to pay all accumulated interest to the Company, as that body is answerable to the Government for the interest on the Provincial Debentures issued.”

We have the honor to be, sir,  
Your most obedient servants,

(Signed,) BARING, BROTHERS & CO.

The Honorable E. P. Taché,  
H. M. Receiver General &c., &c.  
Quebec.

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No. 494.

[Extract,]

RECEIVER GENERAL'S OFFICE,  
QUEBEC, 1st April, 1854.

GENTLEMEN,—“No doubt the matter of Commission will be satisfactorily arranged between Mr. Hincks, and Sir Cusack Roney, previous to the latter gentleman returning to this Province; should it not however, you shall be duly advised on the matter.”

I have the honor to be, Gentlemen,  
Your most obedient servant,

(Signed,) E. P. TACHE, R. G.

Messrs. Baring, Brothers & Co.,  
&c., &c., London.

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No. 506.

[Extract,]

RECEIVER GENERAL'S OFFICE,  
QUEBEC, 15th April, 1854.

“The payment of £50,000 Stg., to the Grand Trunk Railway Company, and the purchase of or rather redemption of £3,200, 5 per cent Bonds are also noted.”

I have the honor to be, Gentlemen,  
Your most obedient servant,

(Signed,) E. P. TACHE, R. G.

Messrs. Glyn, Mills & Co.  
Bankers, London.

No. 505.

[Extract.]

RECEIVER GENERAL'S OFFICE.

QUEBEC, 15th April, 1854.

GENTLEMEN,—“ I had this pleasure last, under date 1st instant, and have  
 “ now the honor to acknowledge your esteemed favours of 17th and 24th March,  
 “ and duly note contents.”—

“ And payment to the Grand Trunk Railway Company, of £50,000 Stg.”

I have the honor to be, Gentlemen,  
 Your most obedient servant,

(Signed,) E. P. TACHE, R. G.

Messrs. Baring, Brothers & Co.,  
 &c., &c., London.

No. 515.

RECEIVER GENERAL'S OFFICE,

QUEBEC, 21st April, 1854.

EXTRACT.

GENTLEMEN,—“ As regards the accumulated interest on the Provincial  
 “ Bonds for the Grand Trunk Railway Company. I presume you allude to the  
 “ accumulated interest paid you and Messrs. Glyn, & Co. by purchasers of the  
 “ Bonds at the time of the sale, this would certainly be the property of the Grand  
 “ Trunk Company, as they have to provide the full 6 per cent. or such *coupons* as  
 “ are actually issued. Should there be a full 6 months accumulation of interest  
 “ at the time of sale of the Bonds, of course the *coupons* would be destroyed.”

I have the honor to be, Gentlemen,  
 Your most obedient servant,

(Signed,) E. P. TACHE, R. G.

Messrs. Baring, Brothers & Co.,  
 &c., &c., London.

No. 522.

EXTRACT.

RECEIVER GENERAL'S OFFICE,

QUEBEC, 29th April, 1854.

GENTLEMEN,—“ I had this pleasure last, under date 21st instant, as per du-  
 “ plicate herewith, \* \* \* \* and the withdrawal from the debit of the Pro-  
 “ vince of the £560, commission on the £500,000 sterling bonds for the Grand  
 “ Trunk Railway Company.”

I have the honor to be, Gentlemen,  
 Your most obedient servant,

(Signed,) E. P. TACHE,  
 Receiver General.

Messrs. Baring, Brothers & Co.,  
 &c., &c., &c.,  
 London.

No. 546.—(Copy.)

RECEIVER GENERAL'S OFFICE,  
 QUEBEC, 27th May, 1854.

GENTLEMEN,—“ Referring to my communication of 4th March last, I have now the honor to advise that by Order in Council of 22nd May inst, on the application of the Grand Trunk Railway Company, shewing that work had been performed by the Company whereby they would be entitled under the Provincial Guarantee, to a sum exceeding £100,000 sterling, it was ordered that a further sum of one hundred thousand pounds sterling, be in the meantime advanced to the Company, one-half of which amount it is desirable should come from your House and the other half from Messrs. Glyn, Mills & Co.”

I have the honor to be, Gentlemen,  
 Your most obedient servant,

(Signed,) E. P. TACHE,  
 Receiver General.

Messrs. Baring, Brothers & Co.,  
 &c., &c., &c., London.

(Copy.)

LONDON, 16th June, 1854.

SIR—We have the honor to enclose duplicate of our letter of 9th instant, and to acknowledge receipt of yours of 27th ultimo, the contents of which have our careful attention, and in conformity with your instructions we have transferred from the account of Thomas Baring and George Carr Glyn, Esquires, to the credit of the Grand Trunk Railway Company a sum of £50,000, per 12th June, of which we beg you will cause note to be made.

We have the honor to be, Sir,  
 Your most obedient servants,

(Signed,) BARING, BROTHERS & CO.

The Honorable E. P. Taché,  
 H. M. Receiver General,  
 &c., &c., &c., Quebec.

(Copy.)—No. 545.

RECEIVER GENERAL'S OFFICE,  
 QUEBEC, 27th May, 1854.

GENTLEMEN,—“ Referring to my communication of 4th March last, I have now the honor to advise that by order in Council of 22nd instant, on application of the Grand Trunk Railway Company, shewing that work had been performed by the Company, whereby they would be entitled, under the Provincial Guarantee, to a sum exceeding £100,000 sterling, it was ordered that a further sum of One hundred thousand pounds sterling be in the meantime advanced to the Company, one half of which, it is desirable, should come from your house, and the other half from Messrs. Baring, Brothers & Co.”

I have the honor to be, gentlemen,  
 Your most obedient servant,

(Signed,) E. P. TACHE, R. G.

Messrs. Glyn, Mills & Co.,  
 Bankers, London.

(Copy.)

LONDON, 16th June, 1854.

SIR,—Since we had the pleasure of addressing you, the 9th instant, we have had the honor to receive your esteemed letter of the 27th May, advising us that, on application of the Grand Trunk Railway Company, with proof that work had been done entitling them, under the Provincial Guarantee, to a sum not exceeding £100,000, an order in Council had been granted by your Government directing that this amount should be advanced to the Company, one half of which it was desired should come from ourselves, and the other moiety from Messrs. Baring, Brothers & Co. We have now the honor to inform you that, in accordance with such directions, £50,000 has been placed by us to the credit of the Grand Trunk Railway Company from the accounts of the Province in our books, in the names of Thomas Baring and G. C. Glyn, Esquires, the amount having been called in from Loan for that purpose.

We enclose the duplicate of our letter of the 9th instant.

And have the honor to remain, Sir,  
Your most obedient servants,

(Signed,) GLYN, MILLS & CO.

The Honorable E. P. Taché,  
Receiver General of Canada, Quebec.

(Copy.)

LONDON, 23rd June, 1854.

SIR,—We have the honor to inform you that we received, the 19th instant, from the Grand Trunk Railway of Canada, £32,150 for the credit of the account of the Province of Canada, in our books in the names of T. Baring and G. C. Glyn, Esquires, and that the amount has been placed out on call, in the usual manner.]

We have the honor to remain, sir,  
Your most obedient servant,

(Signed,) GLYN, MILLS & CO.

The Honorable F. Hincks,  
Inspector General of Canada, Quebec.

[Copy,]

QUEBEC, 29th June 1854.

SIR,—The Secretary of the Grand Trunk Railway Company of Canada has called my attention to the fact, that the B series of the Provincial Debentures have not yet been forwarded to the Agents of the Province in London, and it is important that they be forwarded with as little delay as possible.

May I request therefore that you will take the necessary steps to have them transmitted at your earliest convenience under the Order in Council of September last, and oblige, Sir,

Your obedient servant,

(Signed,) JOHN ROSS,  
President G. T. R. Co.

The Hon. E. P. Taché,  
Receiver General, &c., &c., &c.

[Copy,]

LONDON, 7th July, 1854.

SIR,—We have the honor to inform you, that we have placed to the debit of the Government of the Province of Canada, £12,589 12s. 3d. pr. 1st July, for 6 months interest on

|          |                        |         |     |      |
|----------|------------------------|---------|-----|------|
| £503,450 | 5 per cent. Debentures | £12,586 | 5   | 0    |
|          | Commission 1 per cent. |         | 125 | 17 3 |
|          |                        | <hr/>   |     |      |
|          |                        | £12,712 | 2   | 3    |

|   |  |         |    |   |
|---|--|---------|----|---|
| Less 6 months interest on £4,900 Bonds purchased..... |  | 122,    | 10 | 0 |
|   |  | <hr/>   |    |   |
|   |  | £12,589 | 12 | 3 |

|  |          |                        |         |          |
|--|----------|------------------------|---------|----------|
| £14,216 15 2 pr 1st July, for 6 months interest on |          |                        |         |          |
|  | £469,200 | 6 per cent. Debentures | £14,076 | 0        |
|  |          | Commission 1 per cent. |         | 140 15 2 |
|  |          |                        | <hr/>   |          |
|  |          |                        | £14,216 | 15 2     |

And to the credit, £19,936 2 9 per 30th June. } Received of Messrs. Glyn & Co.  
 6,951 0 0 " " " } for a transfer from the account  
 96 10 3 " " " } of the Grand Trunk R. R. Co.

Of which we beg you will cause note to be made, and you will observe that the interest on £231,700, 6 per cent. Debentures, with commission, has been provided for by the Grand Trunk Railway Company by means of the above transfers.

We have also the honor to transmit to you, a statement of the account of the Government, shewing a balance of £1,059 6 5 per 1st July, which we hope will be found correct upon examination.

We have the honor to be, Sir,  
 Your most obedient servants,

(Signed,) **BARING, BROTHERS & Co.**

The Hon. E. P. Taché,  
 H. M. Receiver General, &c., &c., &c.  
 Quebec.

[Copy,]

LONDON, 7th July, 1854.

EXTRACT.

SIR,—“ You will observe that the usual commission of 1 per cent. upon the payment of Debentures issued for the purposes of the Companies incorporated with the Grand Trunk Company has been charged to the Debit of the account of the Province.

Perhaps you will inform us if this is correct and if it should not be reimbursed by the Company.”

We have the honor to remain, Sir,  
 Your most obedient servants,

(Signed,) **GLYN, MILLS & Co.**

The Hon. E. P. Taché,  
 Receiver General of Canada, Quebec.

LONDON, 11th July, 1854.

SIR,—Referring to the enclosed Duplicate of our letter of 7th instant, we have now the honor to enclose statements of the following accounts, viz :—

|   |          |
|---|----------|
| Grand Trunk Rail Road Company, balance at the credit for 30th June.....   | £106,644 |
| Thomas Baring, and George Carr Glyn, Esquires, as Agents for the Government of Canada, balance at the credit, pr 30th June. | 74,800   |

which we hope will be found correct upon examination.

We have the honor to be, Sir,  
Your most obedient servants,

(Signed,)           BARING, BROTHERS & Co.

The Hon. E. P. Taché,  
H. M. Receiver General, &c., &c., &c.  
Quebec.

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Messrs. Thomas Baring and George Carr Glyn, London, in account current with  
 Dr. Baring, Brothers & Co. Cr.

| 1854.                |                                                                                         | £ s. d.       | 1854.     |                                                                                               | £ s. d.       |
|----------------------|-----------------------------------------------------------------------------------------|---------------|-----------|-----------------------------------------------------------------------------------------------|---------------|
| March 22             | To transfer to account Grand Trunk Railroad of Canada . . . . .                         | 50000 0 0     | Jany. 19  | By received of Glyn & Co.                                                                     | 10440 0 0     |
| June 1 <sup>st</sup> | To do do do . . . . .                                                                   | 50000 0 0     | Febry. 15 | do do do do                                                                                   | 11460 0 0     |
| " 30                 | To Interest on this account transferred to the Grand Trunk Railroad of Canada . . . . . | 911 17 0      | " 20      | do do do do                                                                                   | 6800 0 0      |
| " "                  | By Balance at Credit carried to new account . .                                         | 74800 0 0     | " 23      | do do do do                                                                                   | 45050 0 0     |
|                      |                                                                                         |               | March 2   | do do do do                                                                                   | 6700 0 0      |
|                      |                                                                                         |               | " 13      | do do do do                                                                                   | 5100 0 0      |
|                      |                                                                                         |               | " 21      | do do do do                                                                                   | 8200 0 0      |
|                      |                                                                                         |               | April 11  | do do do do                                                                                   | 6500 0 0      |
|                      |                                                                                         |               | May 5     | do do do do                                                                                   | 8050 0 0      |
|                      |                                                                                         |               | " 23      | do do do do                                                                                   | 9350 0 0      |
|                      |                                                                                         |               | June 3    | do do do do                                                                                   | 5500 0 0      |
|                      |                                                                                         |               | " 19      | do do do do                                                                                   | 32150 0 0     |
|                      |                                                                                         |               | " 30      | do do do do                                                                                   | 19500 0 0     |
|                      |                                                                                         |               | " "       | By Interest as per account - 4 per cent. to 11th May; 4½ per cent. after to 30th June . . . . | 911 17 0      |
|                      |                                                                                         | £ 175711 17 0 |           |                                                                                               | £ 175711 17 0 |

E. E.

(Signed,) BARING BROTHERS & CO.

London, 30th June, 1854.

INTEREST ACCOUNT.

Cr.

|       |                                                          |    |                                 |            |
|-------|----------------------------------------------------------|----|---------------------------------|------------|
| 10440 | At credit 19th January, 1854, to 15th February, in cash. | 27 | At 4 p. cent. to 11th May.      | £ s. d.    |
| 21900 | do do do do                                              | 5  |                                 | 30 17 9    |
| 6800  | do do do do                                              | 3  |                                 | 12 0 0     |
| 23700 | do do do do                                              | 7  |                                 | 9 8 8      |
| 43050 | do do do do                                              | 11 |                                 | 56 11 6    |
| 73750 | do do do do                                              | 8  |                                 | 96 19 7    |
| 8700  | do do do do                                              | 1  |                                 | 10 5 5     |
| 80450 | do do do do                                              | 20 |                                 | 75 0 0     |
| 5100  | do do do do                                              | 24 |                                 | 95 17 9    |
| 85550 | do do do do                                              | 6  |                                 | 132 3 3    |
| 8200  | do do do do                                              |    |                                 | 38 6 8     |
| 93750 | do do do do                                              |    |                                 |            |
| 50000 | do do do do                                              |    |                                 |            |
| 43750 | do do do do                                              |    |                                 |            |
| 6500  | do do do do                                              |    |                                 |            |
| 50250 | do do do do                                              |    |                                 |            |
| 8050  | do do do do                                              |    |                                 |            |
| 58300 |                                                          |    |                                 |            |
| 58300 | do do do do                                              | 12 | At 4½ p. ct. to end of account. | 86 5 0     |
| 9350  | do do do do                                              | 11 |                                 | 91 18 8    |
| 67650 | do do do do                                              | 9  |                                 | 81 3 4     |
| 5500  | do do do do                                              | 7  |                                 | 19 19 6    |
| 73050 | do do do do                                              | 11 |                                 | 74 19 11   |
| 33150 | do do do do                                              |    |                                 |            |
| 32150 | do do do do                                              |    |                                 |            |
| 55300 |                                                          |    |                                 |            |
| 19800 | At credit.                                               |    |                                 |            |
| 74800 |                                                          |    |                                 |            |
|       |                                                          |    | At credit in account . . . . .  | £ 911 17 0 |

Dr.

The Grand Trunk Railroad of Canada in Account Current with Barings, Bros. & Co.

Cr.

| 1854.   | 1853.       | £                                                                                                 | s.     | d. | £  | s.                                                                             | d.     |    |    |
|---------|-------------|---------------------------------------------------------------------------------------------------|--------|----|----|--------------------------------------------------------------------------------|--------|----|----|
| March 9 | December 31 | To paid Glyn & Co.                                                                                | 22250  | 0  | 0  | By Balance of former account                                                   | 26141  | 4  | 0  |
| " 28    | 1854.       | do                                                                                                | 6500   | 0  | 0  |                                                                                |        |    |    |
| " 30    | January 2.  | do                                                                                                | 500    | 0  | 0  | By received of Glyn & Co.                                                      | 31500  | 0  | 0  |
| April 3 | " 18.       | do                                                                                                | 500    | 0  | 0  | By sale of £3000 Canada 6 per cent. Debentures                                 | 3318   | 18 | 0  |
| " 4     | "           | do                                                                                                | 3500   | 0  | 0  | do £100 do                                                                     | 110    | 12 | 8  |
| " 11.   | "           | do                                                                                                | 49731  | 12 | 10 | do £1000 do                                                                    | 1106   | 6  | 0  |
|         |             | To Commission 1 per cent. on £131,200 Canada 6 per cent. Debentures issued by us, per 1st April   | 1312   | 0  | 0  | do £5500 do                                                                    | 6084   | 13 | 0  |
| " 13    | February 7. | To paid Glyn & Co.                                                                                | 23997  | 10 | 0  | do £1900 do                                                                    | 2101   | 19 | 4  |
| " 19    | March 22.   | do                                                                                                | 9000   | 0  | 0  | do £400 do                                                                     | 442    | 10 | 5  |
| " 21    | "           | do                                                                                                | 29324  | 18 | 5  | do £3400 do                                                                    | 10000  | 0  | 0  |
| " 25    | February 7. | do                                                                                                | 5250   | 0  | 0  | By received of Glyn & Co.                                                      | 50000  | 0  | 0  |
| " 28.   | March 22.   | do                                                                                                | 750    | 0  | 0  | By transfer from account Thomas Baring and G. C. Glyn, of Government of Canada | 50000  | 0  | 0  |
| May 1   | May 19      | do                                                                                                | 3250   | 0  | 0  | do                                                                             | 20000  | 0  | 0  |
| " 3     | June 8.     | do                                                                                                | 500    | 0  | 0  |                                                                                |        |    |    |
| " 6     |             | do                                                                                                | 500    | 0  | 0  |                                                                                |        |    |    |
| " 13    |             | do                                                                                                | 4750   | 0  | 0  |                                                                                |        |    |    |
| " 15    |             | do                                                                                                | 55021  | 10 | 3  |                                                                                |        |    |    |
| " 16    |             | do                                                                                                | 2445   | 7  | 6  |                                                                                |        |    |    |
| " 17    |             | do                                                                                                | 4500   | 0  | 0  |                                                                                |        |    |    |
| " 20.   |             | do                                                                                                | 500    | 0  | 0  |                                                                                |        |    |    |
| " "     |             | do                                                                                                | 500    | 0  | 0  |                                                                                |        |    |    |
|         |             | To Commission 1 per cent. on £9900 Canada 6 per cent Debentures issued by us during April 1st May | 99     | 0  | 0  |                                                                                |        |    |    |
| " 25    |             | To paid Glyn & Co.                                                                                | 750    | 0  | 0  |                                                                                |        |    |    |
| " 27    |             | do                                                                                                | 500    | 0  | 0  |                                                                                |        |    |    |
| " 31    |             | do                                                                                                | 4000   | 0  | 0  |                                                                                |        |    |    |
| June 6  |             | do                                                                                                | 25000  | 0  | 0  |                                                                                |        |    |    |
| " 6.    |             | do                                                                                                | 1250   | 0  | 0  |                                                                                |        |    |    |
|         |             | To Commission 1 per cent on £29600 Canada 6 per cent Debentures, issued during May 1st June       | 296    | 0  | 0  |                                                                                |        |    |    |
|         |             | Carried forward                                                                                   | 256477 | 19 | 0  | Carried forward                                                                | 296780 | 3  | 10 |

**Dr.** The Grand Trunk Railroad of Canada in Account Current with Baring Bros. & Co.—(Continued.) **Cr.**

|               | £      | s. | d. |                                                                                      | 1854. | £ | s. | d. |
|---------------|--------|----|----|--------------------------------------------------------------------------------------|-------|---|----|----|
| 1854. June 19 | 56477  | 19 | 0  | Brought forward                                                                      |       |   |    |    |
| " " 23        | 3000   | 0  | 0  | To paid Glyn & Co.                                                                   | 12    |   |    |    |
| " " 30        | 1000   | 0  | 0  | do                                                                                   | "     |   |    |    |
| " " "         | 277    | 0  | 0  | To Commission 1 per cent. on £27000 Canada 6 per cent. Debentures issued during June | "     |   |    |    |
| " " "         | 5937   | 0  | 0  | To transfer to credit of Government of the Province of Canada                        | "     |   |    |    |
| " " "         | 1014   | 0  | 0  | do do                                                                                | "     |   |    |    |
| " " "         | 69     | 10 | 3  | To Commission 1 per cent. on £6951 transferred to credit of Government of Canada     |       |   |    |    |
| " " "         | 0      | 3  | 2  | To Postages                                                                          |       |   |    |    |
| " " "         | 06644  | 0  | 0  | To balance at credit carried to new account                                          |       |   |    |    |
|               | 374419 | 12 | 5  |                                                                                      |       |   |    |    |

Brought forward  
By transfer from account Thos. Baring and G. C. Glyn, to credit of Government of Canada  
By received of Glyn & Co., 10th June  
By Interest transferred from account Thos. Baring and G. C. Glyn.  
By Interest as per statement—4 per cent. to 1st May; 4½ per cent. after to 30th June.

£ 374419 12 5

E. E.

(Signed,)

BARING BROTHERS & CO.

London, 30th June, 1854.



(Copy)—No. 599.

RECEIVER GENERAL'S OFFICE,  
QUEBEC, 29th July, 1854.

GENTLEMEN,—“I have the honor to acknowledge receipt of your favor, under date 7th and 11th instant, accompanied by the account current with the Province, and the Grand Trunk Railroad Company's account up to 1st July, instant, which will receive the usual attention.

I have the honor to be, Gentlemen,  
Your most obedient servant,

(Signed) E. P. TACHE,  
R. G.

Messrs. Baring, Bros. & Co., &c., &c.,  
London,

No. 598.

RECEIVER GENERAL'S OFFICE,  
QUEBEC, 29th July, 1854.

[Extract.]

GENTLEMEN,—“I had this pleasure on the 21st instant, enclosing you Grand Trunk Railroad Company, Exchange No. 528, £25,000 sterling, 60 days sight on yourselves to be placed to the credit of this Province for the redemption of Consols, second of same I send herewith.

“In a subsequent paragraph you mention a charge of 1 per cent upon the payment of Debentures issued for purposes of Railroad Companies, &c., being made against the Province, any charge which may be made of that kind, will be incorrect, inasmuch as it should be, and has in all previous cases been borne by the Railroad Company, on which account the bonds issue, and which you will find to be the case on referring to former transactions.

“In a cursory glance of your account an inaccuracy has been perceived which is the charge against the Province of 1 per cent upon the interest dividends, paid on Grand Trunk Railroad Account, which Commission should be paid you by the Railroad Company, at same time as the dividends themselves. The amounts are respectively £75 10s. stg. and £7 19s. stg. in your supplemental account, and which you will be pleased to correct, collecting the same from the Grand Trunk Railroad Company as from the others.”

I have the honor to be, Gentlemen,  
Your most obedient servant,

(Signed) E. P. TACHE,  
R. G.

Messrs. Glyn, Mills & Co.,  
Bankers,  
London.

Copy)

LONDON, 18th August, 1854.

SIR,—We have the honor to acknowledge the due receipt of your letter of the 29th July, referring to an inaccuracy made by us in charging the account of

the Province with the Commission upon the payment of the Interest dividends on the Debentures issued for the Grand Trunk Railway Company, requesting that the amount may be collected from that Company. We have been in communication with their Secretary and have now recovered and replaced to the credit of the Province, the three amounts £75 10s. 30th June, £7 19s. 1st July, and £2 3s. 8th August, that we have erroneously charged, and regret that our inadvertence should have occasioned this correspondence. The paragraph in our letter of the 7th July referred to by you was intended to allude to these items of Commission, upon payment of Interest, and not upon payment of Debentures.

We have also the pleasure to acknowledge the receipt of your letter of 31st July advising us that by order in Council of that date, on application from the Grand Trunk Railway shewing that work had been done entitling them under Provincial guarantee, to £80,000 for the Montreal and Toronto section, £30,000 for the Quebec and Trois Pistoles section.

It had been ordered that a further sum of £110,000 be advanced to the Company, one half of which it was desired should come from ourselves and the remaining half from our friends, Messrs. Baring Brothers & Co. We have in accordance with such directions called in from Loan £55,000 for that purpose, and have paid over the same to the credit of the Grand Trunk Railway Company.—The draft of the Company for £25,000, we have now the pleasure of informing you, has been accepted.

We have the honor to remain, Sir,  
Your most obedient servants,

(Signed,) GLYN, MILLS & Co.

The Hon. E. P. Taché,  
Receiver General of Canada, Quebec.

[No. 602.]

RECEIVER GENERAL'S OFFICE,  
QUEBEC, 31st July, 1854.

"GENTLEMEN,—Referring to my communication of 4th March last, I have now the honor to advise that, by Order in Council of this day's date, on an application from the Grand Trunk Railway Company, shewing that work had been performed by the Company, whereby they would be entitled, under the Provincial Guarantee, to a sum as under, viz. :—£80,000, sterling, for the Montreal and Toronto Section, and £30,000, sterling, for the Quebec and Trois Pistoles Section. It was ordered, that a further sum of *one hundred and ten thousand pounds, sterling*, be advanced to the Company, on above account, one-half of which amount it is desirable should come from your House, and the other half from Messrs. Glyn, Mills & Co.

I have the honor to be, Gentlemen,  
Your most obedient servant,

E. P. TACHE,  
Receiver General.

Messrs. Baring, Brothers & Co.,  
&c., &c., &c., London.

[Copy.]

[Per "*Europa*."] ]

LONDON, 18th August, 1854.

SIR,—We have had the honor to receive your favors of the 29th and 31st ultimo, the contents of which are noted, and, in compliance with the request

contained in the letter, we have transferred, from the Account of Thomas Baring and George Carr Glyn, Esquires, Agents for the Government of the Province of Canada, the sum of £55,000, (fifty-five thousand pounds, per 17th August,) to the credit of the Grand Trunk Railway Company of Canada.

We have the honor to be, sir,  
Your most obedient servants,

(Signed,)                      BARING, BROTHERS & CO.

The Honble. E. P. Taché,  
H. M. Receiver General,  
&c., &c., &c., Quebec.

[Copy.]

[No. 601.]

RECEIVER GENERAL'S OFFICE,

QUEBEC, 31st July, 1854.

GENTLEMEN,—“ Referring to my communication of 4th March last, I have now the honor to advise that, by Order in Council, of this day's date, on an application from the Grand Trunk Railroad Company, shewing that the work had been performed by the Company, whereby they would be entitled, under the Provincial Guarantee, to a sum as under, viz.:

“ £80,000, sterling, for the Montreal and Toronto Section;

“ And, £30,000, sterling, for the Quebec and Trois Pistoles Section.

“ It was ordered that a further sum of *one hundred and ten thousand pounds*, sterling, be advanced to the Company, an above Account, one-half of which amount it is desirable should come from your House, and the other half from Messrs. Baring, Brothers & Co.”

I have the honor to be, Gentlemen,  
Your most obedient servant,

(Signed,)

E. P. TACHE,  
Receiver General.

Messrs. Glyn, Mills & Co.,  
Bankers, London.

No 609.

EXTRACT.

RECEIVER GENERAL'S OFFICE.

QUEBEC, 4th August, 1854.

GENTLEMEN,—“ I have now the honor to advise that it has been decided to place without delay in your hands and Messrs. Glyn's, the balance of the bonds to which the Grand Trunk Railway will be entitled, as fully explained in a communication from this Department of 15th October last, the denominations will be as nearly as possible the same as the previous half, as detailed in said letter and will bear the same date, say 1st October, 1853, maturing 25 years from 1st January, 1854, and all having 1st July, 1854, interest coupons attached and which latter point you will be pleased particularly to note.”

“ In order to carry out the above, I beg to advise of my intention on Tuesday next the 8th instant, to forward per steamer Cleopatra, Captain Salt, from this

“ port to Liverpool, a trunk to the address of your house in Liverpool, to be forwarded to you in London, containing as follows :

“ To your address debentures of the Province payable at your house, date interest and period of maturing as above stated. Nos. and denomination as under.”

“ Nos. 15,971 a 16,170 = 200 bonds at £500 each £100,000 sterling, for the Grand Trunk Railway Company. The said trunk will also contain to Messrs. Glyn & Co's., address debentures of a similar character, but payable at their house, viz :

“ For the Grand Trunk Railway Company, £100,000 sterling, making for the Grand Trunk £200,000 sterling.

“ The balance for the Grand Trunk, some £700,000 sterling, shall receive every possible attention and despatch, and of which you will be duly advised.

“ By next steamer I have every reason to believe that I shall have it in my power to advise that the Grand Trunk Company will be entitled to a further payment of £150,000 sterling, being for work performed on the Quebec and Richmond section of the road and under that guarantee.”

I have the honor to be, Gentlemen,  
Your most obedient servant,

(Signed) E. P. TACHE,  
Receiver General.

Messrs. Baring, Brothers & Co.,  
&c., &c., &c., London.

(Copy.)

London, 25th August, 1854.

SIR,—Referring to the enclosed duplicate of our letter of 18th instant, we have now the honour to acknowledge the receipt of yours of the 4th and 8th, the contents of which have our usual careful attention, and we have to inform you, that the Provincial bonds to the extent of of this amount £200,000 belong to the Grand Trunk Railway Company, £500,000 for Messrs. Glyn, Mills & Co., and ourselves, which you have forwarded to us per “ Cleopatra,” steamer, have reached us safely, and we shall carry out your instructions with respect to the same.

We have deducted the dividend warrants due 1st July, and retain them here at your disposal, and as the agent of the Great Western Railroad Company was anxious for an immediate realization of the £300,000, bonds at his disposal, we are glad to have been able to make an arrangement with him conjointly with Messrs. Glyn, Mills & Co., by which all disadvantageous pressure on the market is prevented.

We understand that in conformity with the agreement with the Honorable F. Hincks, when here, the entire proceeds of the £900,000 to be transmitted to Messrs. Glyn, Mills & Co., and ourselves for the Grand Trunk of Canada Railway Company are to be held at the disposal of that Company without any reserve on the part of the Government, and we shall accordingly act in that sense, unless advised to the contrary by you.

We have the honor to be, Sir,  
Your most obedient servants,

(Signed,) BARING, BROTHERS & CO.

The Honorable E. P. Taché,  
Receiver General, Quebec.



No. 608.

RECEIVER GENERAL'S OFFICE,  
QUEBEC, 4th August, 1854.

## EXTRACT.

GENTLEMEN,—“I have now the honor to advise that it has been decided to place without delay in your hands and Messrs. Barings, the balance of the Bonds to which the Grand Trunk Railway will be entitled, as referred to fully in a communication from this Department, of 15th October last. The denominations will be as nearly as possible the same as the previous half, as detailed in said letter, and will bear the same date, say 1st October, '53, maturing 25 years from 1st January, 1854, and all having 1st July, 1854, interest coupons attached, and which latter point you will be pleased particularly to note.”

“In order to carry out the above, I beg to advise of my intention on Tuesday next, the 8th instant, to forward, per steamer *Cleopatra*, Capt. Salt, from this port for Liverpool, a trunk to the address of Messrs. Baring, Brothers & Co., Liverpool, to be forwarded to their London House, containing as follows:—

“One parcel to your address, of Debentures of the Province, payable at your house, date, interest and period of maturity as above described, and numbers and denominations as under:—

Nos 15694 a 15893 = 200 Bonds at £500 sterling each,—£100,000 sterling for the Grand Trunk Railway.

The said Trunk will also contain, to Messrs. Barings' address, Debentures of a similar character, but payable at their House; viz:

For the Grand Trunk Railway Company, £100,000, sterling.

Making for the Grand Trunk Railway, £200,000, sterling.

The Balance for the Grand Trunk, some £700,000, sterling, shall receive the quickest possible despatch, and of which you will be duly advised.

By next steamer, I have every reason to believe that I shall have it in my power to advise that the Grand Trunk Company will be entitled for work done to a further payment of £150,000, sterling, being on account of the Richmond and Quebec guarantee.

I have the honor to be, Gentlemen,  
Your most obedient servant,

(Signed)

E. P. TACHE,  
Receiver General.

Messrs. Glyn, Mills & Co.,  
Bankers,  
London.

LONDON, 25th August, 1854.

SIR,—We have the honor to acknowledge the receipt of your esteemed letter of the 4th instant, notifying us that, agreeably with your communication of the 15th October last, it had been decided to place, without delay, in the hands of Messrs. Baring, Brothers & Co., and ourselves, the balance of the Bonds to which the Grand Trunk Railway of Canada would be entitled, and further advising us that, by Order in Council of the 3rd July, you were authorized to place in the hands of Messrs. Baring, Brothers & Co., and ourselves the Debentures of the Province to the extent of £300,000, being a further Provincial Guarantee to the Great Western Railway of Canada; such Debentures to be negotiated in concert with the Agent of the Great Western Railway Company here in the same manner as the previous issue.

We have also to acknowledge the receipt of the letter of the Deputy Receiver General of the 8th instant, advising the Dispatch per “*Cleopatra*,” of the

Bonds in question, under cover, to the Liverpool firm of our friends, Messrs. Baring, Brothers & Co.

We have now the pleasure to own receipt of the said parcel of Bonds to our address, handed to us by our friends Messrs. Baring, Brothers & Co., viz.:

Nos. 15694 to 15893=200 Bonds, £500 each=£100,000,  
for the Grand Trunk Railway, and

Nos. 13906 to 14205=300 Bonds,

Nos. 15200 to 15649=450 Bonds,

750 Bonds= £100 each= £750,000,

Nos. 15894 to 15970=77 Bonds= £500 each= £38,500,

Nos. 16313 to 16349=37 Bonds=£1000 each= £37,000,

£150,500.

For the Great Western Railway.

The whole of the Bonds bearing date the 1st October, 1853, maturing 25 years from 1st January, 1854, and bearing the interest *coupons* for 1st July, 1854.

You may rely upon our best attention being given to your instructions respecting these Debentures.

We may mention there is a slight discrepancy in the number of the Bonds, as given in your letter, which will be noticed by you in our acknowledgment. This we presume to be a clerical error.

We enclose the duplicate of our letter of the 18th instant.

We also enclose a separate letter, with reference to the transaction in connection with the Debentures issued on Account of the Great Western Railway Company.

And have the honor to remain, Sir,

Your most obedient servants,

(Signed,)

GLYN, MILLS & CO.

The Honorable E. P. Taché,

Receiver General of Canada,

Quebec.

[No. 624.]

*Per Steamer "Charity," from Quebec for Liverpool.*

LIVERPOOL, 19th August, 1854.

[Extract.]

GENTLEMEN,—“As referred to in my communication of 4th instant, I have  
“now the authority to instruct your House and Messrs. Barings each to place at  
“the disposal of the Grand Trunk Railway Company, the sum of £75,000,  
“sterling, making £150,000, sterling, to which that Company is now entitled, for  
“work performed on the Quebec and Richmond Section of the Road; and I  
“have, therefore, to request that the same be carried out.

“While on this subject I may remark that, so far, this Department has not  
“been furnished with any statement of the disposition of the Debentures for the  
“Grand Trunk Railway Company; and, as such statement is necessary and  
“required, I shall feel obliged by your causing a detailed statement of the whole  
“transaction to be forwarded by first mail. I have now to advise having mailed  
“also, by this conveyance, a parcel to your address, (London,) containing the  
“following Debentures of the Province on account of what the Grand Trunk

“ Railway Company will be entitled, viz : Nos. 11,206 and 12,205=1000 Bonds  
 “ a £100 each=£100,000, sterling, say *one hundred thousand pounds*, sterling,  
 “ being otherwise than as above of the same character, in every respect as those  
 “ transmitted on 4th instant.

“ A parcel, containing a similar amount, has also been, this day, mailed to  
 “ Messrs. Barings, on same account.

“ Making, so far, say £400,000, sterling, on account of the second half of  
 “ the Provincial Guarantee, say £905,700, leaving £505,700 still to transmit,  
 “ which shall command the earliest possible attention and despatch.”

I have the honor to be, Gentlemen,  
 Your most obedient servant,

(Signed,)

E. P. TACHÉ,  
 Receiver General.

Messrs. Glyn, Mills & Co.,  
 Bankers,  
 London.

LONDON, 5th September, 1854.

SIR,—We have the honor to acknowledge the due receipt of your esteemed letter of the 19th August, notifying the despatch of a further parcel of Debentures of your Province, for the purpose of the Grand Trunk Railway Company. We have now the receipt of these Debentures, viz: Nos. 11,206 to 12,205 = 1,000 Bonds of £100 each. £100,000, of the same character in every respect, as those previously received from you. We note that this parcel with that containing a similar amount of Debentures, forwarded to you by Messrs. Baring, Brothers & Co., makes the total amount of £400,000, on account of the second half of the Provincial Guarantee, say of £905,700.

We have further the honor to inform you, that agreeably with your authority, we have transferred the sum of £75,000 to the credit of the account of the Grand Trunk Railway, making with a similar amount to be paid by Messrs. Baring, Brothers & Co., £150,000, to which the Grand Trunk Railway Company is entitled, for work done on the Quebec and Richmond section.

The statement of the disposition of the debentures for the Grand Trunk Railway, shall be forwarded to you by the mail of the 8th instant, when we shall have the pleasure of replying further to your present communication.

We have the honor to remain, Sir,  
 Your most obedient servants,

(Signed,)

GLYN, MILLS & Co.

The Hon. E. P. Taché,  
 Receiver General of Canada,  
 Quebec.

*Per Steamer "Charity," from Quebec for Liverpool, 19th August, 1854.*

No. 625.

RECEIVER GENERAL'S OFFICE

QUEBEC, 19th August, 1854.

*Extract.*

GENTLEMEN,—“ As referred to in my communication of 4th inst., I have now the authority to instruct your firm, and Messrs. Glyn, Mills & Co., each to place at the disposal of the Grand Trunk Railway Company, the sum of £75,000 Stg.,

“making £150,000, Stg., to which that Company is now entitled for work performed on the Quebec and Richmond section of that road, and I have therefore to request that the same may be carried out.”

“While on this subject I may remark that so far this Department has not been furnished with any particulars of the disposition of the Bonds transmitted, your house and Messrs. Glyn’s, for the Grand Trunk Company, and as such a statement may be required at an early date, I should feel obliged by a detailed statement being forwarded, if possible, by first mail.”

“I have now the honor to advise having mailed also by this conveyance to your address, London, a parcel containing the following Debentures of the Province, on account of the second half of the guarantee to the Grand Trunk Railway Company, viz :

“Nos. 10,706 a 11,205 = 500  
12,206 a 12,705 = 500

1,000 Bonds of £100, Stg. each, making one hundred thousand pounds sterling, being all of the same character as those transmitted on 4th instant.”

“A parcel containing a similar amount has also been this day mailed to Messrs. Glyn’s, on same account.”

“Making so far £400,000, Stg. towards £905,700, leaving £505,700 still to be transmitted, and which shall receive the earliest despatch.”

I have the honor to be, Gentlemen,

Your most obedient servant,

(Signed,)

E. P. TACHE, R. G.

Messrs. Baring, Brothers & Co.,  
London.

*Extract from “letter Baring Brothers & Co., London, to Hon. E. P. Taché, Receiver General, Quebec, dated London, 8th September, 1854.”*

LONDON, 8th September, 1854.

SIR,—We had the honor to address you on the 1st instant, and we are since in receipt of the letter with which you have favoured us under date of 19th of August advising the transmission to our address of £100,000 Canada 6 per cent. Debentures in 1,000 Bonds of £100 each.—Nos, 10,706 a 11,205—12,206 a 12,705, which have come safely at hand and have been found in order—the coupons for July 1854, on these bonds we observe have been detached. In conformity with your directions we have transferred from the account “Thomas Baring and George Carr Glyn, Esquires,” to the credit of the Grand Trunk Railroad Company the sum of £75,000 Sterling per 4th instant.

We now hand you, agreeably with your request, the particulars of Canada Debentures issued by us to this day inclusive, under orders from the Grand Trunk Railroad Company (the particulars of £258,900 were furnished to Mr. Hincks, by our letter of 8th of August) viz:—

|      |          |     |     |                         |          |
|------|----------|-----|-----|-------------------------|----------|
| Nos. | 5,471 a  | 95  | 25  |                         |          |
|      | 6,848 a  | 79  | 32  | 57 Bonds of £1,000 each | £57,000  |
|      | 5,421 a  | 70  | 50  |                         |          |
|      | 6,793 a  | 847 | 55  |                         |          |
|      | 10,452 a | 584 | 133 | 238 Bonds of £500 each  | £119,000 |

|               |     |                                   |
|---------------|-----|-----------------------------------|
| 5,821 a 6,320 | 500 |                                   |
| 6,725 a 92    | 68  |                                   |
| 6,880 a 7,129 | 240 |                                   |
| 7,630 a 879   | 240 |                                   |
| 9,294 a 451   | 158 | 1,206 Bonds of £100 each £120,600 |

in all, £296,600

which includes the £50,000 received the 27th October, 1853, for the Grand Trunk Rail Road Company, as representing the Quebec and Richmond Rail Road.

We have the honor to be, sir,  
Your most obedient servants,

(Signed,) **BARING, BROTHERS & Co.**

Hon. E. P. Taché,  
H. M. Receiver General,  
Quebec.

(Copy,)

EXTRACT.

LONDON, 8th September, 1854.

Sir,—“ We now beg to hand you a statement of the numbers and denomination of the Bonds issued by us on account of the Grand Trunk Railway agreeably with your request.”

Numbers of Bonds delivered to this date, to the order of the Grand Trunk Railway Company, from Bonds deposited with Messrs. Glyn & Co.

*A series.*

|                |     |    |             |         |
|----------------|-----|----|-------------|---------|
| 6,693 a 6,724, | 32  | of | £1,000..... | £32,000 |
| 5,446 a 5,570, | 25  | “  | 1,000 ..... | 25,000  |
| 9,140 a 9,252, | 113 | “  | 500.....    | 56,500  |
| 5,545 a 5,496, | 50  | “  | 500.....    | 25,000  |
| 6,692 a 6,638, | 55  | “  | 500.....    | 27,500  |
| 5,820 a 5,571, | 250 | “  | 100.....    | 25,000  |
| 6,321 a 6,570, | 250 | “  | 100.....    | 25,000  |
| 7,130 a 7,629, | 500 | “  | 100.....    | 50,000  |
| 7,880 a 8,012, | 133 | “  | 100.....    | 13,300  |
| 6,571 a 6,637, | 67  | “  | 100.....    | 6,700   |

£286,000

We have the honor to remain, Sir,  
Your most obedient servants,

(Signed.) **GLYN, MILLS & Co.**

The Hon. E. P. Taché,  
Receiver General of Canada,  
Quebec.

(Copy.)

## EXTRACT.

LONDON, 15th September, 1854.

SIR,—“ The draft of the Grand Trunk Railway Company £25,000, remitted by you matures on the 9th of October.”

We have the honor to remain, Sir,  
Your most obedient servants,

(Signed,) GLYN, MILLS & CO.

The Honorable E. P. Taché,  
Receiver General of Canada, Quebec.

(Copy.)

## EXTRACT.

LONDON, 25th August, 1854.

DEAR SIR,—“ We pay attention to your marks respecting the bonds remitted for the Grand Trunk Company, and the advice of the speedy transmission of the remaining portion to complete the amount of £900,000, we hope the future advices from you will allow the proceeds of the securities as realised to be applied to the general purposes and requirements of the contractors, according to the view adopted at the conference in May last, with Lord Elgin and Mr. Hincks, and not only in conformity with the existing regulation or to the proportions of payments on the A series.”

We remain, dear Sir,  
Yours faithfully,

(Signed,) GLYN, MILLS & CO.

The Honorable E. P. Taché,  
Receiver General of Canada.

(Copy.)

London, 1st September, 1854.

SIR,—We beg leave to refer to the accompanying duplicate of our letter of the 25th August, and have now the honor to inform you, that we have placed to the debit of the account of Government of Canada £6060, being for 6 months dividend due this day on £200,000.

|                                   |        |
|-----------------------------------|--------|
| Canada 6 per cent Debentures..... | £6000  |
| Commission, 1 per cent.....       | 60     |
|                                   | <hr/>  |
|                                   | £6,060 |

On the other hand we have passed to the credit of same account £6060, received of Messrs Glyn & Co., by order of the Grand Trunk Railway of Canada Company, of which entries we request the favor of your making note in conformity.

We have the honor to be, Sir,  
Your most obedient servants,

(Signed,) BARING, BROTHERS & CO.

The Honorable E. P. Taché,  
Receiver General,  
&c., &c., &c.,  
Quebec.

No. 635.

## EXTRACT.

RECEIVER GENERAL'S OFFICE,

QUEBEC, 1st September, 1854.

GENTLEMEN,—“ I have now to advise having this day handed to the Grand Trunk Railway Company for transmission, a sealed parcel to your address containing the following Provincial bonds, on account of the guarantee to that Company, viz :

Nos. 13206 a 13905 = 700 bonds

16378 a 16477 = 100 “

— — — — —  
800 at £100 each £80,000, say eighty thousand pounds sterling.

“ A parcel to address Messrs. Barings, containing £70,000 sterling, has also been forwarded by same hands, still leaving £355,700 sterling to be forwarded.

I have the honor to be, Gentlemen,  
Your most obedient servant,

(Signed,) E. P. TACHE,

Messrs. Glyn, Mills & Co.,  
Bankers,  
London.

(Copy.)

LONDON, 22nd September, 1854.

SIR,—We had the pleasure of addressing you on the 15th instant, and hand you herein the duplicate of our respects of that date.

We have the honor to acknowledge the receipt of your esteemed communication of the 1st instant, advising us of the dispatch of a parcel of bonds of the Province of Canada, amounting to £80,000 (eighty thousand pounds sterling,) to our address on account of the Grand Trunk Railway Company of Canada.

We further observe that you advise having dispatched a parcel of the same description of bonds amounting to £70,000 to the address of Messrs. Baring, Brothers & Co., of this city, and that these amounts will leave a further amount of £355,700 sterling, still to be forwarded.

We have to-day received the parcel addressed to us, which has been examined and found to contain the following bonds, viz :

Nos. 13206 to 13905 = 700 bonds

16378 to 16477 = 100 “

— — — — —  
800 bonds £100 each.

In all eight hundred bonds of one hundred pounds each £80,000 (eighty thousand pounds)

We have the honor to remain, Sir,  
Your most obedient servants,

(Signed,) GLYN, MILLS & CO.

The Honorable E. P. Taché,  
Receiver General of Canada,  
Quebec.

No. 634.

## EXTRACT.

RECEIVER GENERAL'S OFFICE,

QUEBEC, 1st September, 1854.

GENTLEMEN,—“ I have now to advise having this day handed to the Grand Trunk Railway Company for transmission, a sealed parcel to your address containing the following Provincial bonds on account of the guarantee to that Company, viz :

|                                                  |         |
|--------------------------------------------------|---------|
| Nos. 12706 a 13205 = 500 bonds a £100 each ..... | £50,000 |
| 14206 a 14405 = 200 “ a 100 each .....           | 20,000  |
|                                                  | £70,000 |

“ say seventy thousand pounds sterling.

“ A parcel to address of Messrs. Glyn & Co., containing £80,000 sterling, has also been forwarded by same hands, still leaving £355,700 sterling to be forwarded.”

I have the honor to be, Gentlemen,  
Your most obedient servant,

(Signed,)

E. P. TACHE,  
Receiver General.

Messrs. Baring, Brothers & Co.,  
&c., &c., &c.,  
London.

No. 646.

## EXTRACT.

RECEIVER GENERAL'S OFFICE,

QUEBEC, 9th September, 1854.

GENTLEMEN,—“ I have now to advise having this day handed to the Grand Trunk Railway Company, for transmission, a sealed parcel to your address, containing the following Provincial bonds on account of the guarantee, to that Company, viz :

“ Nos. 16478 a 16677 = 200 bonds a £100 each £20,000, say twenty thousand pounds sterling.

“ A parcel to address of Messrs. Barings, containing £30,000 sterling bonds has also been forwarded by same hands.”

“ The balance £305,700, I hope to be able to mail to your address and Messrs. Barings, per Sarah Sands, from here on 14th instant.”

I have the honor to be, Gentlemen,  
Your most obedient servant,

(Signed,)

E. P. TACHE,  
Receiver General.

Messrs. Glyn, Mills & Co.,  
Bankers, London.

(Copy,)

LONDON, 29th September, 1854.

SIR,—We have the pleasure to acknowledge the receipt of your letter of the 9th inst., advising having delivered to the Grand Trunk Railway Company the fur-



ther amount of £20,000, Bonds of the Province issued on account of the guarantee to that Company.

This packet has not yet reached us, and we are waiting its arrival to forward our acknowledgement in usual course.

We enclose the duplicate of our letter by last mail.

And have the honor to remain, Sir,  
Your most obedient servants,

(Signed,) GLYN, MILLS & Co.

The Hon. E. P. Taché,  
Receiver General of Canada,  
Quebec.

No. 645.

RECEIVER GENERAL'S OFFICE,  
Quebec, 9th September, 1854.

*Extract.*

GENTLEMEN,—“ I have now also to advise having this day handed to the Grand Trunk Railway Company for transmission, a sealed parcel to your address, containing the following Provincial Bonds, on account of the guarantee of that Company, viz:

“ Nos. 16,978 a 17,277 = 300 Bonds, a £100 each, £30,000, say thirty thousand pounds, sterling.”

“ A parcel to address of Messrs. Glyn & Co., containing £20,000 has also this day been forwarded by same hands; the balance of £305,700, Stg., I hope to be able to mail to your address, per ‘ Sarah Sands,’ from here on 14th inst.”

“ With regard to the latter clause of your communication of 25th ulto., with every possible desire to facilitate the operations of the Grand Trunk Company. I regret it is not more in my power to deviate from the instructions and course laid down by the Executive, contained in order of Council, of 29th and 30th September, 1853, a copy of which was transmitted both to you and Messrs. Glyn & Co., for your respective guidance.”

I have the honor to be, Gentlemen,  
Your most obedient servant,

(Signed,) E. P. TACHE, R. G.

Messrs. Baring, Brothers & Co, &c. &c.  
London.

[No. 648.]

RECEIVER GENERAL'S OFFICE.

*Per Steamer “ Sarah Sands,” from Quebec, 14th September, 1854.*

GENTLEMEN,—I had this pleasure last under date of 9th inst., as per duplicate herewith, since when I have none of your favours to reply. My communication above stated, advised of my having handed over to the Grand Trunk Railway Company, for transmission, a parcel to your address, containing certain Provincial Bonds, to the amount of thirty thousand pounds sterling. I have now to advise of the said parcel being returned to this department, and having mailed it, post-paid by this steamer. I have further to advise having also mailed this day to your address another parcel, containing the following Provincial Bonds, on account of the guarantee to said Company:

|                        |     |                  |          |
|------------------------|-----|------------------|----------|
| Nos. 15,156 a 15,199 = | 44  | Bonds            |          |
| “ 17,278 a 17,677 =    | 400 | “                |          |
| “ 17,678 a 17,727 =    | 50  | “                |          |
|                        | 494 | at £100 each     | £49,400  |
| “ 179,56 a 18,081 =    | 76  | Bonds £500 each  | £38,000  |
| “ 16,248 a 16,276 =    | 29  | “                |          |
| “ 18,032 a 18,068 =    | 37  | “                |          |
|                        | 66  | “ at £1,000 each | £66,000  |
|                        |     |                  | £153,400 |

Which sum, with £152,300 this day mailed to Messrs. Glyn, Mills & Co., in addition to the £20,000 referred to in my communication of 9th inst., also mailed this day, completes the full amount of guarantee to the Grand Trunk Company, say £1,811,500 Sterling.

I have the honor to be, Gentlemen,  
Your most obedient servant,

(Signed,) E. P. TACHE, R. G.

Baring, Brothers & Co., &c., &c., &c., London.

(Copy,)

London, 6th October, 1854.

SIR,—Referring to our letter of 29th ulto, we have now the honor to acknowledge the receipt of your's of the 14th, advising the transmission of two parcels, containing together £183,400, Canada Debentures, which are safely to hand.

The Bonds have been examined and found correct, and we have detached the *coupons* due July, 1854. The total amount received for the Grand Trunk Railway Company up to this date, by ourselves is now £906,300.

We have placed to the debit of the Government of the Province of Canada, £15 3s. per 2d Oct., for 6 months interest,

|                                |         |
|--------------------------------|---------|
| on £500 6 per cent. Debentures | £15 0 0 |
| commission a 1 per cent.       | 0 3 0   |

Of which we beg you will cause note to be made, as also that Messrs. Glyn, Mills & Co., paid us on the 30th ulto, an equal amount of £15 3s. which we have placed to the credit.

We have the honor to be, Sir,  
Your most obedient servants,

(Signed,) BARING, BROTHERS & Co.

The Hon. E. P. Taché,  
H. M. Receiver General, &c., &c., &c.,  
Quebec.

*Per Steamer "Sarah Sands," from Quebec, 14th September, 1854.*

(Copy)—No. 647.

RECEIVER GENERAL'S OFFICE,  
Quebec, 14th Sept., 1854.

GENTLEMEN,—“I had this pleasure last under date of 9th instant, as per “duplicate herewith—since when I have none of your favors to reply to. My

“ communication above stated, advised of my having handed over to the Grand Trunk Railway Company for transmission, a parcel to your address, containing certain Provincial Bonds to the amount of Twenty thousand pounds, sterling. I have now to advise of the said parcel being returned to this Department, and of having mailed it, post-paid, by this steamer.

“ I have further to advise having also mailed, this day, to your address, another parcel containing the following Provincial Bonds on account of the guarantee to said Company :

|                      |            |        |               |                   |
|----------------------|------------|--------|---------------|-------------------|
| Nos. 15650 a 15692 = | 48         | Bonds. |               |                   |
| “ 16678 a 16977 =    | 300        | “      |               |                   |
| “ 17728 a 17877 =    | 150        | “      |               |                   |
|                      | <u>493</u> | “      | at £100 each. | £49,300 Sterling. |
| “ 17878 a 17955 =    | 78         | “      | at £500 “     | 39,000 “          |
| “ 16350 a 16377 =    | 28         | “      |               |                   |
| “ 18069 a 18104 =    | 36         | “      |               |                   |
|                      | <u>64</u>  | “      | at £1000 “    | 64,000 “          |
|                      |            |        |               | <u>£152,300</u> “ |

“ Which sum, with £153,400, this day mailed to Messrs. Barings, in addition to the £30,000 referred to in my communication of 9th instant, also mailed this day, completes the full amount of Guarantee to the Grand Trunk Company—say £1,811,500 Sterling.”

I have the honor to be, Gentlemen,  
Your most obedient Servant,

(Signed,) E. P. TACHE,  
R. G.

Messrs. Glyn, Mills & Co., Bankers, London.

(Copy)

LONDON, 6th October, 1854.

SIR,—We have the honor to acknowledge the receipt of your letter of the 14th ultimo, by which you advise us of the transmission of the £20,000 Bonds of the Province referred to in your letter of the 9th ultimo, and of the dispatch of the further parcel of £52,300.

We have now the pleasure to own receipt of both packets containing as advised by you :

|                                                             |     |                    |         |
|-------------------------------------------------------------|-----|--------------------|---------|
| Nos. 16478 a 16677                                          | 200 | Bonds of £100 each | £20,000 |
| “ 15650 a 15692 }<br>“ 16678 a 16977 }<br>“ 17728 a 17877 } | 493 | “ “ 100 “          | 49,300  |
| “ 17878 a 17955                                             | 78  | “ “ 500 “          | 39,000  |
| “ 16350 a 16377 }<br>“ 18069 a 18104 }                      | 64  | “ “ 1000 “         | 64,000  |

£172,300

Completing with the parcels forwarded by you to Messrs. Baring Bros., & Co., the full amount of Guarantee, say £1,811,500, to which the Grand Trunk Railway of Canada is entitled.

We enclose the Duplicate of our Letter by last mail.

And have the honor to remain, Sir,  
Your most obedient servants,

(Signed,) GLYN, MILLS, & Co.

The Hon. E. P. Taché,  
Receiver General of Canada, Quebec.

[No. 657.]

RECEIVER GENERAL'S OFFICE,  
QUEBEC, 30th Sept., 1854.

GENTLEMEN:—I have the honor to acknowledge your favor of the 8th inst., wherein you mention receipt of Bonds despatched from this Department to your address, 19th August last, to the amount of £100,000 Sterling; and their having been found in order, you then state “the *Coupons* for July 1854 on these bonds “we observe have been detached.” Am I to understand by this sentence that upon the receipt of the Bonds you found the *Coupons* for July 1854 detached, or am I rather to infer that you have had them detached yourselves, which latter view I am led to take, the debenture having been forwarded from this office perfectly entire.

I have to thank you for your promptness in furnishing particulars of Bonds issued by you under orders from the Grand Trunk Railway Company, and as it is necessary for me to inform our Parliament of all such particulars, would feel obliged by your keeping me duly advised thereof.

I have the honor also to acknowledge receipt of the Provincial Government Debentures written for, belonging to the Clergy Funds purchased by you, and amounting to £15,800 Sterling.

With regard to the £2000 Bonds, viz: A 366 to 380—15 at £100, and B 96 at £500. I beg to state that, as they do not form a portion of any special Fund, you will be pleased to treat them in a similar manner to the others which you redeemed as maturing 1st April last, as they form a portion of that Loan.

I have much pleasure in transmitting you herewith the particulars you requested, of the loan of £400,000 maturing 1st July 1855.

And have the honor to be, Gentlemen,  
Your most obedient servant,

(Signed,) E. P. TACHE,  
R. G.

Messrs. Baring, Brothers, & Co.,  
&c., &c, &c., London.

(Copy.)

London, 20th October, 1854.

SIR,—We have the honor to acknowledge the receipt of your letter of the 23rd and 30th September, with enclosures, the contents of which have our careful attention, and with respect to the coupons for July 1854 on the Provincial Bonds to the amount £100,000 to which you allude, we may remark that they were detached here, as you correctly suppose.

We furnished you by our letter of 8th September, particulars of the 6 per cent. Debentures issued by us under orders from the Grand Trunk Railway Company, and we have since delivered 31 Bonds of £100 each, 9452 a 9482, together £3100 of which we beg you will cause note to be made.

We have the honor to be, sir,  
Your most obedient servants,

(Signed,) BARING, BROTHERS, and Co.

The Honorable E. P. Taché,  
H. M. Receiver General, Quebec.

No. 700.

RECEIVER GENERAL'S OFFICE,  
QUEBEC, 14th October, 1854.

GENTLEMEN,—I have the honor to acknowledge your favor of 22nd ultimo, advising of your having received Bonds to the amount of £70,000 sterling forwarded hence to your address on account of the Grand Trunk Railway Company on 1st ult.

I have the honor to be, Gentlemen,  
Your most obedient servant,

(Signed,) E. P. TACHE, R. G.

Messrs. Baring, Brothers & Co.  
&c. &c., &c., London.

(Copy.)

London, 10th November, 1854.

SIR,—We have the honor to acknowledge the receipt of your letter of 14th October, the contents of which are noted, and we have now to inform you, that we have received from the Grand Trunk Railway Company of Canada a further sum of £9,050 from 1st November, which we place to the credit of the account opened in the joint names of Thomas Baring and George Carr Glyn, Esquires, and we may add, that the amount bears interest at the rate of 4½ per cent per annum.

We have the honor to be, sir,  
Your most obedient servants,

(Signed,) BARING, BROTHERS, and Co.

The Honorable E. P. Taché, H. M.,  
Receiver General, Quebec.

No. 699.

RECEIVER GENERAL'S OFFICE,  
QUEBEC, 14th October, 1854.

GENTLEMEN,—I have the honor to acknowledge your favor of 22nd ult., advising your having received Bonds to the amount of £80,000 Stg., forwarded hence to your address on account of the Grand Trunk Railway Company on 1st ultimo.

I had the pleasure of addressing you last. on 7th inst., duplicate of which is herewith enclosed.

I have the honor to be, Gentlemen,  
Your most obedient servant,

(Signed,) E. P. TACHE, R. G.

Messrs. Glyn, Mills & Co.,  
Bankers, London.

[Copy.]

*Extract.*

LONDON, 20th October, 1854.

SIR,—“In continuation of the Statement forwarded to you the 8th ult. of the Bonds of the Province issued by us on account of the Grand Trunk Railway we have to add the following that we have since delivered,

Nos. 8,013 a 8,113, 101 Bonds of £100 each.

“ 9,253 a 9,260, 8 “ of 500 “

say £14,100.

We have the honor to remain, Sir,  
Your most obedient servants,

(Signed) GLYN, MILLS & Co.

The Hon. E. P. Taché,  
Receiver General of Canada,  
Quebec.

No. 707.

RECEIVER GENERAL'S OFFICE,

QUEBEC, 25th October, 1854.

MY DEAR SIRs,—I had expected that it would be in my power to inform you by this day's mail, of the release of a certain sum of money in favor of the Grand Trunk Railway Company. I however find that the report of the Hon. H. H. Killally, the Government's Engineer, which it is necessary the Railway Board of Commissioners should have before they can act on the matter, will not be ready in time. But, awaiting this report, having received a telegraphic despatch from that gentleman, who is actually surveying the works, stating that the Company will be entitled to a sum of Two hundred thousand pounds, I hasten to give you information of the fact which I would feel obliged by you being pleased to communicate the same to M. M. Barings. By next weeks mail I hope that it will be in my power to give you more formal information.

I am, my dear Sirs, with the most perfect esteem,

Yours faithfully,

(Signed,) E. P. TACHE,  
R. G.

Messrs. Glyn, Mills, & Co.  
&c., London.

No. 718.

RECEIVER GENERAL'S DEPARTMENT,

QUEBEC, 11th November, 1854.

GENTLEMEN,—I had this pleasure last, under date 14th ultimo, since when I have to acknowledge your esteemed favors of 6th and 14th ultimo, and duly note contents.

Under authority of orders in Council of 8th instant, I am now enabled to instruct your firm and Messrs. Glyn & Co., to place at the disposal of the Grand Trunk Railway Company, the following further sums under the Provincial guarantee to that Company, say :

|                                                               |               |
|---------------------------------------------------------------|---------------|
| On that portion of the road between Montreal and Toronto..... | £174,000 stg. |
| Do. do. between Quebec and Trois Pistoles.....                | 50,000 "      |
|                                                               | £224,000      |

say two hundred and twenty-four thousand pounds sterling, and which I have to request you will be pleased to carry into effect, say one half from each firm.

Looking to the present satisfactory state of the chest in this country, and the prosperous condition of the Province at large, as a warranter that there will be no difficulty in otherwise providing for the redemption of the Provincial debentures falling due next July in England, it has been decided that the £260,000 sterling shall remain invested in consols in trust as before, at all events for the time being.

I beg further to advise that in the course of the present month, I shall transmit to your office and Messrs. Glyn & Co., £50,000 sterling, each of debentures being a further advance on account of the guarantee to the Great Western Railway Company of Canada to be disposed of as heretofore.

I may also state for your information that it is the intention by next mail to transmit to the Bank of England for investment the "sinking fund" of the Province for the current year say £60,000 sterling.

I have the honor to be, Gentlemen,  
Your most obedient servant,  
(Signed,)

E. P. TACHE,  
Receiver General.

Messrs. Baring, Brothers & Co.,  
&c., &c., &c.,  
London.

(Copy.)

London, 28th November, 1854.

SIR,—We have the honor to acknowledge the receipt of your letters of 11th and 12th instant, advising a draft upon us for £56 8s. at 3 days sight, which meets all honour on presentation.

We take note of your instructions to place at the disposal of the Grand Trunk Railway Company, a sum of £112,000, but as there is only a balance of £26,150 in our books at the credit of the account of Thomas Baring and George Carr Glyn, Esquires, agents of the Province of Canada, we refrain from making the transfer until we have communicated on the subject with the Grand Trunk Railway Company and Messrs. Glyn & Co.

We have the honor to be, Sir,  
Your most obedient servants,

(Signed,) BARING, BROTHERS & CO.

The Honorable E. P. Taché,  
Receiver General,  
&c., &c., &c.,  
Quebec.

(Copy.)

## EXTRACT.

LONDON, 28th November, 1854.

SIR,—“ We have also to acknowledge the receipt of your letter of the 11th instant, instructing us to make certain transfers on behalf of the Grand Trunk Railway Company to which attention is paid, but respecting which we shall have the honor of further addressing you.”

We have the honor to remain, Sir,  
Your most obedient servants,

(Signed,) GLYN, MILLS & CO.

The Honorable E. P. Taché,  
Receiver General of Canada,  
Quebec.

[No. 724.]

RECEIVER GENERAL'S DEPARTMENT,

QUEBEC, 18th November, 1854.

GENTLEMEN,—I had this pleasure last under date 11th instant, as per duplicate herewith, since when I am without any of your favours.

I have now the honor to request that (under authority of Order in Council of 16th and 17th instant) your House and Messrs. Barings will be pleased to place each at the disposal of the Grand Trunk Railway Company of Canada the further sum of £13,000, sterling, say, in all, *twenty-six thousand pounds*, sterling; under the Provincial Guarantee to that Company.

With reference to the “ Sinking Fund” for 1854, the Bank of Upper Canada has been instructed to place the amount, £60,000, sterling, with the Bank of England, on account of the Province on 1st January next.

I have the honor to be, Gentlemen,  
Your most obedient servant,

(Signed,)

E. P. TACHE,  
Receiver General.

Messrs. Glyn, Mills & Co.,  
Bankers,  
London,  
England.

[Copy.]

[Extract.]

LONDON, 8th December, 1854.

SIR,—We have the pleasure to acknowledge the receipt of your esteemed letter of the 18th November, and have now the honor to inform you that, according to the instructions received from you of the 11th and 18th ult., the sum of £250,000 has been paid over by Messrs. Baring and Glyn to the account of the Grand Trunk Railway Company.

We have, in conjunction with Messrs. Barings, advanced £675,000 in Province Debentures of the B series to the Grand Trunk Railway Company upon the security of the calls due and to be made upon the A series of shares, the amount to be



accounted for from the transfers to be ordered by you from time to time. Of this advance, £191,500 is repaid by those ordered by you in the last instructions.

We have the honor to remain, Sir,  
Your most obedient servants,

(Signed,) GLYN, MILLS & CO.

The Honorable E. P. Taché,  
Receiver General of Canada, Quebec.

[No. 725.]

RECEIVER GENERAL'S OFFICE,  
QUEBEC, 18th November, 1854.

GENTLEMEN,—I had this pleasure last under date 11th instant, as per duplicate herewith, since when, I am without any of your favours.

I have now the honor to request that (under authority of Order in Council of 16th and 17th instant) your House and Messrs. Glyn's & Co., will be pleased to place, each, at the disposal of the Grand Trunk Railway Company of Canada, the further sum of *thirteen thousand pounds*, sterling, under the Provincial Garantie to that Company.

With reference to the "Sinking Fund" for 1854, the Bank of Upper Canada has been instructed to place the amount £60,000, sterling, with the Bank of England on account of the Province on 1st January next.

I have the honor to be, Gentlemen,  
Your most obedient servant,

(Signed,) E. P. TACHE,  
Receiver General.

Messrs. Baring, Brothers & Co.,  
&c., &c., &c., London.

(Copy.)

LONDON, 8th December, 1854.

SIR,—Referring to the enclosed Duplicate of our letter of 28th ultimo, we have now the honour to acknowledge the receipt of yours of the 8th instant, the contents of which have our careful attention.

We received on 1st December of the Grand Trunk Railway Company a sum of £3,100 which we have placed to the credit of the Joint Account of Thomas Baring and George Carr Glyn, Esquires, and we learn, that the whole amount to be transferred to them, as proceeds of the loans on Canada Provincial Bonds is £675,000

And deducting the transfer ordered by you..... 250,000

Then would remain..... £425,000

To be added to the..... 58,500

And the whole sum of..... £483,500

Is thus divided, in the hands of Messrs. Glyn and Co..... £337,750

In our hands..... 145,750

And we beg you will take note of these figures.

We have the honor to be, sir,  
Your most obedient servants,

(Signed,) BARING, BROTHERS and Co.

The Honorable E. P. Taché,  
H. M. Receiver General, Quebec.

No. 746.

RECEIVER GENERAL'S OFFICE,  
QUEBEC, 13th December, 1854.

SIR,—I am instructed by the Receiver General to acknowledge your communication of 4th instant with its enclosures which have received due consideration. I am further instructed to add that so soon as the Receiver General is duly authorized he will at once instruct the Agents of the Province in London to place at the disposal of the Grand Trunk Railway Company such further sum under the guarantee as it will be shewn they are entitled to.

I have the honor to be, sir,  
Your most obedient servant,

(Signed,) C. E. ANDERSON, D. R. G.

Sir C. P. Roney, Managing Director,  
Grand Trunk Railway Company, Quebec.

(Copy,)

LONDON, 29th Dec., 1854.

SIR,—Referring to the enclosed Duplicate of our letter of 15th instant, we have now the honor to acknowledge the receipt of yours of the 9th, the contents of which are duly noted, and we have to inform you that the following Canada Debentures have been issued by us under orders from the Grand Trunk Railway Company since our last advices, viz:

|         |       |   |      |          |       |       |
|---------|-------|---|------|----------|-------|-------|
| 9483 a  | 9529  | = | 47   | Bonds of | £100  | each. |
| 10706 a | 11205 | = | 500  | "        | "     | "     |
| 12206 a | 13205 | = | 1000 | "        | "     | "     |
| 14206 a | 14330 | = | 125  | "        | "     | "     |
| 15971 a | 16170 | = | 200  | "        | £500  | "     |
| 17956 a | 18005 | = | 50   | "        | "     | "     |
| 16248 a | 16276 | = | 29   | "        | £1000 | "     |
| 18032 a | 18052 | = | 21   | "        | "     | "     |

of all which we beg you will cause note to be made.

We have the honor to be, Sir,  
Your most obedient servants,

(Signed,) BARING, BROTHERS, & Co.

The Hon. E. P. Taché,  
H. M. Receiver General,  
&c., &c., &c., Quebec.

[Copy]

No. 761.

RECEIVER GENERAL'S OFFICE,  
QUEBEC, 30th Dec., 1854.

GENTLEMEN,—I had this pleasure last under date 21st instant, as per duplicate herewith, and I have now to acknowledge your esteemed favor of 8th instant, and duly note contents.

Touching your remarks, we learn that the whole amount to be transferred to them as proceeds of the Loan on Canada Provincial Bonds, is £675,000 Sterling.

Messrs. Glyn & Co., having, under date of 8th instant, communicated the advance to the Grand Trunk Railway Company of Provincial Bonds, £675,000,

Sterling, on certain conditions stated, I have deemed it necessary to remark, that I take it, the advance is in accordance with the order in Council of 29th and 30th September, 1853, and under the conditions of the Prospectus of the Grand Trunk Company, such (with the exception of the Act of the present Session not yet acted on) being the sole grounds upon which I am authorized to sanction any advances.

As the matter now stands, your firm and Messrs. Glyn stand charged on our Books with the full amount of the Bonds—say £1,811,500 Sterling, and you are credited with £810,000 Sterling, being the amount of releases to this date. The balance £1,01,500 Sterling, stands at your debit, and is either held by your Firms in Bonds or invested in Consols in the joint names of Thomas Baring and George C. Glyn, Esquires.

I have the honor to be, Gentlemen,  
Your most obedient Servant,

(Signed,) E. P. TACHE.  
R. G.

Baring, Brothers & Co.,  
&c., &c., &c., London.

(Copy,)

LONDON, 2nd February, 1855.

SIR,—With reference to the paragraph in your letter of the 30th December, stating the number and destination of the 6 per cent. Bonds, of the Province of Canada, remitted to Messrs. Glyn & Co., and ourselves; we will here for regularity's sake recapitulate the figures. We have as you remark, jointly received £1,811,500, of which amount £905,800 are applicable to the A. issue of the Grand Trunk Company's Shares, and out of these we have delivered up to the present date £700,400, against payments with the names of the Agents of the Province of an equal sum in money, and there remains therefore £205,400 in the joint possession of ourselves and Messrs. Glyn & Co., applicable to the same purpose, viz: for delivery to the subscribers, to the A series against payment of what remains due for a full acquittal into the names of the Provincial Agents, and the proceeds of such payments to be under your control.

Your orders of payment or releases to the Grand Trunk Company have been as follows, viz:

On 5th November, 1853, £67,500—For account of the St. Lawrence and Atlantic Railroad.

On 22nd October, 1853, £100,000—For account of the Quebec and Richmond Company.

|                |          |
|----------------|----------|
| 4th March 1854 | £100,000 |
| 27th May “     | 100,000  |
| 31st July “    | 110,000  |
| 19th August “  | 150,000  |
| 11th Nov. “    | 224,000  |
| 18th “ “       | 26,000   |

Making in all £877,500

The bonds for series B amount to £905,700, and as your orders exceed the above sum received for payments on series A, by £177,100, we have, in order to meet such orders, delivered the balance of £177,100 in Bonds from series B, to the Grand Trunk Company as their property.

There remains therefore £205,400 of series A.  
 And 728,600 " B.

£934,000 together.

For which the Agents of the Province are responsible to you, until further releases, as well as for £275,987 7 0. 3 per cent. consols standing in the joint names of Thomas Baring and George Carr Glyn.

Since our last advices we have issued under the orders of the Grand Trunk Railroad Company, of the following Debentures of the Province of Canada, viz :

Nos. 10,585 to 10,592 = 8 of £500 each. £4,000

" 9,575 to 9,636 = 62 of £100 " 6,200

£10,200

Which are included in the previous statements, of which we beg you will cause note to be made.

We have the honor to be, Sir,

Your most obedient servants,

(Signed,) BARING, BROTHERS & Co.

Hon. E. P. Tache,

H. M. Receiver General, &c., &c., &c.

Quebec.

No. 759.

RECEIVER GENERAL'S OFFICE,

QUEBEC, 20th December, 1854.

GENTLEMEN,—I had this pleasure last under date 21st instant, as per duplicate herewith since when I beg to acknowledge your esteemed favor of 8th instant, and contents of which I duly note. With reference to the interest payable on the Debentures of the Province issued as guarantee to the various Railway Company's payable in England, arrangements have for two years existed and still exist with the Bank of Upper Canada to place the amount with the Agents of the Province in London and which so far has always been done some one or two days previous to the dividends falling due, as shewn by the Receipts of your firm and Messrs Barings transmitted to this Country in order to enable the Bank to collect the amount from the Rail Road Companies. This arrangement commenced with the St. Lawrence and Atlantic Railway Company but since its amalgamation with the Grand Trunk Company the latter Company attend to same.

" As regards the advance by your House and Messrs. Barings of £675,000 " sterling of Provincial Bonds of the B Series, to the Grand Trunk Railway Com- " pany upon the security of the calls due and to be made upon the A series of shares " the amount to be accounted for from the transfer to be ordered by me from time " to time," I take it that this advance is in accordance with the order in Council of 29th 30th September 1853, and under the conditions of the *prospectus* of the Grand Trunk Company such being the only grounds upon which I am authorized to sanction any advances, with the exception of the Act of the present session of the Provincial Legislature which however has not been yet acted on.

As the matter now stands your firm and Messrs. Barings stand charged in our Books with the full amount of the Bonds sent home say £1,811,500 sterling, and you are credited with £810,000 sterling being amount of releases to this day, the balance &1,001,500 sterling stands at your debit and is either held by your firms

in bonds or invested in consols in the names of Ths. Baring and G. C. Glyn, Esqrs.

I have the honor to be, gentlemen,

Your most obedient servant,

(Signed,)

E. P. TACHE, R. G.

Messrs. Glyn, Mills and Co.,  
Bankers, London.

LONDON, 2nd February, 1855.

SIR,—We had this pleasure last the 19th ultimo, and we have since had the honor to receive your letter of the 12th ultimo, in acknowledgement of ours of the 15th December.

We now take the liberty of again referring to your letter of the 30th December, and for the sake of regularity we will recapitulate the figures.

We have jointly received as you mention bonds to the full extent of the guarantee of the Province to the Grand Trunk Company, say £1,811,500, of which bonds to the extent of £905,800 are applicable to the A issue of the Grand Trunk Company's shares.

To this date we have delivered bonds for £700,400, on payments being made to the agents of the Province of an equivalent amount. The balance therefore in the joint possession of ourselves and Messrs. Barings, is £205,400, applicable to the same purpose viz : series A.

Your releases to the Grand Trunk Company amounted in gross to £810,000 as you state, and were given by you as follows :

|                     |           |                      |
|---------------------|-----------|----------------------|
| 22nd October, 1853, | £100,000, | Quebec and Richmond. |
| 4th March, 1854,    | 100,000,  | “                    |
| 27th May, 1854,     | 100,000,  | “                    |
| 31st July, 1854,    | 110,000,  | “                    |
| 19th August, 1854,  | 150,000,  | “                    |
| 18th Novr. 1854,    | 26,000,   | “                    |
| 11th Novr. 1854,    | 224,000,  | “                    |

£810,000

The amount of the bonds transmitted by you for series B is £905,700, and as your releases exceed the amount received in payments on series A £177,100; we have delivered the equivalent amount in bonds from series B to the Grand Trunk Company. The agents of the Province are responsible to you therefore to the following extent.

£205,400 balance series A.

728,600 “ “ B.

£934,000

as well as for £275,987 7s. 3 per cent consols in the joint names of T. Baring and G. C. Glyn, Esquires.

The only discrepancy therefore in your statement is the omission of the release of the £67,500, bonds issued to the St. Lawrence and Atlantic Railway Company authorized by your letter of the 5th November, 1853.

We enclose the duplicate of our letter of the 19th instant.

I have the honor to remain, Sir,

Your most obedient servants,

(Signed,)

GLYN, MILLS & CO.

The Honorable E. P. Taché,  
Receiver General of Canada.

## EXTRACT.

LONDON, 5th January, 1855.

SIR,—“ Referring to the enclosed duplicate of our letter of 29th ultimo, we have now the honor to inform you, that we have issued the following Canada debentures under orders of the Grand Trunk Railway Company, viz :  
9530 a 9574 = 45 bonds of £100 each, £4,500 together.”

We have the honor to be, Sir,  
Your most obedient servants,

(Signed,)           BARING, BROTHERS & CO.,

The Honorable E. P. Taché,  
Receiver General,  
&c., &c., &c.,  
Quebec.

(Copy.)

LONDON, 13th January, 1855.

SIR,—We have the honor to inform you, that we have been applied to by the Secretary to the Grand Trunk Railway Company, who has represented to us that considerable inconvenience will be found to arise in proceeding to the issue of the Provincial bonds granted to the Quebec and Richmond Railway Company, from the circumstance of these bonds being all for sums of one hundred pounds each ; and the Secretary has therefore been instructed to request us to exchange same to the extent of £50,000, for Provincial bonds of higher denominations out of the amount placed at our disposal by the Government of the Province of Canada, such substitution in no degree interfering with the conditions of issue attached to the bonds in question, and under the circumstances of the case we have consented to this proposal, which no doubt will have your approval.

We have the honor to be, Sir,  
Your obedient servants,

(Signed,)           BARING, BROTHERS & CO.

The Honorable E. P. Taché,  
Receiver General,  
&c., &c., &c.,  
Quebec.

RECEIVER GENERAL'S OFFICE,

QUEBEC, 27th January, 1855.

GENTLEMEN,—I had this pleasure last under date 19th instant, as per duplicate herewith since when I have none of your favours to reply to.

I have now the honor to inform you that under authority of order in Council of 15th and 26th instant, I am instructed to release exproceeds of the Bonds held by you and Messrs. Barings, for the purposes of the Grand Trunk Company of Canada, the sum of Four Hundred and ninety eight thousand seven hundred and sixty eight pounds 16s (£498,768, 16s. sterling) and I have therefore to request that your two firms conjointly release the said amount to the Grand Trunk Com-

pany on the express condition however that the sum of thirty thousand pounds sterling of same be applied to protest the draft to that amount in favor of F. S. Gzowski and Co. given by the Grand Trunk Railway Company as agreed by the Canada Board of Directors at their last meeting in this city.

I have the honor to be, Gentlemen,  
Your most obedient servant,

(Signed,) E. P. TACHE, R. G.

Messrs. Glyn, Mills and Co.  
Bankers, London.

LONDON, 16th February, 1855.

SIR,—We beg to acknowledge the receipt of your esteemed letters of the 19th and 27th January, the former in acknowledgment of our letter of the 29th December and the latter requesting under the authority of the order in Council of the 26th ult., the release, by Messrs. Barings and ourselves, of £498,768 16s. of the funds of the Province, for the purposes of the Grand Trunk Railway Company.

We have accordingly to inform you that the amount has been released agreeably with your directions, and that your further instructions have our attention.

We will add, however, for the sake of regularity, that, with the release, the balance of Bonds, for which the Agents of the Province are responsible, is £435,231 4s.

We beg to apprise you that Messrs. Barings and ourselves, feeling it necessary to avoid the chance of a pressure upon the market by any forced sale of the Province Bonds, have contracted for the first £100,000 of the Ontario, Simcoe and Huron Allotment, at 104 less commission, but saving brokerage, it has been essential to take this step, not only from the amount of Bonds recently disposed of for other Railway Companies, but also for those brought to market by the holders of Grand Trunk Shares, and we propose that the second £100,000 shall be held back until the end of next month.

The money will be, to-morrow, carried to the credit of the Province less commission, and Messrs. Barings and ourselves will then pay over to the Bank of Upper Canada the sum of £50,000, sterling, each, in conformity with your instructions of the 21st December last.

We enclose the duplicate of our letter by the mail of the 2nd instant.

I have the honor to remain, Sir,  
Your most obedient servants,

(Signed,) GLYN, MILLS & CO:

The Honorable E. P. Taché,  
Receiver General of Canada,  
Quebec.

No. 801.

RECEIVER GENERALS OFFICE.

QUEBEC, 27th January, 1855.

GENTLEMEN,—I had this pleasure last under date 12th inst., duplicate of which has since been forwarded to your address. I have now to acknowledge your two favours of 29th December, and 5th inst., both to hand on 25th instant.

With regard to the former I would merely in reply refer you to my communication of 31st ult., the contents of the latter have been duly noted.

I have now the honor to inform you that under authority of order in Council of 25th and 26th inst., I am instructed to release ex-proceeds of the Bonds held by you and Messrs. Glyn & Co., for the purpose of the Grand Trunk Rail Road Co., of Canada, the sum of £498,768 16s. Sterling and I have therefore to request that your two firms conjointly release the said above amount to the Grand Trunk Co., on the express condition however that the sum of £30,000 Sterling of same be applied to protect the drafts to that amount in favour of C. S. Gzowski & Co., given by the Grand Trunk Railway Co., as agreed by the Canada Board of Directors at their last meeting in this City.

I have the honor to be, Gentlemen,  
Your most obedient servant,

(Signed,) E. P. TACHE, R. G.

Baring, Brothers & Co.,  
&c., &c. &c., London.

EXTRACT,

LONDON, 16th February, 1855.

SIR,—We have the honor to acknowledge receipt of your favor of 27th Jan., and take note that Messrs. Glyn & Co., and ourselves are now at liberty to release a further amount of £498,768 16s. to the Grand Trunk Railway Company, which we have accordingly done, thus the amount now released will be £1,376,268 16s. leaving still £435,231 4s. 0 for which the Province Agents are liable to the Government of Canada, of which

204,300 is on the series A.  
£230,931 4s. is on the Series B.

The Grank Trunk Railway Company had issued orders upon ourselves and Messrs. Glyn, & Co. for the delivery of Grand Trunk Debentures up to 31st January for ..... £634,000  
and the proportion delivered to them of the St. Lawrence and Atlantic Bonds was..... 67,500

£701,500

and to cover the amount of Debentures so issued they have paid into the hands of Thomas Baring and George Carr Glyn, Esquires, the sum of £12,500 which has since been returned to the Company.

We have the honor to be, sir,  
Your most obedient servants,

(Signed,) BARING, BROTHERS & Co.

The Hon. E. P. Taché,  
H. M. Receiver General, &c. &c. &c.,  
Quebec.

(Copy,)

LONDON, 2nd March, 1855.

SIR,—We have the honor to inform you that we have placed to the debit of the account of the Government of Canada:

|                                                                       |                   |
|-----------------------------------------------------------------------|-------------------|
| £6,060 being for 6 months dividend due 1st instant on £200,000 Canada |                   |
| 6 per cent. Debentures.....                                           | £6,000 0 0        |
| Commission 1 per cent.....                                            | 60 0 0            |
| <b>Per 1st March.....</b>                                             | <b>£6,060 0 0</b> |



And on the other hand, we have passed to the credit of the same amount the sum of £6060, received of Messrs. Glyn & Co., by order of the Grand Trunk Rail Company, of which pray take note thereof in conformity.

We have the honor to remain, Sir,  
Your most obedient servant,

(Signed,) **BARING, BROTHERS, & Co.**

The Hon. E. P. Taché,  
H. M. Receiver General,  
&c., &c., &c., Quebec.

(Copy,)

(No. 40.)

RECEIVER GENERAL'S OFFICE,  
Quebec, 23rd Feby. 1855.

GENTLEMEN,—I had this pleasure last under date 17th instant, as per Duplicate herewith, and I have since to acknowledge your esteemed favor of 2nd instant, and have noted contents.

Your explanations relative to the disposition and release of Bonds to the G. T. R. Co. is very satisfactory, and I now thoroughly understand the whole transaction.

|                                                  |           |    |   |           |
|--------------------------------------------------|-----------|----|---|-----------|
| The full amount of Bonds received jointly by you |           |    |   |           |
| and Messrs Barings was.....                      | £1811,500 | 0  | 0 | Sterling. |
| And the releases to this day are.....            | 1376,268  | 16 | 0 | "         |
| Balance to be released hereafter.....            | £435,231  | 4  | 0 | "         |

You will observe the £1376,268 16s. includes the £67,500 Sterling referred to by you.

I have the honor to be, Gentlemen,  
your most obedient servant,  
(Signed,) **E. P. TACHE,**  
R. G.

Messrs. Glyn, Mills & Co.,  
Bankers, London.

LONDON, 16th March, 1855.

SIR,—We have the honor to acknowledge the receipt of your letter of the 23rd February, in reply to ours of the 2nd ulto., and we observe with pleasure that our statement of the disposition and release of the Bonds issued by the Province to the Grand Trunk Railway Company is to your satisfaction.

We may remark, however, that in your recapitulation, there is a slight clerical error, the balance of Bonds in the joint possession of ourselves and Messrs. Baring's is mentioned by you as £435,131 4—the correct amount being £435,231 4—the deduction of the gross amounts being incorrect.

We enclose the duplicate of our letter by last mail.

We have the honor to remain, Sir,  
Your most obedient servants,  
(Signed,) **GLYN, MILLS & Co.**

The Hon. E. P. Taché,  
Receiver General of Canada,  
Quebec.

(Copy,  
No. 39.

RECEIVER GENERAL'S OFFICE,  
Quebec, 23rd February 1855.

GENTLEMEN,—I had this pleasure last under date 17th inst. Since when I have to acknowledge your communication of 2nd instant, and duly note contents.

Your explanations relative to the disposition and release of Bonds to the Grand Trunk Railway Company, is both clear and satisfactory, and I now thoroughly understand the whole transaction.

|                                                                              |                   |
|------------------------------------------------------------------------------|-------------------|
| The full amount of Bonds transmitted to your firm, and Messrs Glyn was ..... | £1,811,500 0 Stg  |
| And the releases to this day are .....                                       | 1,376,268 16      |
| Balance subject to release .....                                             | <u>£485,231 4</u> |

I enclose duplicate of my last communication.

and have the honor to be, Gentlemen,  
Your most obedient servant,

[Signed,] E. P. TACHE, R. G.

Messrs. Baring, Brothers & Co.,  
London.

[Copy,]

LONDON, 16th March, 1855.

SIR,—We hand you enclosed, duplicate of our letter, of 2nd inst., and we have the honor to own receipt of your favors of 17th and 23rd February, the contents of which have our attention, and we are glad to observe that our explanation relative to the disposition and release of Bonds to the Grand Trunk Railway Company are satisfactory, the balance however, subject to release is £435,231 4s. and not £435,131 4s, as stated in your letter of 23rd February; and we take note that you will shortly forward to us £50,000 Provincial Debentures, applicable to the Great Western Railway Company, and a similar amount to Messrs. Glyn & Co.

The total amount of Canada Debentures issued by the Grand Trunk Railway Company up to the 7th instant is £650,400, exclusive of the St. Lawrence and Atlantic portion, and to cover the amount so issued, they have transferred £16,400 to the credit of the Agents of the Province of Canada, Thomas Baring and George Carr Glyn, Esqrs.

Since our advices of 2nd February, we have issued under orders of the Grand Trunk Railroad Company, the following Canada Debentures:—Nos. 9,637 47 = 11 Bonds of £100 each, of which we beg you will cause note to be made.

We have the honor to be, Sir,  
Your most obedient servants,  
(Signed, BARING, BROTHERS & Co.

The Hon. E. P. Tache,  
H. M. Receiver General, &c., &c., &c.  
Quebec.

## SECOND REPORT

### Of the Select Standing Committee on RAILROADS, CANALS, and TELEGRAPH LINES.

Your Committee have examined the Bill to amend the Acts relating to the Grand Trunk Railway Company of Canada, and have had before them the various contracts for the performance of the work, and also the Amalgamation Agreement between the several Companies forming part of the Grand Trunk Line: they are of opinion that it would not be proper to have these documents printed for public circulation, but they have called on the Managing Director of the Company, Sir Cusack P. Roney, to give evidence on the contents of these several documents, which evidence is submitted with this Report. They have agreed to several amendments to the Bill, which they have the honor to report for the consideration of your Honorable House.

Your Committee have also had under consideration, the Petition of Thomas C. Keefer, Esquire, Civil Engineer, praying that he may obtain legal recourse against the Grand Trunk Railroad Company, for certain alleged claims against Companies previously formed for the construction of portions of the Line now occupied by the Grand Trunk Company. Your Committee have ascertained that Mr. Keefer's claim is for services performed in the survey of a Bridge across the St. Lawrence, and that no Company was authorized to construct such a work prior to the passing of the Act 16 Vic. cap. 75, by which the Grand Trunk Railroad Company was empowered to do so. Your Committee have, however, ascertained that the Company have always professed a readiness to pay Mr. Keefer for any services of his of which their Engineers have availed themselves.

All which is respectfully submitted.

ALLAN N. MACNAB,  
Chairman.

8th November, 1854.

## EVIDENCE.

*Friday, 3rd November, 1854.*

Sir *Cusack P. Roney*, Knight, Managing Director of the Grand Trunk Railroad Company of Canada, called in, and examined:

1. Have you a copy of the Amalgamation Agreement of the Grand Trunk Railroad Company?—I have. I here produce it.
2. Does it contain the Contracts with the English and Canadian Contractors, for the several sections of the Railroad?—It does.
3. How many sections are there set forth in the Agreement that have reference to Contracts? Describe them?—There are four sections, one from Quebec to Trois Pistoles, one from Montreal to Toronto, one from Belleville to Peterborough, and one from Toronto to Sarnia, and there is also the Victoria Bridge included in the agreement.

4. Beginning with the Montreal and Toronto, what is the length, and the Contract price?—The length of the Montreal and Toronto section is 345 miles, and the total cost is £3,000,000. (All answers that I shall give to the Committee to-day referring to figures and accounts, are in sterling.)

5. How much is the Provincial Guarantee on this section?—The Provincial Guarantee on this section is £1,035,000.

6. Will you state what the Contracts provide as to the character of the works? What are the Bridges to be constructed, of the Stations, and other buildings?—They provide that the line and all its appurtenances shall be equal to any first class English Railway, and superior to any now known or used on this Continent. The Bridges are to be of masonry or brick work, with iron tubes across the spans. All these tubes are on the principle of the well-known Britannia Bridge across the Menai Straits, in Wales. The Stations, and all other buildings, such as Engine, Repairing Shops, &c., are to be of brick or stone, roofed with slate or metal.

7. Do the Contracts include a supply of Engines, Freight and Passenger Cars, Snow-ploughs, Work-shops, &c?—They do. There is a specification in the Contracts, now produced, which gives in detail the number of Engines, Cars, both Passenger and Freight, as well as Gravel Cars, Snow-ploughs, Repairing Shops, Water-houses, Wood-sheds, in short, every article required for efficiently working the Railway.

8. Are the Contractors bound to pay the entire interest on the Share Capital as well as on the Debentures of all kinds, until the delivery of the Railway to the Company?—Yes, they are so bound.

9. What is the Contract price for the Belleville and Peterborough Line, and what are its length, and the character of the works? Is this work commenced, and when is it to be finished?—It is fifty miles in length, and the cost is to be £400,000. The works on this section, and indeed I may say upon every other section of the Grand Trunk Line, are to be of the character described in my answers, having reference to the works of the Montreal and Toronto section. The Line between Belleville and Peterborough is not yet commenced; it is one of the portions we propose to postpone for the present, that is, until the money and labor markets are in a more favorable condition for carrying on great undertakings in Canada.

10. What is the Contract price for the Victoria Bridge?—One million four hundred thousand pounds, with a power to Mr. Robert Stephenson, and to Mr. Alexander Ross, the Engineers-in-chief of the Company, to certify for the payment of another £100,000, if, at the completion of the work, they are satisfied that that additional sum should be paid to Messrs. Peto & Company.

11. What will be the Amount expended on the Victoria Bridge at the end of the present year, and at what rate are the works to proceed each year; describe what has been done this year and what is likely to be the progress next year?—There will be about £200,000 expended on the Bridge this year, and it is intended to expend from £200,000 to £250,000 each year, during its construction. All the preliminary arrangements for carrying out the works have been organized; and of actual work done, what we call Pier No. 1, that is the pier next to the northern abutment, is finished. The Pier No. 2, is progressing very satisfactorily, and if the weather continue open it may be nearly finished this season. The northern abutment will be brought about as high as the winter level of the St. Lawrence. The amount of masonry in this abutment may be judged by the fact that it is 242 feet long, 90 feet wide, and about 34 feet above the bed of the river. The solid stone embankment of 1200 feet long, leading from the North shore of the St. Lawrence to the North abutment, is in active progress, and will be carried on

during the winter. With reference to next year's works, I beg to state that they will, in addition to being carried on from the North shore, be advanced from the South shore, so that under favorable circumstances, by this time twelve months, both the abutments, the solid banks leading to them, and seven or eight piers may be finished. Some progress has already been made in preparing the tubes, and this work will be carried on energetically during the winter, and I believe a couple of them will be put in their places next summer. With reference to the inquiry of an honorable Member, (Mr. Merritt), I am unable to say whether the space between the under surface of the Bridge and the summer level of the St. Lawrence, is in conformity with the first Act. I only know that there will be an interval of about 62 feet between the one and the other.

12. When is it contemplated that the Line between Montreal and Toronto, or any of its sections, will be opened, and when will those between Quebec and St. Thomas, and between Toronto and Stratford?—The Line from Montreal to Brockville, about 125 miles, will be opened in September, 1855. The Line from Quebec to St. Thomas, 40 miles on the Trois Pistoles section, will also be opened in September, 1855. The section from Brockville to Kingston, about 50 miles, and from Kingston to Whitby, about 140 miles, in September, 1856. The Line from Whitby to Toronto, about 36 miles, will almost certainly be opened in September of next year. It is intended to open it, but I do not wish to speak of this length as confidently as I do of the other sections that I have stated will be opened in September of next year. The section from Toronto to Stratford, 90 miles, will be opened on the 1st of October, 1855.

13. The Committee then are to understand that it is expected that 390 miles of the Grand Trunk Railway, exclusive of the Montreal and Portland Line, will be opened for traffic by next autumn?—Yes, the Quebec and Richmond, which will be opened within three weeks, and the foregoing, will make 390 miles.

14. What is the length of the Toronto and Sarnia section? What is the Contract price and the character of the work? What are the names of the Contractors?—This section is 172 miles long. The Contract price is £1,376,000. The character of the works, and the supply of stock, are precisely the same as on the other sections of the Railroad. The Contractors are Messrs. Gzowski & Co.

15. How much has been expended on the works of the Toronto and Sarnia section to the present date?—£576,758.

16. What is the Contract price of the Quebec and Richmond section? What are its length and the character of its work, also the amount of Provincial Guarantee?—The Contract price for the Quebec and Richmond section is £650,000, and the Provincial Guarantee is £250,000, or at about the rate of £2,500 a mile, the length of the Line being about 100 miles. The Contract price for this Line is less than for the other sections of the Grand Trunk. The masonry of the Bridges is of the same character, and the Bridges themselves are tubular, the iron being of the same proportions as in the other sections of the Grand Trunk, but the Station-houses are to be of wood, and the surface width of the Railway is two feet less than the other sections. It is, I think, sixteen feet, and the others are eighteen. The foundations of all large structures are for a double track.

17. What is the length and cost of the Trois Pistoles section, and the amount of the Provincial Guarantee?—The length of the Trois Pistoles Line is 153 miles. The Contract price is £1,224,000, and £459,000 is the amount of the Provincial Guarantee.

18. What is the amount of Provincial Debentures issued by the Agents of the Province in London, for all the sections amalgamated with the Grand Trunk Line? State the Amounts on the Grand Trunk and on each section amalgamated?—Before the amalgamation of the St. Lawrence and Atlantic Company with the Grand Trunk, £400,000 of Provincial Debentures had been issued to that Company.

Since the amalgamation, £605,800 of Provincial Debentures have been issued to the Grand Trunk Company, of which £67,500 have been given in right of the St. Lawrence and Atlantic Company, £250,000 on the Quebec and Richmond, and £288,300 in right of the Grand Trunk proper. This last is up to the latest date of our Returns from London, namely, the 31st of August last. The sections from Montreal to Toronto, and from Quebec to Trois Pistoles, are the sections entitled to the Provincial Guarantee.

19. Are any of the Provincial Debentures issued directly to the Contractors?—No, the Contractors receive all their payments from their Company in money.

20. Are the Company restricted from selling the Debentures of the Province below par?—They are not sold by the Company, they are issued by the Agents of the Province to the Shareholders of the Company at par, on their paying for them in full, and they are then subjected to the control of the holders like any other description of property.

21. Describe the process by which payments on account of works are made by the Company?—The Engineer-in-chief of the Company, Mr. Alexander Ross, receives at the end of each month from his different sub-Engineers, accounts of the progress of each and every work. These several statements are considered and arranged in his Office, and he submits to each monthly meeting of the Board of Directors, certificates, detailing under the several heads of Expenditure the amounts to which the Contractors are entitled for the previous month. This process is adopted for each of the sections which I have named in a previous answer. The certificates having been considered by the Board, Resolutions authorizing the payments of the sums to which the Contractors are entitled, are passed and recorded. Payment is, in the following week, made to the Contractors under the authority and superintendence of Finance Committee of Directors. This practice is strictly in accordance with the English practice, and was adopted on the Railway Company of which I was Secretary for eight years in England, during which period we expended upwards of eight millions sterling, on Works.

22. Describe the proceedings adopted to entitle the Company to the money paid in London by the Shareholders, on account of Provincial Debentures?—When we are aware that works on the sections of the Railway entitled to the Provincial Guarantee, have been executed to the extent of £100,000, I write, by direction of the Board, to the Secretary of the Board of Works, and enclose a Certificate from the Engineer-in-Chief of the Company, stating the amount of work done on each section. I also request that the Board of Works will issue orders to the Agents of the Province in London, Messrs. Glyn. & Baring, to release from their charge as Agents, and to hand to the Company, the proportion that 40 per cent. bears to the amount certified by the Chief Engineer. The Board of Works instruct their Officer to put himself in communication with the Chief Engineer of the Company, and also personally to visit and report upon the works upon which the release is sought. The Railway Commissioners subsequently meet and authorize the Receiver General to instruct the London Agents of the Province to release such amounts as they, on the Report of their Officer, may consider proper. This amount, under authority of such order, is then handed over to the Company, and is lodged to its credit at its Banker's in London.

23. What is the total Capital of the Grand Trunk Company? What is the total number of miles of Railway finished and under contract? What the number of miles entitled to the Provincial Guarantee, and total amount of such Guarantee?—The total Capital of the Grand Trunk Company is £9,500,000. The miles of Railway finished and under Contract, are 1,112, viz. :—Montreal to Portland, 292; Quebec to Trois Pistoles, 153; Quebec to Richmond, 100; Montreal to Toronto, 345; Belleville to Peterborough, 50; Toronto to Sarnia, 172. Of these, the section from Montreal to Portland, is open, the Quebec and Richmond

about to be opened, and 290 miles will be finished next year; in the following year, 297. The Company temporarily suspends 233 miles. The number of miles entitled to the Guarantee is 724, and those not entitled to the Guarantee, 388: The amount of the Guarantee is £1,811,500.

24. Can you state the amount of money paid by the Shareholders of the Grand Trunk Railway Company, on account of Shares, Provincial Bonds, and Company's Bonds, up to the latest period to which you have an account?—£3,721,900. This includes the Capital paid for the Quebec and Richmond, and St. Lawrence and Atlantic Lines.

25. Can you state the Amount expended by the Company, on the Montreal and Toronto, and Quebec and Trois Pistoles sections of the Grand Trunk Company, up to the 1st of October last, and how much has been received on account of the Guarantee, from the Government?—The amount expended to the 1st of October, is £1,296,423. The amount released by the Province, £310,000.

26. What are the names of the English and Canadian Contractors?—The names of the English Contractors are Messrs. Brassey, Peto, Betts, and Jackson. The Canadian Contractors are Messrs. Gzowski, Galt, Holton, and Macpherson.

27. What is the amount of Capital subscribed by private Shareholders, what per centage paid thereon, what do they receive as an equivalent for their payments?—The total Capital subscribed on the Grand Trunk proper is £8,083,600, and the amount paid on such Capital is £2,171,900, of which a very small proportion is paid in Canada. On £7,246,000 of this Capital, the Shareholders receive Share Certificates, at the rate of one Share for each £25, and they also receive Debenture Certificates, which specify on the face of them the amount paid up. The Debenture Certificate also contains an undertaking on the part of the Company, that when the calls on the Certificate are paid in full, the holder will be entitled to exchange it for a Province Debenture, or Company's Debenture, as the case may be. The proportion which each Share subscribed entitles the holders to, is, that each £25 of Share Capital carries with a right of £25 of Debentures, of which £12 10s. is Province Debentures, and £12 10s. is Company's Debentures. The £837,600 Capital remaining to make the £8,083,600, does not carry Province Debentures.

28. Would you explain how is the entire Capital of the Grand Trunk Company distributed, and how much of the same paid in full?—The total Capital is £9,500,000. Of this as I have already stated, £8,083,600, was the portion required to be raised in London, in April, 1853. This Capital consists of Stock, £4,181,400, Company Bonds, £2,090,700, and Province Debentures, £1,811,500; of this Capital there has been paid up, on Stock, £883,156, Company's Bonds, £553,327, and Province Debentures, £735,417. £605,800 of Bonds have been issued, viz.: £67,500, on account of the St. Lawrence and Atlantic Section, £250,000, on account of the Quebec and Richmond, £288,300, on account of the Montreal and Toronto and Quebec and Trois Pistoles sections, in all, £605,800. The difference between the Amount paid on account of the Province Debentures, and the Amount released on account of works done, is in the hands of the Agents of the Province. It is £425,416. The remaining portion of the £9,500,000, consists of Capital raised prior to the Amalgamation by the following Companies:—St. Lawrence and Atlantic—Shares, £246,000; Bonds of the Province, £400,000; and other Bonds, £233,000; total, £879,100. Quebec and Richmond—Shares, £305,000; Bonds, £100,000. Toronto and Guelph—Shares, £132,300.

29. Can you divide the Expenditure of the £2,171,900 on the several sections?—Not very precisely as regards some, without referring to the Books of the Company, and to our other Documents which are at Montreal. Approximately, I can inform the Committee that £430,000 have been expended on the section between Toronto and Sarnia, (in addition to the Amount paid on the Toronto and Guelph

Shares, which is about £126,000.) On the St. Lawrence and Atlantic Line, £315,000. On the Richmond, £50,000. On the Victoria Bridge, £105,000. The precise Expenditure to the 1st of October, on the Montreal and Toronto, and on the Quebec and Trois Pistoles sections, is, Toronto and Montreal, £1,131,063; Quebec and Trois Pistoles, £165,350.

30. Can you lay before this Committee any Statement of Expenditure certified by the Board of Works?—I have applied to the Secretary, and he will furnish a Statement in a few days, showing the Expenditure, as certified in that Office, to the 26th of October. The Honorable Mr. Killaly made a minute inspection of all our Works entitled to the Province Guarantee, last month.

The Statement referred to in Answer 30, is herewith appended.

Statement shewing the Amounts expended by the Grand Trunk Railway Company of Canada, in Labor and Materials, on the "Grand Trunk" and the "Grand Trunk East" Lines of Road, as certified to by the Honorable H. H. Killaly, in his Reports, dated the 18th and 26th October, 1854, after having made thorough examinations of the respective Lines; also, the Amounts advanced to the Company for the said Roads on the Provincial Guarantee to this date.

| R O A D S .                                      | Amounts certified to by Honorable H. H. KILLALY, to have been Expended. |    |    | Amounts advanced to Company from Provincial Guarantee. |    |    |
|--------------------------------------------------|-------------------------------------------------------------------------|----|----|--------------------------------------------------------|----|----|
|                                                  | £                                                                       | s. | d. | £                                                      | s. | d. |
| Grand Trunk, Montreal to Toronto. ....           | 1200000                                                                 | 0  | 0  | 280000                                                 | 0  | 0  |
| Grand Trunk East, Quebec to Trois Pistoles. .... | 204010                                                                  | 0  | 0  | 30000                                                  | 0  | 0  |
| Total .....£                                     | 1404010                                                                 | 0  | 0  | 310000                                                 | 0  | 0  |

I hereby certify that the above is a correct statement of the original documents filed in this office.

THOMAS A. BEGLY,  
*Secretary.*

OFFICE OF THE BOARD OF RAILWAY COMMISSIONERS,  
Quebec, 7th October, 1854.



## R E T U R N

**To an Address from the Legislative Assembly to His Excellency the Governor General, dated the 29th ultimo; praying His Excellency to cause to be laid before the House, "a Return, in detail, of the sums Received and Expended by the Commissioners of the Toronto Harbor, from the first day of January, 1853, to the thirtieth day of September, instant."**

**By Command.**

**P. J. O. CHAUVEAU,**  
Secretary.

**Secretary's Office,**  
**Quebec, 17th October, 1854.**

HARBOR COMMISSIONER'S OFFICE,

TORONTO, October 10th, 1854.

Sir,—I have the honor to transmit to you the Account of Sums received and expended by the Toronto Harbor Commissioners, from the 1st January, 1853, to September the 30th ultimo. Also, by order of the Commissioners, the Accounts of all sums Received and Expended by them, from the first appointment of the Commission to the 1st January, 1853.

In transmitting the Accounts I beg to remark, that the Tariff for the collection of Import Harbor Dues, (as here enclosed,) is the same as when transferred from the Customs, with the exception of some trifling articles not then enumerated. That the Export Due was levied and collected from that time to the 8th of April last, when from the great increase of Imports, the Export Dues were totally abolished. That on the 5th August last, the Harbor Dues on Coal, from the same cause, were reduced from 1s. 3d. to 6d. per ton.

I also beg to remark on the balance in hand, that Contracts are outstanding to the amount of nearly £3000, that the dredging of the Channel is going on at a charge of 1s. per cubic yard. That the estimate for strengthening the Peninsula at the Narrows, is £1800; and the renewal of the old head of the Queen's Wharf, is estimated at £2000. That an Iron Storehouse, for the Queen's Wharf, has been ordered, and a new Light-house to be built of Iron, and that the Commissioners are now in treaty for the construction of a Dredging Machine for Harbor use, to cost £1650.

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

HUGH RICHARDSON,  
Secretary, Accountant and Harbor Master.

J. A. MEREDITH, Esquire,  
Assistant Provincial Secretary,  
Quebec.

**ORIGINAL TARIFF.**

MANIFEST of GOODS, WARES, and MERCHANDIZE, to be landed at TORONTO, subject to HARBOR DUES, from the \_\_\_\_\_ day of \_\_\_\_\_ 185 .

| MERCHANDIZE.<br>As per Bill of Lading,<br>1s. 3d. per ton.    | Tons. | Cwt. | AMOUNT. |    |    |
|---------------------------------------------------------------|-------|------|---------|----|----|
|                                                               |       |      | £       | s. | d. |
| Number of Barrels of Flour, 2d. each.                         |       |      |         |    |    |
| Number of Barrels of Pork, 3d. each.                          |       |      |         |    |    |
| Number of Barrels of Cider, 2d. each.                         |       |      |         |    |    |
| Number of Barrels of Fresh Fruit, 2d. each.                   |       |      |         |    |    |
| Number of Barrels of Lime or Gypsum, 2d. each.                |       |      |         |    |    |
| Number of Barrels of Potatoes, or other Vegetables, 2d. each. |       |      |         |    |    |
| Number of Barrels of Oysters, 2d. each.                       |       |      |         |    |    |
| Number of Barrels of Ashes, 8d. each.                         |       |      |         |    |    |
| Number of Barrels of Salt, 8d. each.                          |       |      |         |    |    |
| Number of Barrels of Whiskey, 8d. each.                       |       |      |         |    |    |
| Number of Sheep or Pigs, 2d. each.                            |       |      |         |    |    |
| Number of Horses or Horned Cattle, 6d. each.                  |       |      |         |    |    |
| Number of Cords of Wood, 4d. each.                            |       |      |         |    |    |
| Number of Tises of Stone, 10d. each.                          |       |      |         |    |    |
| Number per 1000 feet, Board Measure, 1s.                      |       |      |         |    |    |

I hereby certify that the above is correct and true in all its details.

(Signed,)

} *Master or Person*

having charge. Provincial Statute 3rd Will. IV. cap. 32, provides that any person wilfully violating any of the Regulations of the said Act, shall forfeit and pay the sum of Twenty Pounds.



CASH ACCOUNT of HARBOR DUES, per Contra.

Dr.

Cr.

|                      |                                 | £    | s. | d. | £    | s.   | d. | £    | s.   | d. |
|----------------------|---------------------------------|------|----|----|------|------|----|------|------|----|
| December 31, 1851... | To total Amount of Import Dues. | 1846 | 1  | 0  |      |      |    | 15   | 0    | 0  |
| do do ..             | do of Export do.                | 575  | 2  | 10 |      |      |    | 491  | 11   | 11 |
| do do do ..          | To Sale of Books of Bye-Laws..  | 1    | 18 | 2  | 2421 | 3    | 10 | 168  | 15   | 0  |
|                      |                                 |      |    |    |      |      |    | 68   | 15   | 0  |
|                      |                                 |      |    |    |      |      |    | 32   | 9    | 10 |
|                      |                                 |      |    |    |      |      |    | 46   | 17   | 6  |
|                      |                                 |      |    |    |      |      |    | 12   | 9    | 2  |
|                      |                                 |      |    |    |      |      |    | 10   | 3    | 2  |
|                      |                                 |      |    |    |      |      |    | 3    | 1    | 3  |
|                      |                                 |      |    |    |      |      |    | 1    | 13   | 4  |
|                      |                                 |      |    |    |      |      |    | 17   | 7    | 4  |
|                      |                                 |      |    |    |      |      |    | 5    | 0    | 0  |
|                      |                                 |      |    |    |      |      |    | 0    | 4    | 0  |
|                      |                                 |      |    |    |      |      |    | 5    | 1    | 3  |
|                      |                                 |      |    |    |      |      |    | 1    | 6    | 2  |
|                      |                                 |      |    |    |      |      |    | 3    | 0    | 9  |
|                      |                                 |      |    |    |      |      |    | 882  | 15   | 7  |
|                      |                                 |      |    |    |      |      |    | 3    | 10   | 8  |
|                      |                                 |      |    |    |      |      |    | 12   | 12   | 2  |
|                      |                                 |      |    |    |      |      |    | 1524 | 3    | 7  |
|                      |                                 |      |    |    | £    | 2423 | 2  | 0    |      |    |
|                      |                                 |      |    |    |      |      |    | £    | 2423 | 2  |

HUGH RICHARDSON,  
Collector and Harbor Master.

January 8th, 1852.



STATEMENT OF RECEIPTS and EXPENDITURE of HARBOR DUES, 1852.—(Continued.)

Dr.

Cr.

|                                                           | £   | s. | d. | £    | s. | d. | £ | s.   | d. |   |
|-----------------------------------------------------------|-----|----|----|------|----|----|---|------|----|---|
| 1852..                                                    |     |    |    |      |    |    |   |      |    |   |
| <i>Brought over</i> .....                                 |     |    |    | 219  | 5  | 4  |   |      |    |   |
| Repairs of Queen's Wharf—                                 |     |    |    |      |    |    |   |      |    |   |
| To paid Richard Tinning, repairing Wharf.....             | 15  | 19 | 10 |      |    |    |   |      |    |   |
| do do .....                                               | 13  | 2  | 7  |      |    |    |   |      |    |   |
| Printing Books, Advertizing, and Stationery—              |     |    |    |      |    |    |   |      |    |   |
| To paid Hugh Scobie, Books, Printing, and Stationery..... | 13  | 11 | 3  |      |    |    |   |      |    |   |
| do do, do, do .....                                       | 4   | 14 | 0  |      |    |    |   |      |    |   |
| do Armour, Stationery.....                                | 0   | 17 | 2  |      |    |    |   |      |    |   |
| do Patriot, Advertizing.....                              | 0   | 9  | 0  |      |    |    |   |      |    |   |
| Per Cash—                                                 |     |    |    | 10   | 6  | 0  |   |      |    |   |
| To paid petty Disbursements, as per P. C. Book.           |     |    |    |      |    |    |   |      |    |   |
| Salaries of Office—                                       |     |    |    |      |    |    |   |      |    |   |
| To paid Harbor Master, 12 months' Salary.....             | 225 | 0  | 0  |      |    |    |   |      |    |   |
| do Hugh Robinson, Deputy, 12 months' Salary .....         | 83  | 15 | 0  |      |    |    |   |      |    |   |
| Total Disbursements, 1852 .....                           |     |    |    | 308  | 15 | 0  |   |      |    |   |
| To Balance in Bank Upper Canada.....                      |     |    |    | 587  | 0  | 2  |   |      |    |   |
| Cash.....                                                 |     |    |    | 3950 | 7  | 7  |   |      |    |   |
|                                                           |     |    |    | 17   | 7  | 5  |   |      |    |   |
| Dec. 31                                                   |     |    |    | 4554 | 15 | 2  |   |      |    |   |
|                                                           |     |    |    |      |    |    | £ | 4554 | 15 | 2 |

HUGH RICHARDSON,  
Collector of Harbor Dues and Harbor Master.

December 31st, 1852.



STATEMENT of RECEIPTS and EXPENDITURE of HARBOR DUES, 1853—(Continued.)

Dr.

Cr.

|                                                    | £   | s. | d. | £    | s.   | d. | £     | s. | d. | £ | s. | d. |
|----------------------------------------------------|-----|----|----|------|------|----|-------|----|----|---|----|----|
| 1853.                                              | 190 | 9  | 9  | 2470 | 5    | 3  | 1853. |    |    |   |    |    |
| <i>Brought over</i> .....                          |     |    |    |      |      |    | 1851. |    |    |   |    |    |
| Light-house Expenses, &c.—(Continued.)             |     |    |    |      |      |    | do.   |    |    |   |    |    |
| To paid Parkes Brothers, making Buoys....          | 217 | 0  |    |      |      |    | do.   |    |    |   |    |    |
| do Ridout Brothers, mooring Chains, &c.            | 218 | 6  |    | 196  | 5    | 3  | 1852. |    |    |   |    |    |
| Salaries, Harbor Master and Deputy—                |     |    |    |      |      |    | do.   |    |    |   |    |    |
| To paid Hugh Richardson, Harbor Master....         | 252 | 1  | 8  |      |      |    | 1852. |    |    |   |    |    |
| do Henry Smith, Deputy Harbor Master.....          | 96  | 0  | 0  | 848  | 1    | 8  | do.   |    |    |   |    |    |
| Petty Disbursements—                               |     |    |    |      |      |    | 1853. |    |    |   |    |    |
| To Disbursements of Office, as per P. C. Book..... | 23  | 17 | 7  | 23   | 17   | 7  | do.   |    |    |   |    |    |
| Total Expenditure.....                             |     |    |    | £    | 3039 | 9  | 9     |    |    |   |    |    |
| To Balance in Bank of Upper Canada.....            |     |    |    | £    | 3039 | 9  | 9     |    |    |   |    |    |
| do of Cash, as per Cash Book.....                  |     |    |    | 4551 | 8    | 11 |       |    |    |   |    |    |
|                                                    |     |    |    |      | 11   | 12 | 9     |    |    |   |    |    |
|                                                    |     |    |    | £    | 7602 | 11 | 5     |    |    |   |    |    |

*Brought over* .....

MEMORANDUM.

Receipts—Import Dues .....

do —Export do .....

do —Import do .....

do —Export do .....

do —Import do .....

do —Export do .....

HUGH RICHARDSON,  
Accountant and Harbor Master.

J. G. CHEWETT,  
Chairman.

E. and O. E.  
Examined and Audited.

TORONTO, January 3, 1854.

13th January, 1854.



ACCOUNT of RECEIPTS and EXPENDITURE of HARBOR DUES, from the 1st day of January, 1854, to the 30th day of September, 1854.

Cr.

Dr.

|                                   |          | £                                                                                                         | s.  | d. | £ | s. | d. | £   | s. | d. | £ | s. | d.   |    |    |
|-----------------------------------|----------|-----------------------------------------------------------------------------------------------------------|-----|----|---|----|----|-----|----|----|---|----|------|----|----|
| <b>OFFICE EXPENSES.</b>           |          |                                                                                                           |     |    |   |    |    |     |    |    |   |    |      |    |    |
| January                           | 1, 1854. | To Craig, Joiner, fitting up of Office .....                                                              | 11  | 10 | 2 |    |    |     |    |    |   |    |      |    |    |
| do                                | do       | To Harris, Iron Work .....                                                                                | 0   | 7  | 6 |    |    |     |    |    |   |    |      |    |    |
| do                                | do       | To Oil Cloth for Hall .....                                                                               | 1   | 5  | 0 |    |    |     |    |    |   |    |      |    |    |
| do                                | do       | To Water laid on to House .....                                                                           | 3   | 0  | 2 |    |    |     |    |    |   |    |      |    |    |
| April                             | 1, do    | To Rent of Office, 1 Quarter 19 days, at £90 per annum .....                                              | 27  | 5  | 0 |    |    |     |    |    |   |    |      |    |    |
| July                              | 1, do    | To Rent of House and Office, 1 Quarter, at £90 do.                                                        | 22  | 10 | 0 |    |    |     |    |    |   |    |      |    |    |
| do                                | do       | To Jacques and Hay, Table for Commissioners Office .....                                                  | 7   | 17 | 6 |    |    |     |    |    |   |    |      |    |    |
| do                                | do       | To March, Painter, Sign-board and Office painting .....                                                   | 5   | 3  | 7 |    |    |     |    |    |   |    |      |    |    |
| September                         | — do     | To One year Tax on House .....                                                                            | 18  | 0  | 0 |    |    | 91  | 18 | 11 |   |    |      |    |    |
| <b>COMPENSATION FOR LODGINGS.</b> |          |                                                                                                           |     |    |   |    |    |     |    |    |   |    |      |    |    |
| do                                | do       | To Hugh Richardson, Harbor Master, compensation for 8 years and 8 months lodgings, at £33 per annum ..... | 107 | 5  | 0 |    |    | 107 | 5  | 0  |   |    |      |    |    |
| <b>ENGINEERS.</b>                 |          |                                                                                                           |     |    |   |    |    |     |    |    |   |    |      |    |    |
| do                                | do       | To W. Shanley, Engineer, for opinion on Harbor .....                                                      | 15  | 0  | 0 |    |    |     |    |    |   |    |      |    |    |
| do                                | do       | To R. Tully, Superintending Engineer of Work .....                                                        | 75  | 0  | 0 |    |    | 90  | 0  | 0  |   |    |      |    |    |
| <b>CONSTABULARY FORCE.</b>        |          |                                                                                                           |     |    |   |    |    |     |    |    |   |    |      |    |    |
| do                                | do       | To two Constables attendance at Queen's Wharf, 81 days, at 5s. per day .....                              | 40  | 10 | 0 |    |    | 40  | 10 | 0  |   |    |      |    |    |
|                                   |          |                                                                                                           |     |    |   |    |    |     |    |    |   | £  | 329  | 18 | 11 |
| <i>Carried over</i> .....         |          |                                                                                                           |     |    |   |    |    |     |    |    |   | £  | 7099 | 4  | 2  |
| <i>Carried over</i> .....         |          |                                                                                                           |     |    |   |    |    |     |    |    |   | £  | 7099 | 4  | 2  |

ACCOUNT of RECEIPTS and EXPENDITURE of HARBOR DUES, 1854.—(Continued.)

18 Victoriae.

Appendix (G.G.)

A. 1854.

Dr.

Cr.

|                                                                                               | £   | s. | d. | £    | s. | d. |
|-----------------------------------------------------------------------------------------------|-----|----|----|------|----|----|
| <i>Brought over</i> .....                                                                     | 329 | 18 | 11 | 7099 | 4  | 2  |
| LIGHTHOUSE, BUOYS, AND BEACONS.                                                               |     |    |    |      |    |    |
| To H. Piper, Repairing Lamps .....                                                            | 0   | 7  | 3  |      |    |    |
| To Ridout Brothers, Chains, Iron, Rope, &c. . . . .                                           | 3   | 15 | 10 |      |    |    |
| To Haigh, Tinnan, Repairs, Ventilator, Pipes, &c. . . . .                                     | 2   | 7  | 4  |      |    |    |
| To McGee, Repairs, Lamps, &c. . . . .                                                         | 0   | 17 | 6  |      |    |    |
| To Vane, Blacksmith, Grapple . . . . .                                                        | 0   | 6  | 3  |      |    |    |
| To Hutchinson & Black, Rope, Iron, Bunlin, Carvass, &c., for Beacons, Boat Sails, &c. . . . . | 6   | 18 | 5  |      |    |    |
| To Parkes Brothers, Buoys, Beacons, and Anchors . . . . .                                     | 20  | 6  | 0  |      |    |    |
| To Bostwick & Co., Lighthouse Stores . . . . .                                                | 0   | 16 | 6  |      |    |    |
| To Adams, Fitting Boat-Masts, Sails, &c. . . . .                                              | 6   | 5  | 0  |      |    |    |
| To Carr, Painter, Painting Boat, Buoys, &c. . . . .                                           | 5   | 18 | 9  |      |    |    |
| To Alexander Walker, Light keeper, 8 months Salary at £6 18s. 4d. . . . .                     | 53  | 6  | 8  |      |    |    |
|                                                                                               | 101 | 5  | 6  |      |    |    |
| PRINTING AND STATIONERY.                                                                      |     |    |    |      |    |    |
| To McClear, Printing and Stationery . . . . .                                                 | 5   | 14 | 0  |      |    |    |
| To Rowsell, Stationery . . . . .                                                              | 1   | 19 | 4  |      |    |    |
| To Leader Office, Advertisements . . . . .                                                    | 5   | 2  | 7  |      |    |    |
| To Colonel Office, Printing and Advertizing . . . . .                                         | 7   | 4  | 5  |      |    |    |
| To Globe Office, Advertisements . . . . .                                                     | 6   | 0  | 5  |      |    |    |
| To Patriot Office, do . . . . .                                                               | 5   | 17 | 10 |      |    |    |
|                                                                                               | 31  | 18 | 7  |      |    |    |
| DREDGING THE CHANNEL.                                                                         |     |    |    |      |    |    |
| To James Cotton, on account dredging 3466 yards, at 1s. . . . .                               | 173 | 6  | 0  |      |    |    |
| To A. Walker, Checking Clerk . . . . .                                                        | 5   | 2  | 6  |      |    |    |
|                                                                                               | 178 | 8  | 6  |      |    |    |

18 Victoriae.

Appendix (G.G.)

A. 1854.

|                                                                                                                                                                 | £    | s. | d. | £    | s. | d. |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------|------|----|----|------|----|----|
| <i>Brought over</i> .....                                                                                                                                       | 200  | 0  | 0  | 7099 | 4  | 2  |
| CONTRACT FOR EXTENDING QUEEN'S WHARF.                                                                                                                           |      |    |    |      |    |    |
| To Richard Fanning, Contractor, on Engineer's Certificate No. 5. . . . .                                                                                        | 12   | 0  | 6  |      |    |    |
| To repairs, Queen's Wharf, to Richard Fanning, . . . . .                                                                                                        | 212  | 10 | 0  |      |    |    |
| To Richard Fanning, on Engineer's Certificate No. 6. . . . .                                                                                                    | 255  | 0  | 0  |      |    |    |
| do, do, do No. 7. . . . .                                                                                                                                       | 212  | 10 | 0  |      |    |    |
| do, do, do No. 8. . . . .                                                                                                                                       | 290  | 6  | 11 |      |    |    |
| do, do, do No. 9. . . . .                                                                                                                                       | 102  | 0  | 0  |      |    |    |
| do, do, do No. 10. . . . .                                                                                                                                      | 206  | 0  | 0  |      |    |    |
| do, do, do No. 11. . . . .                                                                                                                                      | 400  | 0  | 0  |      |    |    |
| To Cash on Account Contract. . . . .                                                                                                                            | 1884 | 7  | 5  |      |    |    |
| PREMIUMS, ESSAYS ON HARBOR.                                                                                                                                     |      |    |    |      |    |    |
| To Professor Hinds, best Essay on Improvement of Harbors, being one-half of premium awarded, (City Council half) . . . . .                                      | 50   | 0  | 0  |      |    |    |
| To S. Fleming, Besuire, half 2nd premium . . . . .                                                                                                              | 37   | 16 | 0  |      |    |    |
| To K. Tully, Besuire, half 3rd premium . . . . .                                                                                                                | 26   | 0  | 0  |      |    |    |
| To Hugh Richardson, awarded him by the Commissioners, doubts being expressed whether in his Official capacity he could fairly compete for the premiums. . . . . | 75   | 0  | 0  |      |    |    |
| To Canadian Institute towards Printing the above. . . . .                                                                                                       | 25   | 0  | 0  |      |    |    |
|                                                                                                                                                                 | 212  | 10 | 0  |      |    |    |
| SALARIES OF OFFICE.                                                                                                                                             |      |    |    |      |    |    |
| To Hugh Richardson, Collector of Dues, Harbor Master, and Accountant, 8 months Salary, at £250 per annum . . . . .                                              | 166  | 13 | 4  |      |    |    |
| To Henry Smith, Deputy Harbor Master and Clerk, 8 months, at £120 per annum. . . . .                                                                            | 80   | 0  | 0  |      |    |    |
|                                                                                                                                                                 | 246  | 13 | 4  |      |    |    |
| <i>Carried over</i> .....                                                                                                                                       | 2984 | 17 | 8  | 7099 | 4  | 2  |



# RETURN

To AN ADDRESS from the Legislative Assembly of the 22nd instant, for copy of certain correspondence relative to Montreal Harbour.

By Command,

P. J. O. CHAUVEAU,

Secretary.

Secretary's Office,

Quebec, 30th November, 1854.

OFFICE OF THE BOARD OF TRADE,

MONTREAL, 12th June, 1851.

SIR,—I have the honor to enclose you, by request of the Council of the Board of Trade, a petition from that body to His Excellency the Governor General, praying that His Excellency may be pleased to establish a Police Force on the wharves of this city.

As the case is one of the greatest urgency the Council request that you will have the goodness to submit their petition to His Excellency, at the earliest possible period.

I have the honor to be,

Sir,

Your most obedient servant,

(Signed,)

ALEX. CLERK,

Secretary Board of Trade.

To the Hon. James Leslie,  
Provincial Secretary,  
Toronto.

*To His Excellency the Right Honorable James Earl of Elgin and Kincardine, Knight of the most Ancient and most Noble order of the Thistle, Governor General of British North America, and Captain General and Governor in Chief in and over the Provinces of Canada, Nova Scotia, &c., &c., &c.*

THE PETITION OF THE MONTREAL BOARD OF TRADE,

HUMBLY SHEWETH :

That your petitioners in common with the other mercantile establishments of this city, now suffer, and for a long time past have suffered from the want of a Police Force, for the protection of property on the wharves of the city.

That during the present season the evils resulting from the absence of such a force, have been increased in consequence of the number of vessels which have arrived in port, and the consequent demand for labor.

That the labourers now dictate to the trade, in what manner the vessels shall be discharged and loaded, and during what hours the work shall be continued, and if any attempt is made to act otherwise than is insisted on by them, the most riotous and lawless proceedings are immediately adopted and the lives of persons connected with the vessels endangered.

That on several occasions of late the captains and crews of American vessels have been grossly maltreated, in addition to having been compelled to pay for work in the expensive manner insisted on by the labourers.

That the employment of horses, which in many cases, is the most convenient method for hoisting goods is not permitted by the laborers, and no carter will grant the use of his horse for that purpose, under the threat that both he and his horse will be thrown into the water if they undertake to work.

That all attempts to obtain redress from the civic authorities have proved in vain, they asserting that they have nothing whatever to do with the wharves, and will not interfere in any disturbance that might take place thereon.

Wherefore your petitioners humbly pray, that Your Excellency will be pleased at as early a period as possible to establish a Police Force, consisting of a sergeant and twelve men, who shall be under the control of the Superintendent of Police, and that the funds for the payment of such force and the expense of maintaining the same, be contributed jointly from the surplus funds in the hands of the Trinity House and the Harbour Commissioners.

And, as in duty bound, your petitioners will ever pray, &c., &c., &c.

(L. S.)

(Signed)

HUGH ALLAN,

President Montreal Board of Trade.

Alexander Clerk,  
Secretary Board of Trade.  
Office of the Board of Trade,  
Montreal, 12th June, 1851.

MONTREAL, 27th June, 1851.

SIR,—Some time ago I placed a statement before the Board of Trade of this city, as to the treatment which two Captains of American vessels had met with from laborers on the wharves in Montreal, when some of the crew had been beaten severely, and the captains obliged to pay money extorted from them by these laborers through intimidation. These vessels were consigned to me, and after using all the authority I have as a Magistrate to obtain redress, I was satisfied that at present in this city, there is not the power necessary to interfere with this lawless violence. I returned last evening from Toronto, and the following facts were related to me by my nephew left in charge of my business.

The schooners "Pilgrim," "John Hancock" and "Oxford" came loaded with corn to me from Cleveland in Ohio, and were consigned to me to load back with Railroad Iron. As usual, the laborers, in settling, demanded more than double the amount of wages coming to them. Captain Lacy, of the "Pilgrim," remonstrated, they pushed him into his cabin, shut the door, and with a poker over his head forced him to give all the money he had. He came to my nephew for assistance, who got the police after a good deal of trouble, but none of the parties could be found. Captain Lacy, who is a small man, was walking the same evening on the canal wharf, alone, when a man came behind him and with a stick knocked him down, cutting open his head; others kicked him and struck him and blackened both his eyes; two of the crew of the same vessel were se-

verely beaten and maltreated. The captain of the "Hancock" gave the men anything they asked and so escaped out of the port without injury. The captain of the "Oxford" went and bought a revolving pistol and openly carried it in his hand declaring that he would kill any one who interfered with him in the quiet discharge of the duty he was bound to perform for his owners, and he also escaped from out port.

None of these vessels would return to our Port for any freight that I could offer. I had the honor of bringing this subject before you while in Toronto, and, I dare say the mere relation of the facts above stated are sufficient to induce some immediate action to stay proceedings so disgraceful, and which, if not stopped, will prove disastrous to the growing trade with the Western States, in the carrying on of which I and others engaged in it should be protected.

I am,

Sir,

Your obedient servant,

(Signed,)

JOHN YOUNG.

To Hon. J. Leslie,  
Provincial Secretary, &c.,  
Toronto.

SECRETARY'S OFFICE,

TORONTO, 3rd July, 1851.

SIR,—With reference to your letter of the 27th ultimo, I have the honor to inform you that Major Johnson has been ordered to Montreal with the Police Force under his command, there to put himself in communication with the Harbour Commissioners, for the purpose of aiding in maintaining the Peace in and about the Harbour.

He is at the same time authorized to engage such additional number of men as may be considered necessary for the emergency.

You will be pleased to lay this letter before the Harbour Commissioners.

I have the honor to be,

Sir,

Your obedient servant,

(Signed,)

J. LESLIE,  
Secretary.

John Young, Esquire,  
Montreal.

SECRETARY'S OFFICE,

TORONTO, 3rd July, 1851.

SIR,—I have to signify to you the Governor General's instructions, immediately on the receipt of this letter, to proceed to Montreal with the force under your command, and there to put yourself in communication with the Harbour Commissioners for the purpose of aiding in maintaining the peace in and about the Harbour of Montreal.

Should the number of men at present under your command prove to be insufficient for the above mentioned purpose, you are authorized to engage such additional number, as you, after consultation with the Harbour Commissioners,

may consider necessary, not exceeding in all 25, without previous communication with me, reporting your proceedings for His Excellency's sanction.

You are to inform your men that the present service will not extend beyond the season of navigation.

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

(Signed,)

J. LESLIE,  
Secretary.

R. B. Johnson, Esquire,  
Special Magistrate,  
Nicolet, L. C.

SECRETARY'S OFFICE,  
TORONTO, 3rd July, 1851.

SIR,—With reference to the Memorial of the Council of the Board of Trade of Montreal, of the 12th ultimo, I have the honor to inform you, by command of the Governor General, that Major Johnson has been instructed to repair to Montreal, with the Police force under his control, at present stationed at Nicolet, and to place himself in communication with the Harbour Commissioners, for the purpose of aiding in maintaining the peace in and about the Harbour.

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

(Signed,)

J. LESLIE,  
Secretary.

Hugh Allan, Esquire,  
President Board of Trade,  
Montreal.

NICOLET, 7th July, 1851.

SIR,—I have the honor to acknowledge yours of the 3rd instant, conveying to me the instructions of the Governor General that I should proceed to Montreal with the force under my command, and put myself in communication with the Harbour Commissioners, &c.

Which instructions shall be complied with as speedily as possible, and I will report my proceedings to you for His Excellency's sanction, as directed.

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

(Signed,)

R. B. JOHNSON,  
Special Magistrate.

To the Hon. J. Leslie,  
&c., &c., &c.  
Toronto.

MONTREAL, 10th July, 1851.

SIR,—I lost no time in reaching this city and communicating my arrival to the Harbour Commissioners. I had the advantage of an interview, yesterday, the 9th, with Mr. Try, the Chairman of the Commission, but I have not yet had the pleasure of seeing Mr. Young. I have this moment received an appointment on behalf of the Harbour Commissioners for 4 o'clock to-morrow (11th) afternoon.

In the meantime I have not been idle, and have secured the services of two very valuable men as constables, who will greatly aid me in selecting the men to be under them, and by their long residence in and knowledge of the city and its inhabitants. The great difficulty appears to be in procuring a station house, rents being very high in the neighbourhood of the river, and yet it is absolutely necessary to have one from whence the men on duty may be readily supported, if assailed on their posts either by day or night.

The occurrence of plunder, especially by night, has become so systematized, that attacks may reasonably be anticipated in the onset. It has been reported to me at the office of the Harbour Commissioners, that a merchant having found it necessary to set a watch by night, and the thieves finding his presence inconvenient, he was fired upon and part of his chin shot away.

Again, I have ascertained that Walter Martin, the Commander of the Ship "Britain's Pride," was risen upon, driven from his ship, and 111 bundles of hoop iron that he had landed on the wharf, were carried away, nor has he been able to trace any part of them.

Under these circumstances I shall feel it my duty to obtain a station house, although it was not named in your letter of the 3rd instant, assuring you that I will do my utmost to spare unnecessary expense; and trusting to the rent being afterwards sanctioned.

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

(Signed) R. B. JOHNSON,  
Special Magistrate.

The Hon. J. Leslie,  
&c., &c., &c.  
Toronto.

SECRETARY'S OFFICE,  
TORONTO, 31st July, 1851.

SIR,—I return you herewith, your letter of the 26th ultimo, relative to the arrangement proposed by you in regard to the River Police at Montreal, for the purpose of its being submitted to the Harbour Commissioners for their report or observations thereon.

I have, at the same time, to instruct you to swear in the men composing the said force under the Police Ordinance, 2 Vic., cap. 1, 2, whereby they will be enabled to act in case of need, beyond the limits of the harbour or City of Montreal as extended by the Proclamation of the 30th May, 1839.

I have the honor to be,  
Sir,

Your obedient servant,  
J. LESLIE,  
Secretary.

R. B. Johnson, Esquire,  
Special Magistrate,  
Montreal.



MONTREAL, 4th August, 1851.

SIR,—I have the honor to acknowledge yours of the 31st ultimo, received yesterday, and I have this day sworn in the men of the Police Force under my direction, in such manner as that their services may be available beyond the limits of the harbour or City of Montreal, and to the extent contemplated by the Proclamation of the 30th May, 1839.

I have this day ascertained that there is not likely to be any meeting of the Harbor Commissioners before Saturday the 9th instant, when the letter you were pleased to return to me, shall be submitted to the Harbor Commissioners for such report or observations as they may judge fit to make thereon.

I have the honor to be,

Sir,

Your most obedient humble servant,

(Signed,)

R. B. JOHNSON,  
Special Magistrate.

The Honble. J. Leslie,  
&c., &c., &c.  
Toronto.

MONTREAL, 9th August, 1851.

SIR,—I have the honor to inform you, with reference to your letter of July 31, that on the 7th August I enclosed my letter to you of the 26th July, "for the opinion and Report of the Harbor Commissioners," as directed, intimating to those gentlemen that I should consider it my duty to be in attendance upon their meeting of this day, with a view to answer any questions they might desire to put to me, either on the subject referred to in my letter to you of the 26th July, or on any other subject.

I placed myself accordingly in attendance, when a written communication was put into my hand by their Secretary, a copy whereof I now enclose.

I have the honor to be,

Sir,

Your most obedient humble servant.

(Signed,)

R. B. JOHNSON,  
Joint Inspector, &c.

The Honorable J. Leslie,  
&c., &c., &c.,  
Toronto.

(Copy.)

HARBOUR COMMISSIONER'S OFFICE,

SATURDAY, 9th August, 1851.

SIR,—I submitted to the Board your communication of the 7th instant, enclosing your letter to the Honorable James Leslie, Provincial Secretary, on the subject of the wharf Police; but, as they have not yet received any official com-

munication from the Government, or even a copy of the Bill, they must defer having any interview with you till then.

I am, Sir,  
Your's respectfully,

(Signed,) JOHN BADGLEY,  
Secretary.

Major R. B. Johnson, Stipendiary.

SECRETARY'S OFFICE,  
TORONTO, 25th August, 1851.

SIR,—I beg leave to call your attention to my letter of the 31st ultimo, returning your letter, of the 26th of the same month, relative to the arrangement proposed by you in regard to the River Police at Montreal, for the purpose of its being submitted to the Harbour Commissioners for their report or observations thereon.

You have not yet made any return to the above mentioned communication, and the information sought for by the Government is the more necessary, as the Harbour Commissioners seem to think that the number of men employed in the River Police is too great for the exigencies of the Harbour, as they remark that "three-fifths of the Water Police are exclusively employed on the Canal," &c.

You will be pleased to procure and transmit to me, without loss of time, the information desired by my letter of the 31st ultimo.

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

(Signed,) J. LESLIE,  
Secretary.

R. B. Johnson, Esquire,  
Joint Insp. and Supt. of Police,  
Montreal.

MONTREAL, 28th August, 1851.

SIR,—I have the honor to acknowledge your letter of the 25th instant, referring to a correspondence of the 26th and 31st ultimo.

I beg leave to remind you that it was not in my power to obtain any interview, or promised interview with the Harbor Commissioners before Saturday the 9th August, and when that day had arrived, I received a note from their Secretary declining to give me the promised interview, which note I had the honor of enclosing to you that you might not impute the delay to any neglect of mine. I afterwards received a very urgent note from the Secretary of the commission requesting a personal interview, and having waited upon him by appointment at the Hayes' House, he requested to withdraw the note of the 9th August, which was, I presume, on reflection, considered discourteous. I had, however, transmitted the copy to you, and we parted with an understanding that another and a very different letter would be sent me. On the 11th August (the Commissioners in the interim, having received a communication from you) I received a note proposing a meeting, which I attended.

During that meeting a letter was read as having been intended for myself, ut which, since the receipt of your communication they did not see fit to deliver,

nor indeed did they seem to consider report or observations (as called for by your letter of the 31st of July,) any longer requisite. The commission appeared exclusively occupied in considering by what means, and to what extent the charge for the Water Police might be averted from their Trust funds. I sometime afterwards requested and obtained possession of the letter which had been read to me at the meeting of the 11th, because it contained their authority for expenses which I had myself disbursed; how it came to bear the date of the 9th August, I felt no right to enquire. I have the honor to enclose you a copy.

I should here close this letter, already trespassing on your numerous duties, but for the remark that "three-fifths of the Water Police are exclusively employed on the Canal." Into the motives of that remark I do not presume to enquire, but it is my obvious duty to prevent you being misled by it.

In so far as there are always (night and day) 3 Policemen stationed on the banks of the Canal, and 2 at the Harbour, it would be correct; but I beg to apprise you that these perpetual Patrols constitute by far the smallest portion of the duties of the River Police, daily and nightly performed. I subjoin a detail of the duties performed by others (*not the five*) and have separated them in order that you may at one glance, see on what side the balance preponderates.

*Within the limits of the Harbour.*

At 6 o'clock, A. M., until eight. 1 constable, and 2 sub-constables to attend the arrival of the Quebec Steamer.

At 9 A. M. 1 constable and 2 sub do. to attend the Laprairie Boat until dispersion of the crowd, the cabs and the carters.

At 1 P. M. 1 constable and 2 sub do. to attend the Laprairie boat as before.

At 2 P. M. and until 4, 1 constable, 2 sub constables, to attend the arrival of Steamers at Bonsecours Market, from the intermediate ports between Quebec and Montreal.

At 5 P. M. 1 constable and 2 sub constables, to attend the Laprairie Boat until dispersion of all concerned.

At 11 P. M. and until midnight, 1 constable and 2 sub constables, to attend the arrival of the Laprairie boat, which though advertised to arrive at 9½, does not (as yet) arrive till these hours.

Occasional visits to the Steam Ferry Boats at the Cross.

Besides all sorts of disturbances to quell in the Taverns along the Harbour limits, and the frequent applications from captains of ships to recover deserting seamen.

*Within the limits of the Canal.*

From 7 o'clock, A. M. till 9, the Upper Canada mail boats.

From 7 o'clock, P. M. till 9, the Upper Canada mail boats.

I have while writing received a request from the Mayor of the city for a party of 12 to back the City Police to-night, which force was attacked and beaten by the populace after the close of the Circus last night. Under your late instructions to swear in the River Police for more general service, I have felt it my duty to comply. The Custom House has also needed our assistance.

I am happy to say that in spite of the press and other criticisms, all classes here seem to appreciate our services, but none appear willing to contribute towards their payment.

I have the honor to be, Sir,

Your most obedient humble servant,

(Signed)

R. B. JOHNSON,  
Special Magistrate.

(Copy,)

HARBOUR COMMISSIONERS OFFICE,  
MONTREAL, 9th August, 1851.

SIR,—I am authorized to acknowledge the receipt of your letter of the 7th instant, enclosing a letter addressed to the Civil Secretary by you on the 26th ult., in reference to obtaining authority for an increase of clothing and for an increase of the present force.

In reply I am authorised to say that as yet the Commissioners have no official information as to the duties which will devolve on them under the new Police Bill; not having yet received a copy of it, still the Commissioners have no hesitation in agreeing with you, as to the necessity of the force under your control obtaining the increase of clothing which you mention. As to an increase of the Police Force on the Canal, the Commissioners have to remark, that the limits of the Harbour only extend to the first lock on the canal; but as it is of the utmost necessity that the fire-wood and other business done on the canal near the locks should be protected, they recommend that an effort should be made to perform the duty required with the present force, and that if the experience of the present season should render a further increase necessary for next year, then it should be increased to such an extent as may be sufficient for the important duty required.

I am, Sir,  
Your most obedient servant,

(Signed) JOHN T. BADGLEY,  
Secretary.

Major R. B. Johnson,  
Special Magistrate,  
Montreal.

(Signed) R. B. Johnson,  
S. M.

HARBOUR COMMISSIONER'S OFFICE,  
MONTREAL, 20th August, 1851.

SIR,—I have the honor to acknowledge the receipt of your favor of the 10th instant, enclosing copy of an Act to provide for defraying the expense of the River Police at Montreal, and, also, informing the Commissioners of the Harbour Trust, that you had it in command from His Excellency the Governor General, "to direct, that, out of any money received for rates, tolls, and wharfage dues by the Commissioners for the improvement and enlargement of the Harbour of Montreal, and remaining in their hands after defraying all the special charges, out of the same, during such year, the said Commissioners do pay over to Major R. B. Johnston, in command of the River Police at Montreal, such sum as may be required to defray the expenses attending the employment of said Police; such payment to be made upon monthly pay-lists to be submitted by the said officer."

I am directed by the Commissioners to inform you that Major Johnson has presented the first monthly pay-list, a copy of which I now enclose, with reports on the duty performed. You will observe that the force consists of 22 constables, 2 constables and 1 chief constable, and the Superintendent. The rate of pay for this force has been agreed to by His Excellency the Governor General, before coming under the supervision of the Harbour Commissioners. The pay of this force, per month, is £169 19s. 6d., or £1,019 17s. for the period of navigation. This

sum has been paid, independent of clothing or other expenses, for which £94 9s. 1d. has been paid this month, and it is the opinion of the Commissioners that the whole cost for six months of navigation will not fall short of £1,200.

The Commissioners of the Harbour direct me to call your attention particularly to the fact that three-fifths of the Water Police are exclusively employed on the Canal (beyond the limits of the Harbour) and where the Commissioners having no right to collect any dues.

The Commissioners desire me further to represent that, under the tenth section of the Act of Victoria 13 & 14, cap. 97, they were empowered to borrow money to deepen Lake St. Peter, and, as security to the lenders, the whole surplus revenues of the harbour, after paying other charges, were placed at the disposal of the Commissioners for the payment of the interest of moneys so borrowed.

The said Water Police are not, therefore, specially appointed, for the Harbour of Montreal, they perform duty at the Canal, out of the limits of the Harbour, and are available at any time even out of the limits of the City of Montreal. Under these circumstances, the Commissioners of the Harbour do not think it advisable, that so large a sum as £1,200 should be taken out of the Harbour Revenues, and that such a sum cannot be taken from the Revenues of the Harbour, annually, without lessening to a dangerous extent, the ability and means of the Commissioners to go on with the improvement of the Harbour and maintain faith with those parties who have loaned and may still loan large sums of money for the improvement of Lake St. Peter, and the navigation of the St. Lawrence below Montreal, and who are not secure for either principal or interest by the guarantee of the Government, but whose only security is the tonnage dues on the shipping drawing ten feet of water, passing through the Lake, and the surplus Revenues of the Harbour, as provided by the Act 13 & 14 Vic., cap. 97. The Commissioners are well aware of the great benefit to the trade arising from the establishment of this Water Police, and are most anxious to do all in their power to render it effective; but for the reasons urged, they believe that the whole cost of the force cannot, in justice, be defrayed from the revenues of the Harbour. The Commissioners will, however, agree to pay the sum of £500, currency, out of the Revenues of the Harbour Trust; and suggest, that for any further amount necessary to defray the annual cost of the Force, they may be allowed to draw on the Receiver General.

The Commissioners of the Harbour will have great pleasure in advising with Major Johnson in relation to the force, and in auditing his accounts and in keeping statements of its proceedings, although this duty adds materially to the labour and responsibility which they now undergo in the management of the Harbour and in deepening Lake St. Peter.

The Commissioners will feel obliged by your attention to the above subject.

I have the honor to be,

Sir,

Your most obedient, servant.

(Signed,)

JOHN T. BADGLEY,

Secretary.

The Hon. James Leslie,  
&c., &c., &c.

HARBOUR OFFICE,

MONTREAL, 14th, December 1852.

SIR,—I have the honor, by direction of the Montreal Harbor Commissioners, to transmit to you herewith, for the information of His Excellency the Governor

General, the Annual Report of Chief Constable Bryan, also a supplementary report with reference to the Water Police under his command, for the past season, from which reports it is hoped His Excellency will observe, that the Force has been of great service to the public during that period.

I am also directed to state that the expense of that Force has been considerably less this year than last, while at the same time its efficiency has been greater, but that upon the point of expense I will be instructed to address you more fully hereafter, when the accounts for the year are closed, and transmitted according to law for His Excellency's information.

I am also instructed to request that the Commissioners may be permitted to publish the reports herewith transmitted for the general information of the public.

I have the honor to be,

Sir,

Your most obedient servant,

(Signed,)

JNO. GLASS,  
Secretary.

Honble. A. N. Morin, M. P.,  
Provincial Secretary,  
Quebec.

*Report of the Montreal Water Police Force for seven months ending 30th November, 1855.*

To the Harbor Commissioners of the Port of Montreal.

GENTLEMEN,—This being the second season of the employment of this Force, I take the liberty of stating, in as brief terms as I can, how far we have carried out your intentions in contributing to the public service.

The great usefulness of this Force and the necessity of its continuance during the period of the navigation, has now been fully established by the approbation of the Merchants, Traders, Captains of ships, the Custom House Department, Captains of steamers, and the citizens generally, who have all expressed the utmost satisfaction at the regularity, peace, and good order maintained by them. And in addition to the duties of the Port, I feel happy to state that the Force placed at my disposal has been sufficient to materially aid in the preservation of the peace in that part of the city lying adjacent to the Harbor and Canal, that the present tranquillity so apparent in St. Ann's Ward is partly owing to the presence and efficiency of this Force, having to deal with the most unruly portion of its inhabitants by day and night. Some of the worst characters have been arrested by my own hand and brought to justice.

The duties of this Force have been numerous, Captains of ships requiring them to bring back drunken and disorderly seamen to their duty, to prevent and detect deserters from ships, keeping laborers from extorting exorbitant wages by threats and intimidation; the Custom House require their officers protected in the exercise of their duties, Captains of steamers require order kept on landing their passengers and freight, and their boats kept clear of carters and a host of idle persons who crowd about our steamboat landings. Besides the ordinary duties, I had to keep up a constant and vigilant watch for nearly a month to prevent an attack being made on a Captain and his ship, by a party of laborers, who finding they were foiled in their scheme, fell upon the two policemen, who were specially employed to watch movements and beat them severely, for which three of them were arrested and brought to justice.

We have also assisted Lumber Merchants in recovering large quantities of timber which broke away from rafts coming over the Lachine rapids, and which were found secreted about the St. Mary down as far as Long Point.

Along the canal and basins between the harbor and Wellington bridge, I had frequently during the summer to bring out the whole force to suppress large assemblages of labourers who combined for the purpose of raising wages and deterring others from working.

We have to preserve the peace and keep order at that large wood mart near the Wellington bridge, that great resort of the idle and vicious; I have also assisted the Trinity House in enforcing their By-laws, been frequently called on by the Emigrant Agent for assistance, and occasionally attended the coroner and High Constable in the execution of their duties.

I would earnestly recommend that lights be placed on the line of Canal and basins as far as the Wellington Bridge, as stones have been thrown at Captains of barges and policemen on duty, and during the three last months of the season a great number of laborers are employed by the forwarding Merchants, who are frequently forced to work the entire night.

To all those parties alluded to, I respectfully refer the Board of Commissioners, to show the promptitude which I have at all times evinced, and with which I caused the force to act when duty required their services.

I subjoin a summary of the prisoners arrested by this force for the last seven months, from which it will appear that a great number of those taken into custody for drunkenness, must, if left to themselves, have lost their lives by falling into the river or canal, and as it was, twenty-three were actually pulled out of the water, and some of them with much difficulty recovered.

All which is most respectfully submitted.

*Summary taken from the daily Reports.*

|                                                            |            |
|------------------------------------------------------------|------------|
| Saved from drowning.....                                   | 23         |
| Arrested and taken before the Magistrates—for larceny..... | 33         |
| Assault and Battery .....                                  | 45         |
| Seamen deserting from different ships.....                 | 24         |
| Seamen drunk and absent from duty.....                     | 40         |
| Impeding and incommoding peaceable passengers.....         | 99         |
| Drunk and disorderly on the wharves and vicinity.....      | 86         |
| Attempting to rescue prisoners .....                       | 2          |
| Passing bad money.....                                     | 2          |
| Obtaining money under false pretences.....                 | 1          |
| Vagrancy .....                                             | 10         |
| <b>Total.....</b>                                          | <b>365</b> |

(Signed,) P. BRYAN,  
Chief Constable M. W. P.

Montreal, 3rd December, 1852.

*Supplementary Report of the Montreal Water Police.*

8th December, 1852.

Mr. Danver, Superintendent of freight &c., to the St. Lawrence and Champlain Railroad Company, reports, that great inconvenience is felt on the Island wharf, since the discontinuance of the Water Police, by the disorderly conduct of carters, &c, that goods have been stolen from the Company's shed on said wharf, and also requests that the temporary oil lamp at the south angle of the King's basin until the boat stop running at night.

William Rae, conductor of the American Express, reports that his horse and wagon were much injured by the wilful and reckless driving of some of the carters who frequent the wharf.

I see that beds have been emptied of filthy straw on the ramp leading to the Elgin Basin, I will try to prevent any recurrence of the same kind in future.

I put the lamp up in its usual place last night, and will continue to do so until the boat stops running. I will also be present on the arrival of steamers as long as they continue to run.

I made this report in case any complaint should reach the office of the Harbour Commissioners.

(Signed,) P. BRYAN,  
Chief Constable Montreal Water Police.

SECRETARY'S OFFICE,  
QUEBEC, 3rd January, 1853.

SIR,—I have the honor to acknowledge through you, the receipt of the Annual Report of the Chief Constable of the Montreal Water Police, and to state for the information of the Montreal Harbour Commissioners, that there is no objection to their publishing the said Report for the general information of the public.

I have the honor to be,

Sir,

Your obedient servant,

(Signed,)

E. PARENT,  
Assistant Secretary.

John Glass, Esquire,  
Secretary to the Montreal Harbour Commissioners.

HARBOUR OFFICE,  
MONTREAL, 5th January, 1853.

SIR,—I have the honor, by direction of the Montreal Harbor Commissioners, to transmit to you herewith to be laid before His Excellency the Governor General along with this communication, the annual reports of their Engineer and Superintendent of works in relation to the operations carried on in Lake St. Peter, the channel of the River St. Lawrence, and the Harbour of Montreal during the past season.

From these Reports it is hoped that His Excellency will observe that the operations have been carried on with energy, economy and success combined, but the Commissioners are desirous of drawing His Excellency's attention more particularly to the following facts in relation thereto:

1st. That the actual costs of the operation thus far is considerably within the original estimate.

2nd. That the actual cost of excavation is only 6½d. per cubic yard, while the cost of the same description of work in 1844-5 & 6, under the superintendence of the Board of Works, was within a fraction of 1s. 6d. per cubic yard.

3rd. That the channel in Lake St. Peter was deepened to the extent of 3 feet, and made 75 feet wide in the first season's operations, and a vessel taken through the same in the month of November, before witnesses, drawing that extra depth of water.



4th. That in the month of August of the second season's operations, the channel being then made 150 feet wide and of the aforesaid depth, was declared available for public use for vessels drawing that extra depth of water, viz. : 2 feet more than the water on the flats; that it is matter of certainty that vessels drawing that extra depth of water passed through it, and that it was used by all seagoing vessels drawing 10 feet of water and upwards throughout the Fall.

5th. That on the 18th November last the operations for deepening the channel to 4 feet more than the water on the flats were completed, and that the channel will be available for public use on the re-opening of navigation, for vessels drawing that extra depth of water.

6th. That the aforesaid improvements in the channel in Lake St. Peter, as well as at the other points named in the accompanying reports, have been effected at a cost, independent of outfit, of £20,077 4s. 1d., while on the other hand the Board of Works expended £38,267 7s., independent of outfit, in excavation that yielded no practical result.

Lastly. That the channel, according to present appearances, will be completed in November, 1854, from the foot of Lake St. Peter upwards, at a total cost, including large and ample allowance for loss upon the expenditure for outfit, of not exceeding £50,000; a sum which the Commissioners believe the public will eventually look upon as of no moment compared with the results which will flow from the improvements referred to; results which will be beneficial not only to the city of Montreal, but also to the whole Province lying above it.

The Commissioners, however, are not unaware that some of their fellow-citizens consider it questionable whether that expenditure, involving as it does a tonnage duty upon all vessels visiting Montreal, drawing ten feet of water and upwards, is for the advantage of the city or not. Those persons seem disposed to maintain that it would have been better to have allowed the channel to remain in its natural state than to have improved it at such a cost.

The Commissioners, I am instructed to say, differ entirely from that conclusion, and beg that they may be allowed to submit their views upon the question for His Excellency's consideration. In the first place it is well known that for a long period in the fall of the year the water on the flats in Lake St Peter falls to about 14 feet, and seldom rises above 12 to 13 feet, till the shipping season is over. It is also known that a vessel of 500 tons burthen (about the smallest vessel that can profitably compete with the class of vessels now employed on other rival routes, and have hence chosen as the fittest example to illustrate the present argument) can carry very little cargo in her when she has to pass through such shallow water. The consequence is the bulk of her cargo both inwards and outwards, has to be carried for her in lighters to and from Quebec, entailing a very heavy expense upon her owners and seriously crippling the other natural advantages arising from the position of this city. If then this necessity for employing lighters in the fall of the year can be done away with at a cost of a small tonnage duty, it seems clear, I am instructed to say, to the Commissioners, that the city of Montreal will be a gainer from it, provided the tonnage duty is less than is usually paid for lighterage; a point which seems to be clearly established by data, appended to this communication under the letter A, to which His Excellency's attention is respectfully invited.

The statement referred to has been made up with great care after consultation with many persons of high respectability conversant with the subject, and the results shown are that, supposing the channel in Lake St. Peter were not deepened, a vessel of 500 tons burthen, laden for Montreal would be obliged to discharge fully 600 tons of her cargo with even 12 feet of water on the flats, and that the cost of lightening the same from Quebec to Montreal even at the low rates of freight of last season would be fully £165, while on the other hand the

tonnage duty upon the same vessel passing through the improved channel with her whole cargo on board would be only at the present rate of tonnage duty £12 10s. showing a saving on trip of £152 10s. a saving which seems to be conclusive as respects the question under discussion. But it will be answered by objectors that the regular trader makes two voyages in the year, pays tonnage duties both voyages, and yet requires to use the improved channel only in the fall of the year. Granting this as true, it still follows that the vessel will be a gainer in the fall of the year, after deducting the dues for both trips of £130 as shown by the statement already referred to; and in the same manner it might be shown that the vessel would profit on her outward trip also, but it is considered unnecessary to multiply proofs where the case is so plain.

It is not, however, to this limited point of view that the Commissioners would wish to confine their examination of the question. On the contrary, in contemplating the benefits likely to result from deepening the channel, they consider themselves warranted in expecting that vessels of much larger tonnage than any hitherto used in the trade with Montreal, will be employed after the improvements are completed, and it is from this point of view that they expect the largest benefits to be realized, for it seems clear to them that if vessels of 800 to 1000 tons burthen can be enabled to reach Montreal throughout the season of navigation without the necessity of employing lighters or auxiliaries, and thus connecting with the large craft now employed in the inland trade with the West, that then the chief desideratum will be attained for enabling Montreal to compete with the most favored seaports elsewhere for carrying trade of that immense region, and that little else will be required to give permanence to her prosperity except the allowing of vessels of all nations to resort freely to her wharves in the pursuits of commerce.

With such views, and looking forward confidently to an increase of trade from the causes referred to, the Commissioners, I am instructed to say, have also thought it their duty to anticipate the actual necessity for increased harbour accommodation, and accordingly some months ago directed their Engineer, C. S. Gzowski, Esquire, assisted by T. C. Keefer, Esquire, to make a complete survey of the Harbor, for the purpose of ascertaining to what extent accommodation could be provided for the water borne traffic of the city. The survey has been completed, and the Commissioners hope in a short time to receive the report and plans of their engineer, which they will do themselves the honor of submitting, on receipt, for His Excellency's consideration. In the meantime, however, I am directed to remark that the survey has demonstrated that it is practicable to provide accommodation within the limits of the harbour for any probable increase of trade, at a cost which may be considered not excessive when compared with the importance of the interests at stake and the benefits to result from the expenditure.

I have the honor to be,

Sir,

Your most obedient servant,

(Signed,)

JNO. GLASS,

Secretary.

P. S.—I am also to request that the Commissioners may be authorized to publish this communication along with the accompanying reports, for the purpose of informing the public of their contents.

I have the honor to be,

Sir,

Your most obedient servant,

(Signed,)

JNO. GLASS,

Secretary.

## STATEMENT A.

A vessel of 500 tons burthen loaded with a full cargo for Montreal will draw on her inward trip about 15 feet nine inches, and will carry on an average about 600 tons of dead weight, or 1000 tons composed of weight and measurement goods together.

The same vessel drawing eleven feet of water (*i. e.*, low water on the flats,) would be little more than able to stand upright, the quantity of cargo on board would be so limited.

The same vessel drawing 12 feet of water might have on board 250 tons of dead weight, or 350 to 400 tons of weight and measurement goods together.

These facts have been ascertained from merchants well acquainted with the subject and from what may be considered the general rules of the case.

Reasoning then from the foregoing data, it follows that supposing the channel in the Lake St. Peter were not improved, the generality of 500 ton vessels loaded in full for Montreal, would have to lighten up in the fall of the year with even 12 feet of water in the lake (a foot more than often prevails) fully 600 tons of cargo composed of weight and measurement goods together, and it has been ascertained from merchants and other parties engaged in the business that the cost of doing so would be from 5s. to 6s. per ton all round, independant of the tonnage of the vessel.

Assuming then the rate of freight to average 5s. 6d. per ton all round, the cost of lightening 600 tons of cargo from Quebec to Montreal would be £165, while on the other hand the tonnage duty upon the same vessel passing through the improved channel in the lake with her whole cargo on board would be at the present rate only £12 10s, showing a net gain to the vessel from deepening the channel of £152 10s. on the fall trip, and deducting also the tonnage duty paid upon the spring trip inwards, (supposing the vessel to be a regular trader making two voyages in the year) the saving to the vessel would still be £130 upon the two inward trips.

But this is not the only saving, for to it must be added a reasonable allowance for damage done to cargo in the operation of transshipping, the cost of transshipping, and the expense arising from vessels being delayed by it, all which must involve a considerable expenditure.

The saving effected on the vessel's outward trips might be shown in like manner, but it is considered unnecessary to enlarge in detail upon so self-evident a point.

(Signed,)

JOHN GLASS,  
Secretary.

(Copy.)

*Report of Captain John Bell, Superintendent of Works.*

To the Montreal Harbour Commissioners,

GENTLEMEN,—As our operations for the season of 1852 are now closed, it becomes my duty to lay before you a statement of the amount of work done and the good effected.

In the first place the dredges were taken into the lake on the 19th May, but owing to the new boat not being ready, one of them only was kept at work until the 12th June, when the new boat started. From this until the 19th of the same month they were both wrought without intermission. On this day the main shaft of the new boat broke, which we could not get effectually repaired till the 30th of July. The Albion was chartered in her place, but owing to her want of power,

and the time she was absent with a broken bridge tree she did not work more than half the time we had her. I mention these things to point out to you the great detention and delay from unforeseen accidents which we had to contend with in the commencement of our operations this season. But notwithstanding those delays the two dredges have, up to the 18th November, or in 120 working days, removed 498,820 cubic yards, thereby forming a channel about 4 miles long, from a little above the lower light vessel to the iron buoy, of 150 feet in width, and thence to deep water about two miles long, of 180 feet in width with 4 feet more water in it throughout than what is on the flats.

The bar above the upper light vessel has also this summer been sufficiently removed to allow vessels to pass drawing 15 feet at low water. This improvement was effected by means of the "North America" and the "Harrow." This vessel commenced on the 4th of May, and finished on the 18th of June, making the channel about 200 feet wide and removing in that time about 44,000 cubic yards. When finished here, her crew was for some time employed in laying down the buoys on the side of the channel, placing 27 on the south side of the channel through the flats and three on the south side of the channel through the upper Bar.

Dredge No. 1, was also very much detained by the breaking of some parts of her machinery, but notwithstanding this, I commenced operations with her at "Isle Platte" on the 14th June, improving the channel which she made there last year, by deepening it 2 feet and increasing its width to 250 feet through the lower bar and 150 feet through the upper bar. To effect this she had to remove 15,000 cubic yards and it was finished on the 28th August. From this place I sent the vessel to Isle "De Lories" where she cut a channel through the bar there of 250 feet wide and 16 feet deep at low water, removing in that operation 1400 cubic yards and finishing on the 8th September. She was then removed up to the harbour of Montreal, where she continued to work until the close of the navigation, improving the channel entering the harbour with which she has not yet finished.

I may remark here that the improvement made upon the machinery and mode of working this dredge last spring, have enabled her to do double the amount of work in much less time than she took last year. I should recommend you to make still further improvements upon this vessel with the view of adapting her for lifting large boulders of which there are many yet in the harbour to be removed, a description of which improvements I will lay before you at any time you may require it.

The spoon dredge has not done so well as I expected her to do, principally owing to parts of her machinery being too slight for the hard excavation we had to contend with in the harbour; this I propose to remedy with your permission this winter by making certain improvements in her construction. She has, however effected some improvement in the harbour, more particularly the creek corner, the King's Basin, the Sydenham basin, and the upper side of the Island wharf, which could not have been effected by any other means.

In my letter to you dated the 11th December, 1851, I stated that by following certain plans a channel of 15 feet at low water could be had by the end of the season of 1852. I am now happy to be able to state that such a channel actually exists, with the exception of one small bar opposite the Victoria Pier, entering the harbour of Montreal, on which there is about six inches less of water than we now have in the channel through the lake. This can be removed in the early part of next summer by dredge No. 1, when the channel from the harbor to the foot of the Lake St. Peter, will be complete and safe for vessels to navigate drawing 4 feet more than the water on the flats. But as this fact appears to be by many doubted, I respectfully request that you will appoint some qualified persons to sound and examine the channel in Lake St. Peter and report thereon. This can be done

effectively on the ice as soon as the lake is frozen over, and the length and width of the channel at the same time accurately ascertained.

The plan for future operations in Lake St. Peter will greatly depend upon the width you intend to make it. For my part I should prefer a deep channel 300 feet wide, to a wider one containing merely sufficient water to float the vessel.

A channel of 300 feet wide and 16 feet deep at low water can be effected by our present means in two years. A channel 400 feet wide and 15 feet deep at low water can be effected in the same time. To obtain the first mentioned, I should in the spring when the water is high commence the widening of the present channel, and as soon as the water fell sufficiently to admit of our working in the present channel, I should begin to make it a foot deeper; A great portion of it could be put down to this extra depth before the fall vessels would begin to arrive, and they would thereby obtain the advantage of it.

But if the channel 400 feet wide were preferred, there would be nothing to do but to commence the widening of the present channel and continue it till finished.

As respects the channel from the lake to Montreal, it will be necessary some time next summer again to place dredge No. 1, at Isle Platte to widen the channel 100 feet through the upper bar and deepen the whole of it one foot more. But on the opening of the navigation I would recommend you again to place her in the harbor as there are many places about the lower wharves where deepening is much required, and where she could work to advantage while the water is high, and as the water falls she could commence and finish the improvement of the channel entering the harbor.

I may add in conclusion that the amount of material to be lifted by calculation to make the channel what it is now represented to be and the amount lifted by account agree within a very few yards, which proves that our method of working the dredges is perfect, that is to say that they leave nothing behind them which can cause obstruction.

I remain,  
Gentlemen,  
Your most obedient servant,

(Signed,) JOHN BELL.

(Copy.)

*Report of C. S. Gzowski, Esquire, Civil Engineer.*

MONTREAL, 18th December, 1852.

SIR,—On the withdrawal of the vessels engaged in the work of improving the channel through Lake St. Peter, and their removal to winter quarters, I have the pleasure of submitting for the information of the Harbor Commissioners a brief report of the operations during the last season and of the results attained.

The operations on the lake were commenced in the latter part of May, and prosecuted with the utmost energy during the entire season until the 18th day of November last. In addition to improving the channel in the lake, several other obstructions existing in the navigable channel between the lake and Montreal, have been removed and a great improvement effected within the limits of the harbour. For the detailed data as to the exact period at which the works were commenced and suspended, as well as to the kind of vessels employed at the different localities, I respectfully refer you to a very satisfactory report of Captain Bell,

The result of the operations up to the close of the season shows that a channel of four feet in depth and 150 feet in width has been made through the flats of Lake St. Peter, which extends from the lower floating light to the lower buoy, and 190 feet in width from the buoy to a point about 2 miles below it, embracing in all a distance of about 6 miles and admitting now of a passage through the lake for a vessel drawing four feet more water than the depth of water on the flats.

In addition to this the bar which existed above the upper light and which formed a barrier at the entrance of the channel, has been removed and a passage made through it 200 feet wide and corresponding in depth with that in the channel through the lake.

The shoals at "Isle Platte" have also been removed to an extent affording now a channel through both the upper and lower bars of the same depth, with that in the lake, and of not less width than 250 feet on the lower and 150 feet on the upper bar.

A shoal found to exist at "Isle de Lorier" has also been removed and a channel made through it 250 feet wide and 16 feet deep at low water. In addition to this, much serviceable dredging has been done in the Montreal Harbour, and the entrance to it so far improved that with but little more work next season an uninterrupted channel will be secured through the harbour admitting of vessels drawing 16 feet at low water.

The aggregate quantity of material removed at the different points, exclusive of that in the Montreal Harbour, is equal to 740,892 cubic yards.

The total amount expended since the commencement of the work, including preliminary survey, and all the outfit is £42,116 19s. 3d. The amount expended in actual operations, exclusive of the outfit, is £20,077 4s. 1d.

By a reference to the report made to the Harbour Commissioners by engineers appointed by them, to examine and report on the improvements to the navigation through Lake St. Peter, and the selection of a proper channel, it will be found that the cost of making a channel through the lake between the lower light and the lower buoy, 150 feet wide and 15 feet deep at low water, that is 4 feet deeper than the depth of water on the flats, was estimated at £22,313 5s 6d. The actual cost of operation being £20,077 4s. 1d., shows the work to have been done within the estimate and to a much greater extent than is even apparent, in the mere difference between the amount estimated and expended, as the sum paid for operation covers the expenditures at "Isle Platte," "Isle de Lorier" and the Harbour of Montreal, while the estimate was made for the work in the channel through the lake exclusively.

I attribute the result having done the work so much within the estimated cost to a due regard to economy in all arrangements, and to the active and vigilant supervision of the daily operations of vessels and machinery.

To show how the present expenditure and amount of work done, compared with that made in the straight channel under the Department of Public Works, I will draw your attention to the following extract from the report of Mr. Rubidge, Engineer in the service of the Department dated the 31st May, 1847, addressed to the Commissioner of Public Works, showing the result of the operations in the straight channel during the season of 1844, 1845 and 1846.

The report shows that the quantity of work done in the straight channel during those three seasons is 520,963 cubic yards, that the amount expended for outfit adding depreciations for three years service is..... £31,606 9 3  
And the actual cost of dredging 520,963 cubic yards is..... 38,267 7 0

making the total expenditure up to that period..... £69,877 16 3  
or a cost per each yard of earth dredged equal to 1s. 5½d. nearly.

The operations up to the close of the present (second)\* season under the

NOTE—Operations of the first season were not commenced until the month of July.

Harbour Commissioners show the quantity removed by dredging and rake to be 746,892 cubic yards, and the actual cost of doing that work to be £20,077 4s. 1d making the cost per yard 6½d. currency, or a fraction over one-third what it cost to do the work in the straight channel under the supervision of the Board of Works.

It is but right to observe that the future cost of the work will be proportionately less per yard, the outfit being now I may say almost complete and all in good working order, its cost will bear a less proportion to the actual quantity of material moved when the channel is made to its full width and depth, than when it is as now only one-third done.

Another point which, without assuming more than the result of the season's work entitles us to, is that the work has been tested and made use of, and that it has been most clearly and undeniably shown that vessels have passed through the new channel in the lake this season drawing more water than what they have even been known before to do. The width of the channel being only 150 feet is not yet quite sufficient to allow vessels much leeway while passing through it; but as long as vessels kept within its bounds they could pass through it drawing 2 feet more water up to the 17th November, and 4 feet more of water since that date.

The result of the operations of the two past seasons as to the quantity of work done and the expense incurred, with the certainty which now exists that a channel of 300 feet in width and 16 feet in depth at low water will be secured at the end of two seasons more, are in my opinion, additional evidences that the channel selected is the proper one, and that the final results will be fraught with very great advantages to trade.

I have the honor to be,

Sir,

Your obedient servant,

(Signed,)

C. S. GZOWSKI,

Engineer.

John Glass, Esquire,

Secretary Montreal Harbor Commissioners.

SECRETARY'S OFFICE,

QUEBEC, 10th January, 1853.

SIR,—I have the honor, by command of the Governor General, to acknowledge the receipt of your letter of the 5th instant, transmitting the Annual Report of the Engineer and Superintendent of Works, in relation to the operations carried on in lake St. Peter, the channel of the river St. Lawrence and the harbor of Montreal during the past season.

I am also to authorize the Commissioners to publish your letter and the accompanying reports for the information of the public.

I have the honor to be,

Sir,

Your obedient servant,

(Signed,

A. N. MORIN,

Secretary.

John Glass, Esquire,

Secretary to the Harbor Commissioners,  
Montreal.

HARBOUR OFFICE,  
MONTREAL, 4th February, 1853.

SIR,—I have the honor, by direction of the Montreal Harbor Commissioners, to transmit herewith for the information of His Excellency the Governor General, copy of a statement published in the "Herald" of the 3rd instant, as having fallen from the President of the Montreal Board of Trade, at a Special General Meeting of that body held on the 1st instant, with reference to a new Harbor Bill prepared by a Committee of that Board and then submitted for adoption.

The object with which that statement is submitted to His Excellency, is respectfully to enquire on behalf of the Harbor Commissioners, whether Mr Allan had any sanction whatever for stating as he did, a belief that the Government were ready to adopt the main feature of his new Bill as explained by himself in the statement herewith.

An early answer is respectfully requested.

I have the honor to be,

Sir,

Your most obedient servant,

(Signed,)

JOHN GLASS,  
Secretary.

The Hon. A. N. Morin,  
Provincial Secretary,  
Quebec.

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" The President then called the attention of the Board to the new Harbor Bill, drafted by a Committee of the Board. He stated that the details of management were not much changed, but the difference was chiefly in the principle of appointing the Commissioners. The present draft of the Bill, which he believed the Government was ready to adopt, proposed that the Commissioners hereafter be five instead of three, two to be elected by the Board of Trade, and two to be chosen by the Government, and one always to be the President of the Board of Trade.

Statement referred to in my letter to the Honorable A. N. Morin of date the 4th February, 1853.

(Signed,)

JOHN GLASS,  
Secretary.

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SECRETARY'S OFFICE,  
QUEBEC, 11th February, 1853.

SIR,—I have the honor to acknowledge the receipt of your letter of the 4th instant, written by direction of the Montreal Harbour Commissioners, and in reply to the enquiry therein made, I have to state that the new Harbor Bill referred to, not having been submitted to or seen by the Government or any member of it, no



opinion can have been expressed from that quarter, touching that intended measure or the main feature thereof.

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

(Signed,) A. N. MORIN,  
Secretary.

John Glass, Esquire,  
Secretary Harbour Commissioners,  
Montreal.

OFFICE OF THE BOARD OF TRADE,  
MONTREAL, 25th March, 1853.

SIR,—I have the honor to enclose a memorial to His Excellency the Governor General, from the Montreal Board of Trade, on the subject of an Act to regulate the Harbour of Montreal, and am directed to request that you will be pleased to present the same to His Excellency.

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

(Signed,) ALEX. CLERK,  
Secretary.

*To His Excellency the Right Honorable James Earl of Elgin and Kincardine, Knight of the most Ancient and most Noble order of the Thistle, Governor General of British North America, and Captain General and Governor in Chief in and over the Provinces of Canada, Nova Scotia, New Brunswick, and the Island of Prince Edward, &c., &c., &c.*

The Memorial of the Montreal Board of Trade, respectfully sheweth :

That immediately before the adjournment of the Legislature in November last, an Act was past "To provide for the improvement and enlargement of the Harbor of Montreal, and for the deepening of Lake St. Peter, and the improvement of the navigation of the St. Lawrence between the said points and for other purposes," and which contained provisions with the nature of which Your Memorialists had not previously been made aware.

That Your Memorialists, on becoming acquainted with the Act in question, found that several of its provisions were unsuited to the trade in general, and opposed to the commercial interests of this city.

That under these circumstances the Montreal Board of Trade, at a series of special general meetings of its Corporation, in which the various branches of commerce were fully and influentially represented, concurred in the adoption of a new Bill containing such alterations and amendments as they considered to be necessary, and also prepared a tariff of wharffages more suited to the requirements of this port. Which bill and tariff they transmitted to the Honorable the Inspector General on the 10th instant.

Wherefore Your Memorialists humbly pray, that Your Excellency will be pleased to take the premises into your favourable consideration, being deeply im-

pressed with the necessity which exists for immediate steps being taken to have the bill as amended passed into law, in order that the approaching spring trade may have the benefit of its enactment.

And Your Memorialists, as in duty bound, will ever pray.

(Signed,) HUGH ALLAN,  
President Montreal Board of Trade.

Alex. Clerk,  
Secretary.  
Office of the Board of Trade,  
Montreal, 25th March, 1854.

OFFICE OF THE BOARD OF TRADE,  
MONTREAL, 31st October, 1853.

SIR,—I am directed by the Council of the Board of Trade, to request that you will do them the honor of informing them whether it is contemplated by the Government to introduce to the Legislature during the next session of Parliament the new Bill "to regulate the Harbour of Montreal," recently prepared by this Board.

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

(Signed,) ALEX. CLERK,  
Secretary.

The Honorable A. N. Morin,  
Provincial Secretary,  
Quebec.

SECRETARY'S OFFICE,  
QUEBEC, 27th February, 1854.

SIR,—In reply to your letter of the 31st October last, requesting to be informed whether it is contemplated by the Government to introduce to the Legislature, during the next session of Parliament, the new Bill "To regulate the Harbor of Montreal," recently prepared by the Board of Trade of that city, I have the honor to acquaint you, for the information of the Board, that it is in contemplation by Government to place the Harbour under local control, and to apply the system of management provided by the Act 13 and 14 Vic. cap. 80, for the Harbour of Toronto to the Harbour of Montreal. A Bill having that object will be proposed in order that it may be submitted to Parliament.

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

(Signed,) P. J. O. CHAUVEAU,  
Secretary.

Alex. Clerk, Esquire,  
Secretary to the Board of Trade,  
Montreal.

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MONTREAL, 16th November, 1853.

SIR,—I take the liberty of bringing the following subject under your consideration.

I am chairman of the Harbour Commissioners of Montreal for the improvement of the harbour and deepening Lake St. Peter, and John Fry and Louis Marchand, Esquires, are my colleagues.

The Harbour Commissioners are authorized by statute to borrow money for the said improvements and the surplus revenue of the harbour is collateral security for same. The Commissioners, however, cannot expect to succeed in borrowing money unless the public have confidence in the skill, ability and prudence with which the works are prosecuted. It has been the practice of the Commissioners to instruct their Secretary to give from time to time the fullest information as to the progress of the works alluded to, and when the Commissioners have deemed it proper that such information should be communicated to the public, they have asked for authority to publish it.

On the 10th March, 5th May, 26th May, 24th and 25th June, 13th June, 2nd July and 31st October, the Secretary under authority of the Commissioners, addressed your department, to none of which communications has there ever been any reply.

I would beg respectfully to represent that the success of the works referred to is involved in the publication of the reports so asked for in the above letters, and therefore have directed your attention to the matter.

The Commissioners feel that their trust is one of great responsibility. They believe that their efforts will prove of great public importance and be successful, and that as they have now labored for more than three years without any remuneration whatever, they trust that every possible assistance will be afforded them in deepening the channel between Quebec and Montreal, and in further improving the harbour of Montreal.

I have the honor to be,

Sir,

Your most obedient servant,

(Signed,) JOHN YOUNG, M. P. P.,

Chairman of the Harbour Commissioners of Montreal.

To the Honble. P. J. O. Chauveau,  
Provincial Secretary,  
Quebec.

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SECRETARY'S OFFICE,

QUEBEC, 19th November, 1853.

SIR,—I have the honor to acknowledge the receipt of your letter of the 16th instant, received this morning, and to state in reply that the communication from the Harbour Commissioners of the 10th March last was immediately on its receipt referred to the Commissioners of Public Works for their action as a subject properly within their province.

The subsequent letters alluded to in your letter were also transferred to the same quarter.

I beg to add that I shall not fail to call the attention of the Chief Commissioner to the matter without delay.

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

(Signed,) P. J. O. CHAUVEAU,  
Secretary.

Honorable John Young, M. P. P.,  
Montreal.

(Translation.)

BOARD OF PUBLIC WORKS,  
QUEBEC, 23rd November, 1853.

SIR,—The Honorable the Chief Commissioner having examined the letter from the Honorable John Young, Chairman of the Montreal Harbour Commissioners of date the 16th instant, also the other letters and documents therein mentioned, and the statute (16 Vic. cap. 24,) with reference to the improvements to be made in the said Harbour, directs me to inform you that it is his opinion, that the Provincial Government has nothing to do with the publication of the Report referred to in these letters. The Montreal Harbour Commissioners are the only judges as to the expediency of the publication in question, and upon them must rest the responsibility.

The Chief Commissioner takes the liberty of suggesting, that, should you be of the same opinion a letter should be written to Mr. Young expressing the above view.

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

(Signed,) THOMAS A. BEGLY,  
Secretary.

To the Honble. P. J. O. Chaveau,  
Provincial Secretary.

SECRETARY'S OFFICE,  
QUEBEC, 24th November, 1853.

SIR,—I have the honor to inform you in answer to your letter of the 16th instant, that the Commissioners of the Montreal Harbour are to judge themselves of the propriety and expediency of publishing the Report alluded to, they being at liberty to do so if they think it fit under their own responsibility.

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

(Signed,) P. J. O. CHAUVEAU,  
Secretary.

Honorable John Young, M. P. P.,  
Montreal.

PUBLIC WORKS,  
QUEBEC, 28th November, 1853.

SIR,—In connection with the letter addressed to you from this office on the twenty-third instant, on the subject of the Montreal Harbour, I enclose to you herewith a copy of a Report by the Harbour Commissioners respecting the proposed improvement dated the sixteenth of last March.

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

(Signed,) THOMAS A. BEGLY,  
Secretary.

The Honble. P. J. O. Chauveau,  
Provincial Secretary.

*Report on the proposed enlargement of Montreal Harbour.*

MONTREAL, 28th January, 1853.

GENTLEMEN,—In obedience to your instructions dated the 7th January, 1852, we beg leave to submit the following upon “the best means of enlarging and affording ample accomodation in the Harbour of Montreal, for ocean ships drawing sixteen and seventeen feet of water.”

You suggested to us “the propriety of examining the ground lying between the foot of the current and the Lachine Canal, at or near the St. Gabriel lock, with the view of considering the propriety of constructing a ship canal to connect these points, and thus affording the means of building warehouses on each side of the canal,” and called for “a comparative statement of the value of the land, upon each side of the Canal when such work is completed, supposing the same could be disposed of for the erection of storehouses.”

A survey was therefore made, the result of which is shown upon the plan and profile herewith transmitted from the côte St. Paul and the St. Gabriel locks, by the route of Craig and Bonaventure streets to the Cross, and also to the outlet of Ruisseau Migeon.

The result of this survey proves, as might have been anticipated, the entire praictibility of extending the Lachine Canal through the town, and of forming basins upon which warehouses could be erected, so that the execution of this scheme is one of cost and expediency.

Three levels were carried through the town in order to ascertain which would be the most applicable to the profile of the route, viz : one from the level of the Canal water under each of the bridges at the côte St. Paul lock, at Brewster's basin, and at Wellington street.

The higher of these levels, that above the côte St. Paul lock, is too elevated to be made use of as an open Canal, as the water would in that case stand some twenty feet over the level of Craig street at the Hay Market. It might however be employed on account of the superior pressure it would afford, and the smaller pipe which could be used in the event of the water being taken through the town in cast iron pipes for the purpose of supplying basins formed below the Victoria road.

The second level, that from above the St. Gabriel Lock, would be the most economical one, as it would place the level generally in such a position as to call for the least excavation in forming the Canal through the town, but as it

would place the water line some ten feet over Craig street, it would be inconvenient for the street crossings, and would expose a great portion of the city to flooding in the event of a break or leak.

The third level, although more expensive in the excavation, is on all points the most desirable for carrying out the project of an extension through the town, for the following reasons.

By this plan the extension would leave the Lachine Canal at the Seminary basin, above Wellington street bridge, and passing to the north of the Lachine Railway terminus would thereby avoid this railroad which would not be the case if the departure were made above the St. Gabriel lock.

2nd. It would pass through the city with a water level about as high as Craig street at its intersection with St. Urban street, and involve the least inconvenience in the crossing of the streets.

3rd. This level could be connected with the river at Hochelaga Bay or at Ruisseau Migeon by means of two locks only, whereas any higher level would involve three locks, the lockage of which must be taken by every vessel coming into dock by this plan.

In addition to its great expense the Canal through the town however carefully constructed would seriously interfere with the drainage and sewerage of the city, it would injure existing cellars and cut off the whole of the present system of gas and water pipes, placing the business portion of the city upon an island, and to give sufficient width to moor vessels on either side, without obstructing the centre channel, a great width must be excavated, and some difficulty would be experienced to get rid of this large amount of excavation. We are not therefore prepared to recommend the adoption of this scheme and have not felt authorized to enter into the complicated and laborious estimates and plans necessary for the purpose, of even approximating to the cost of such an undertaking.

The principal reasons assigned in our instructions for this project are for the purpose of affording means of building warehouses on each side of the Canal. In short for accommodation similar to that which would be afforded by the upper Canal basin if deepened for the entrance of sea going craft,

In view of the probability that the great expense of and the many obstacles to continuous Canal extension, it became our duty to consider how far the above object might be secured, by carrying the necessary supply of water from a high level through the town in pipes, for the purpose of forming a reservoir to work docks placed on the vacant ground north of the Victoria road.

The construction of docks below the Victoria road to be worked by water brought under ground from the Canal, while it would meet the wants of the port, admits of a far more economical arrangement, and the whole plan is under much better control than would be that of the Canal extension. In the latter case the level of the docks below the Victoria road would be established, not by the ground on which they would be placed but by the particular level which was most adapted to passing the town, whereas by bringing down the required water in pipes any level which proves the most convenient and economical may be adopted. The best arrangement in this case would be to place the dock level, so that the excavation will be only what is required to make the surrounding embankments, and this condition of the ground determines the proper point for the dock entrance from the river. It is very desirable that the level of the docks should be no higher than is sufficient to place them beyond the reach of the highest winter flood of the river, and this is as near as possible the same level as that of the Canal basins at the mills, and will require two locks to maintain communication with the river.

In order to shorten the route place the docks as near the town as possible, and obtain the advantages afforded by Hochelaga Bay, the line from the côte St. Paul lock terminated at this bay, but the height of the natural surface opposite this

point calls for a water level at least as high as that above the St. Gabriel lock, and would therefore make three locks necessary for the connection with the river, the abruptness of the ground would make combined locks advisable and therefore every vessel would be subjected to additional lockage of one lock before she could be brought alongside of the warehouses, which latter would be placed, in this case, some ten feet higher than is necessary for the purpose of avoiding the river floods.

The survey therefore was extended down to Ruisseau Migeon, which route affords every choice of ground, and is admirably adapted for the construction of extensive and economical basins, approachable from the river with the least amount of lockage. The ground between the "cross" and Ruisseau Migeon for a distance of about three-fourths of a mile of the basins is the first that can be reached sufficiently low to admit of their economical construction and advantageous arrangement in relation to the river.

The locks would be combined and placed at the river bank, the entrance being nearly at right angles to the Quebec road, from which they would extend back in the same direction about one-fourth of a mile, and then turn up following the low ground running nearly parallel with the river at this distance. From the "cross" up the ground is too high for basins without the use of another lock, by means of which they may be brought as high up as Viger square, if found desirable.

The distance from the côte St. Paul back to Ruisseau Migeon is about  $6\frac{1}{2}$  miles, from the St. Gabriel lock, or the Seminary basin, about  $4\frac{1}{2}$  miles, to the "cross" the distance would be about three-fourths of a mile less. The shortest line of pipe which could be used for the supply of the basins would be taken from the St. Gabriel lock, and it would not be necessary to continue the pipe beyond the Victoria road, below which point an open conduit may be employed, if as probable, it proves the cheaper mode. This would call for about two miles of iron pipe, which as it would feed a strong reservoir need not be of larger dimensions than would supply the loss from evaporation, leakage, &c., and restore at night the reservoir head drawn down by lockage during the day.

The cost of carrying out this plan can only be determined by defining the amount of dock accommodations, and without going into details, we are of opinion that nothing in the way of additional accommodation, with the largest class of locks and the full depth of water could be effected short of an outlay of £100,000. Although the time may not be far distant when the construction of docks below the "cross" will be desirable, at present this site would be inconveniently distant and only valuable as an entrepôt, where goods from sea or inland to be forwarded up or down would change craft, and it would be removed from the Railway connections and the bridge which must be above the harbour.

Desirous of proposing some plan of Harbour enlargement which without involving so large an immediate outlay as that of the docks below the "cross" would be at the same time as capable of as great ultimate extension, and adaptation for all future wants, we turned our attention in the direction of Point St. Charles and the Canal basins. This neighbourhood being the most convenient for the lake and river craft, and about to be put in communication with the Railways connecting with the south, east and west, seemed the most desirable point for concentration of the seagoing trade. It also possesses the one great requisite for the proposed plan of elevated docks by which sea-going vessels can be brought alongside of permanent warehouses, namely a high water level immediately at hand.

It is known that the Board of Works have constructed the two locks between the basin at the mills and the Harbour with seventeen feet draught of water, for the purpose of allowing sea going craft to discharge at the basins below Welling-

ton street bridge. The lower basin has been excavated to this depth, but the upper one has not, and give only the ordinary Canal depth of ten feet. The lower one is small and being overflowed can have no permanent warehouses upon it. The upper one is deepened, possesses no accommodation for the sea trade, one side being taken up by the mills and the other required for the Canal craft.

The Lachine Canal locks have a length of two hundred feet, and breadth of forty-five feet, and although we may expect to see longer craft at our wharves before many years, the locks will pass any thing which has hitherto come from sea, and by converting them to the uses for which they were intended, the immediate outlay for longer docks will be avoided. The Board of Works may abandon their design of deepening the basin between the second lock and Wellington street bridge, and in fact this cannot be done without undermining the dock walls around this basin, but it is perfectly practicable without approaching injuriously near to these walls, to dredge a straight channel one hundred feet wide or more from the second lock to the proposed site for a graving dock, which it is to be presumed from the arrangement of the locks will be constructed to admit sea-going craft. This channel opened, deep draught vessels could be brought from the Harbour past all the mills, and from thence could be constructed into basins or docks formed either on the land in rear of the Emigrant sheds or in the river upon the Point St. Charles shoals. The latter plan has the advantage that it can hereafter be made independent of the Canal locks by the construction of others of the largest class connecting these new docks with the Harbour outside of Windmill Point, the outer wall enclosing these docks would not be available for warehouses on account of its exposure; but sufficient accommodation could be provided on the shore side, and upon interior division walls. There would be no excavation, no land damages, and deeper water and therefore lighter traction, than in the inland basins. This work can be constructed in sections as required, and by a wide Canal cut out of the river bank round Point St. Charles the whole inside frontage may be built up with warehouses protected by the width of the Canal and its outer break from ice shoves. This Canal may be extended to the channel between Nun's Island and the main shore, and by throwing an embankment across the foot of this channel and another below the outlet of the river St. Pierre, the intermediate space may be filled up with water forming a basin nearly one mile long and averaging almost half a mile, with the Nun's Island for breast work between it and the river. These embankments would be raised above the highest floods and would connect Nun's Island by two permanent bridges with the main shore, the waters of this channel would be turned outside of the Island, and although the level at the mouth of the St. Pierre river would be raised, it would still be under the ordinary winter level, and no important damage could accrue.

The cost of deepening the Canal basin from the second lock to the graving dock, which would be about £5000, should be borne by the Board of Works. The expenditure of the Harbour Commissioners would commence with the connexion of this basin with the new docks on the river and the construction of the latter. The route of this connexion would be through the large waste weir constructed by the Board which would simply be transferred further out and placed in the walls of the new docks.

The plan of the dock enclosure would be of the most economical, although efficient character. The walls of timber crib work (partly filled with earth) placed with a space between them which would be filled with puddled clay, would answer every purpose, and as in time the faces of this work above the water line become decayed, they may be cut away and a masonry wall resting on the timber under water be substituted.



We are of opinion that for about the sum of seventy-five thousand pounds an additional accommodation of from 15 to 20 acres of basins and docks room can be obtained.

We have the honor to be,  
Your most obedient servants,

(Signed,) C. S. GZOWSKI,  
“ THOS. C. KEEFER.

To the Harbour Commissioners,  
of Montreal.

HARBOUR COMMISSIONERS' OFFICE,  
MONTREAL, 2nd December, 1853.

SIR,—In accordance with instructions from the Harbour Commissioners, I have the honor herewith to transmit, for His Excellency the Administrator of the Government's consideration, a report adopted by them on the 30th ultimo, with reference to the improvement and enlargement of the Harbour of Montreal.

The object which the Commissioners have in view in submitting this report to His Excellency's consideration is respectfully to enquire whether Government will aid them in the way pointed out therein, provided that the public opinion of the Mercantile Body of this City should be unequivocally declared in favor of the projected improvements.

I am to add that if His Excellency's answer should be favourable, the manner in which the Commissioners would propose to consult the opinion of their Mercantile fellow citizens would be as follows: They would publish the report and such documents as they might deem it advisable to append to it, in all the leading Newspapers of the City; they would also forward copies thereof specially to the Montreal Board of Trade, and write that Body to declare its opinion thereon by resolution; and if its decision should be favorable, the Commissioners would then draw up a new Harbour Bill for His Excellency's consideration, making certain alterations in the existing tariff for the purpose of correcting a few errors which crept into it in its passage through Parliament, and also reducing the rate collected upon many descriptions of manufactures, as well as for the purpose of altering certain clauses of the Bill which appear to require revision.

I am to add that the Commissioners will consider it a favour to be informed of His Excellency's views upon the subject matter of this letter, and the Report connected with it, at the earliest possible day.

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

(Signed,) JNO. GLASS,  
Secretary.

Hon. P. J. O. Chauveau, M. P. P.,  
Provincial Secretary,  
Quebec.

(Copy)

MONTREAL, 20th November, 1853.

SIR,—The Harbour Commissioners having on the 23rd September last authorised me to communicate my views to them on the subject of enlarging and improving the Harbour of Montreal, and the best means of carrying the same into effect, I beg to place in your hands, for their information, the following report upon the subject.

The questions to be considered in relation thereto, appear to me to resolve themselves into the following:

1st. Is it necessary to increase the wharf accommodation of the Harbour?

2nd. If it is necessary, then where is it most expedient to provide that accommodation?

3rd. How can the funds required for the purpose be raised?

In reference to the first of these questions, I have no difficulty in my own mind in deciding that increased accommodation is required, and that it may be ruinous to the best interests of Montreal to delay making provision for the same until a pressure for the same shall arise. We have seen the effects of past improvements on the St. Lawrence both above and below the City. For instance, the opening of the St. Lawrence canals was followed by an expansion of the trade with the country lying West of us, and a great reduction in the rates of freight both upwards and downwards. Again the improvements thus far made in the ship channel between this city and Quebec, have been already followed by an increase of the sea-going tonnage trading with this Port, and a prospect of a great future increase seems also certain, provided we can only accommodate the large crafts which are already in the course of construction, and spoken of for the purpose of trading with Montreal. Let us recall to mind that the deepening of the ship channel in Lake St. Peter to 15 feet at low water was only completed in November, 1852, and yet what results have we already seen flowing from it? In the spring of the present year several vessels made their appearance at our wharves, of larger tonnage than were ever employed before in the trade with this city. I may allude more particularly to the "Sarah Mary" of about 1000 Tons per Register, and to the "Bannockburn" and "Water Lilly" of about 800 Tons each; and later on in the season, in fact at a period in the year when, previous to our operations in Lake St. Peter, none but small vessels could reach our Harbour with their cargoes on board, we had the "Sarah Sands" at our wharves, a steamer of about 1500 Tons burthen. These are gratifying facts, but yet not the most important that may be adduced with reference to the future destiny of Montreal, in connexion with the improvements in the navigation of the Lake and River that are to be carried on under the control and direction of the Harbour Commissioners. I would refer with still greater satisfaction to the fact, that many companies and enterprising individuals are now engaged in building sailing vessels of 700 to 900 Tons burthen, and steam propellers of 1750 to 2000 Tons and upwards, to be employed as Traders with this city in the course of the ensuing summer, some of which latter vessels, I am informed, will be 300 feet long. Such facts alone would, in my opinion, render it imperative on us to provide wharf accommodation on a larger scale than any that at present exists. But when we further take into consideration that it is entirely practicable to make the ship channel between our harbour and the sea twenty feet deep at low water (as proved by Mr. T. C. Keefer's report of 25th October last,) and that such depth, with a minimum width of 300 feet, may be attained, in about four years from the present time, and that, in all probability that improvement will be carried out without faltering or delay; I say, when we take these facts into consideration, the conclusion becomes inevitable that the largest vessels already named, will henceforth prove to be the minimum size of our regular traders, that larger vessels will be employed in many cases, and that the number of all such vessels will increase from

year to year to keep pace with the developement of the trade and resources of the boundless country lying on either side of the St. Lawrence, and the great inland seas above it.

If these views, with reference to the prospects of Montreal be correct, and if the facts I have named with reference to vessels of large tonnage being already in course of construction, to be employed next summer in trade with Montreal, be well founded, as I believe them to be, then I consider it my duty as a Harbour Commissioner to press my opinion upon the notice of my colleagues, that increased harbour accommodation is required, and that no time should be lost in asking the Government and the Legislature for authority and means to provide the same.

This brings me to the consideration of the next question, viz: Where is it most expedient to locate this new harbour accommodation?

Happily the Commissioners are not in the dark upon this question, for as far back as the 7th January, 1852, they directed Messrs. Gzowski & Kecer, Civil Engineers, to examine the harbour and report upon "the best means of enlarging and affording ample accommodation in it for Ocean Ships, drawing from 16 to 17 feet at low water," and at the same time "to examine the ground lying between the foot of the current and the Lachine Canal, at or near the St. Gabriel Lock, with the view of considering the propriety of constructing a ship canal to connect these points, and thus affording the means of building warehouses on each side of the canal, with a comparative statement of the value of the land to be acquired, and the probable value of the land on each side of the canal when such work was completed, supposing that the same could be disposed of for the erection of warehouses;" and those gentlemen, after a thorough survey and examination of the matter in all its bearings, reported on the 28th January, 1853, that they had arrived at the following conclusion:

"Desirous of proposing some plan of the harbour enlargement, which, without involving so large an immediate outlay as that of the Docks below the 'Cross' would be at the same time capable of as great, ultimate extension and adaptation for all future wants, we turned our attention in the direction of Point St. Charles, and the Canal Basins. This neighbourhood being the most convenient for the Lake and River craft, and about to be put in communication with the Railways connecting with the South, East and West, seemed the most desirable point for concentration with the sea-going trade. It also possessed the one great requisite for the proposed plan of elevated docks, by which sea-going vessels can be brought alongside of permanent warehouses, viz: a high water level immediately at hand.

"It is known that the Board of Works have constructed the two locks between the basin at the Mills and the Harbour with 17 feet draught of water for the purpose of allowing sea-going craft to discharge at the basins below Wellington Street Bridge."

"The lower basin has been excavated to this depth, but the upper one has not, and gives only the ordinary canal depth of 10 feet. The lower basin is small, and being overflowed can have no permanent warehouses upon it. The upper one, if deepened, possesses no accommodation for the sea trade, one side being taken up by the mills, and the other required by the canal craft.

"The Lachine Canal Locks have a length of 200 feet, and a breadth of 45 feet, and although we may expect to see longer craft at our wharves, before many years, these locks will pass anything which has hitherto come from sea, and by converting them to the use for which they were intended, the immediate outlay for longer locks will be avoided. The Board of Works may abandon their design of deepening the Basin between the second lock and Wellington Street Bridge, and in fact, this cannot be done without undermining the dock walls around the basin; but it is perfectly practicable without approaching injuriously near to these walls to dredge a straight channel 100 feet wide or more, from the second lock

“ to the proposed site, for a graving dock, which it is to be presumed from the arrangement of the locks, will be constructed to admit sea-going craft. This channel opened, deep draft vessels could be brought from the harbour, past all the mills, and from thence could be conducted into the basins or docks formed either on the land in rear of the Emigrant Sheds, or in the River upon the Point St. Charles Shoals. The latter place has the advantage, that it can hereafter be made independent of the Canal Locks, by the construction of others of the largest class, connecting these new docks with the harbour outside Windmill Point. The outer wall enclosing these docks would not be available for warehouses on account of its exposure, but sufficient accommodation could be provided on the other shore-side, and upon interior division walls. There would be no excavation, no land damages, and deeper water, and therefore lighter traction than in the inland basins. This work can be constructed in sections, as required, and by a wide canal cut out of the river bank, round Point St. Charles; the whole inside frontage may be built up with warehouses protected by the width of the canal and its outer bank from ice shoves. This canal may be extended to the Channel between Nun’s Island and the main shore, and by throwing an embankment across the foot of this channel, and another below the outlet of the River St. Pierre, the intermediate space may be filled up with water, forming a basin nearly one mile long, and averaging almost a half a mile wide, with Nun’s Island as a breast-work between it and the river. These embankments would be raised above the highest flood, and would connect Nun’s Island by two permanent bridges with the main shore. The water of this channel would be turned outside of the island, and although the level at the mouth of the River St. Pierre would be raised, it would still be under the ordinary winter level, and no important damage could accrue.

“ The cost of deepening the canal basin from the second lock to the graving dock, which would be about £5,000, should be borne by the Board of Works. The expenditure of the Harbour Commissioners would commence with the connection of this basin with the new docks in the river, and the construction of the latter. The route of this connexion would be through the large waste weir constructed by the Board which would simply be transferred further out, and placed in the walls of the new dock.

“ The plan of the dock enclosure would be of the most economical, although efficient character. Two walls of timber crib-work, (partly filled with earth,) placed with a space between them, which would be filled with puddled clay, would answer every purpose; and as in time the faces of this work above the water line become decayed, they may be cut away, and a masonry wall resting on the timber under water, be substituted.

“ We are of opinion, that for the sum of about £75,000 an additional accommodation of from 15 to 20 acres of basins and dockroom can be obtained.”

I have duly considered the report I have just quoted from, and have carefully examined the plans in connexion with it, and after mature reflexion I have come to the conclusion, that what Messrs. Gzowski and Keefer have recommended is the very best practicable plan that can be adopted, viz: the construction of docks in the River upon the Point St. Charles Shoals.

They have shown that in an engineering point of view, there are no difficulties that cannot be overcome, and that it is the most economical of all the plans that suggested themselves to their minds, for examination.

On the other hand, with reference to its eligibility in connexion with the commerce of the city, it appears to me to embrace every quality which the Harbour of Montreal demands. It would bring the largest sea-going vessels, and the largest inland craft together, it would afford room for warehouses, where their respective cargoes could be warehoused without cartage, and in the most economical way possible by machinery; moreover, it would connect both the sea-going and inland

vessels with the Grand Trunk Railway on Point St. Charles, and no doubt in time with all the other Railways in the country; thus affording a means of warehousing and transhipment, not to be surpassed for economical facilities in any harbour in the world.

But there is still another view of the matter, which carries great weight in my mind, which is this, that the bridge over the St. Lawrence, being as it will be, a section of the Grand Trunk Railway, will give that Company and those making use of the road, the choice of Portland or Point Levi as sea ports, and hence in my opinion it becomes all-important for the interests of Montreal, that the cost of transferring property from one mode or means of conveyance to another, should be reduced to the lowest possible point at which it could be done at either of the aforesaid places. That circumstance appears to me to be very important, for it is well known that the cartage of property, and the handling of it by manual labour, particularly the bulky staples of this country, add greatly to its costs in moving it from one place to another; and, in fact, I may add that the chief cause of Boston's securing so large a share of the trade of Canada, in spite of the competition of her more powerful rival, New York, is to be found in the former city possessing warehouses and railway tracks, so situated as to render cartage, with its attendant expenses, unnecessary; while New York is not so favourably situated.

Assuming then, that my colleagues will agree with me, as to the necessity of providing further wharf accommodation, as well as to the most eligible site for such improvements, I will now, in conclusion, briefly refer to the mode in which I think the funds might be raised, which would be required to carry the same into effect.

Messrs. Gzowski and Keefer, as already seen, estimate the cost of 15 to 20 acres of basins and dockroom, at £75,000, but I would propose to ask for authority to raise £100,000 for the purpose, so as to ensure an ample amount, and I would propose to raise it by Debentures, having a suitable time to run; and inasmuch as the improvements in question would be for the benefit of the Province generally, as much as for Montreal, I would ask the Government to guarantee on the Debentures, in the same manner as it has already guaranteed the interest on what has hitherto been borrowed for the construction of the wharves that now exist. If Government should agree to this, then a Bill should be presented to the Legislature at its next session, with the sanction of Government, and, if passed, the works should be commenced as early as practicable next spring or summer. But if Government refuse the guarantee referred to, I would still recommend the procuring of an Act from Parliament to authorise the borrowing of the money.

I may add before concluding, that it has not escaped my attention that a very large extension of the present harbour accommodation must be made in the course of time in the direction of Hochelaga Bay. The trade in firewood and sawn lumber is rapidly increasing, and should the Montreal and Bytown Railway be constructed, and made to pass out of the city by the East end of the mountain, it appears to me, that in that case Hochelaga Bay will become a large shipping point for the lumber and wood goods that would arrive from the Ottawa, thereby necessitating a large increase of wharf accommodation in that direction. But, although this may be found necessary in the course of time, yet, from the fact that no warehouses can be erected there, and made secure from ice shoves in winter, any more than in the present Harbour, it in no way detracts from the necessity which I believe to exist for the construction of docks upon the Point St. Charles Shoals, in connexion with which suitable warehouses to any extent could be erected.

Hoping that my colleagues will see fit to concur in these views, and adopt my report.

I am, Sir,

Your obedient servant,

(Signed)

JOHN YOUNG,

Chairman Harbor Commissioners.

(Signed)

JOHN GLASS, Secretary.

A true copy.

HARBOUR COMMISSIONERS' OFFICE,  
MONTREAL, 15th December, 1853.

SIR,—With reference to my letter of the 2nd instant, I have the honor to state, by direction of the Harbour Commissioners, that they would like to be permitted to publish said letter, and the report which accompanied it, without further delay, as they consider that no time should be lost in making the Public acquainted with what they have decided on with reference to the extension of the Harbour.

I have therefore to request that you will be good enough to inform me at the earliest possible day and by telegraph, if not inconvenient, whether Government have any objection to the documents referred to being published forthwith.

I have the honor to be,

Sir,

Your most obedient servant,

(Signed,)

JOHN GLASS,

Secretary.

Hon. P. J. O. Chauveau,  
Provincial Secretary, Quebec.

SECRETARY'S OFFICE,  
QUEBEC, 19th December, 1853.

SIR,—In reply to your letter of the 15th instant, I have the honor by command of His Excellency the Administrator of the Government, to inform you that the Harbour Commissioners are at liberty to publish your letter of the 2nd instant, and the report accompanying the same, and hereafter to use their discretion in publishing similar documents, when public interest shall require it to be done, without delay, under their own responsibility.

I have the honor to be,

Sir,

Your obedient servant,

(Signed,)

P. J. O. CHAUVEAU,

Secretary.

John Glass, Esquire,  
Secretary to Harbour Commissioners, Montreal.

HARBOUR COMMISSIONERS' OFFICE,  
MONTREAL, 16th June, 1854.

SIR,—I have the honor to transmit herewith copy of certain resolutions adopted by the Harbour Commissioners of Montreal, on 14th instant, with reference to increasing the accommodation in the harbour for seagoing vessels, and I am instructed to request that you will be good enough to take the earliest opportunity of submitting the same to His Excellency the Governor General for consideration.

By the resolutions referred to, you will observe that the Harbour Commissioners and the Board of Trade concur in the expediency of enlarging the Harbour, and also as to the manner in which it ought to be done; but before the

work can be commenced it will be necessary to get an Act of Parliament authorizing the same to be constructed and money to be borrowed for the purpose.

It is also suggested, in the resolutions, that the interest on the sum to be borrowed should be guaranteed by the Province in accordance with the principle already applied to all previous loans made for the construction of wharves in the Harbour of Montreal, (clause 22nd, Vict. 16, cap. 24, the only exception to the rule being as yet not acted upon) by which means money might be procured in England at perhaps 5 per cent. while on the other hand if the guarantee of the Province is not given it will limit the Commissioners to the money market of Montreal alone, and consequently will oblige them to borrow at 7 to 8 per cent. per annum, as proved by experience in borrowing for the improvement of the ship channel in Lake St. Peter.

It may perhaps be as well to add that if the £60,000 proposed to be raised for the wharf in question, can be borrowed at the rate of 5 per cent. per annum, it would add but £3,000 a year to the charges now defrayed out of the revenue of the Harbour, an extra charge which could be met without generally increasing the dues now levied upon the vessels and their cargoes.

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

(Signed) JNO. GLASS,  
Secretary.

Honble P. J. O. Chauveau,  
Provincial Secretary,  
Quebec.

Resolutions adopted by the Harbour Commissioners of Montreal, on Wednesday the 14th June, 1854, respecting Harbour improvements.

The Harbor Commissioners of Montreal, having had under consideration the following resolutions adopted by the Council of the Board of Trade, on the 13th inst., to wit :

*Resolved*,—"That the previous recommendations of this Board with reference to the increased accommodation in the Harbour of Montreal, be again pressed upon the Harbour Commissioners, and that they be requested to apply for the necessary Legislative power to carry them into effect, more especially as regards the wharfing of the shoals opposite to the upper wharves, and the Board would assure the Commissioners of their readiness to co-operate with them in their endeavours to attain this important object."

And having duly deliberated thereon, the Commissioners resolve as follows :

1. That they concur with the Council of the Board of Trade as to the expediency of making immediate arrangements for wharfing the shoals opposite the wharves now used for the accomodation of sea-going vessels.

2. That it is expedient to make immediate application to Parliament, provided the Government consents, for authority to borrow the sum estimated to be necessary for carrying out the said improvement, viz : sixty thousand pounds.

3. That it is expedient to ask Government to guarantee the interest upon said sum of money, considering that the Province is bound for the interest upon all sums hitherto borrowed and expended for the construction of the wharves in the Harbour, and further that such guarantee would add nothing to the actual expenditure of the country, while on the other hand it would enable the Commissioners to borrow money in England, on much more favorable terms than it could be borrowed in this country without such guarantee.

4. The Secretary is hereby instructed to forward a copy of these Resolutions to the Honorable the Provincial Secretary, and to request him to lay the same before His Excellency the Governor General for consideration with the least delay possible.

A true copy,

(Signed)

JNO. GLASS,  
Secretary.

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HARBOUR COMMISSIONERS' OFFICE,  
MONTREAL, 24th January, 1854.

SIR,—I have the honor by direction of the Harbour Commissioners, to transmit herewith a copy of resolutions recently adopted by them with reference to a new organization of the Harbour Board.

You will observe that two important changes are recommended therein, viz: first, that the Board should consist of five instead of three members; and second, that the Board of Trade should be allowed to elect two members annually as part of the five, the remaining three to be appointed by Government as hitherto.

I am to request that you will lay these resolutions together with this letter before His Excellency the Administrator of the Government and that you will favor me with his views thereon as early as convenient, as, if favorable, the Commissioners will embody the principles in question in a new Bill which they are preparing for the consideration of Government, to be submitted, if sanctioned, to Parliament at its next session.

I have the honor to be,

Sir,

Your most obedient servant,

(Signed)

JNO. GLASS,  
Secretary.

Honorable P. J. O. Chauveau,  
Provincial Secretary, Quebec.

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*Resolutions adopted by the "Harbour Commissioners of Montreal," 14th January, 1854.*

1. Whereas it is found from experience that three Commissioners form an inconveniently small number to attend the greatly increased duties of the Board; Therefore resolved that it is expedient to represent to Government that five Commissioners be a more desirable number.

2. And whereas in the opinion of this Board the merchants of this City are deeply interested in the good government of the Harbour, and the general policy which ought to prevail with reference to its extension and improvement.

Be it further resolved, that it is expedient to represent to Government that it might be attended with many advantages to allow the mercantile community to exercise a direct influence over the business of the Board, and that the fittest mode of giving effect to that principle would be to confer upon the Board of Trade the right of electing two members annually to sit with the three members



appointed by Government and the whole to form a Board for the general management of Harbour affairs.

A true copy of the original.

(Signed,) JNO. GLASS,  
Secretary.

SECRETARY'S OFFICE,  
QUEBEC, 27th February, 1854.

SIR,—Adverting to your letters of the 2nd December and 24th January last, the first transmitting, for the consideration of His Excellency the Administrator of the Government, a report adopted by the Harbour Commissioners of Montreal with reference to the improvement and enlargement of the Harbour, and the latter copy of resolution recently adopted by them with reference to a new organization of the harbour Board.

His Excellency commands me to state for the information of the Commissioners, that he is of opinion that before sanctioning the adoption of any important improvement in the Harbour of Montreal, the effect of which would be to impose charges upon the trade of the City, it would be expedient that the Harbour should be placed under local control. His Excellency is further of opinion that the system of management provided by the Act 13th and 14th Vict., chap. 80, for the Harbour of Toronto, should be applied to the Harbour of Montreal, and he has directed a Bill, having that object, to be prepared, in order that it may be submitted to Parliament.

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

(Signed,) P. J. O. CHAUVEAU,  
Secretary.

Jno. Glass, Esquire,  
Secretary Harbour Commissioners,  
Montreal.

HARBOUR COMMISSIONERS' OFFICE,  
MONTREAL, 6th March, 1854.

SIR,—I have the honor to acknowledge the receipt of your letter of the 27th ultimo, in which you state, for the information of the Harbour Commissioners of Montreal, that His Excellency, the Administrator of the Government, is of opinion that the system of management provided by the Act 13 and 14 Victoria, cap. 80, for the Harbour of Toronto, should be applied to the Harbour of Montreal, and that he has directed a Bill, having that object, to be prepared, in order that it may be submitted to Parliament. The provisions of that Act are as follows:—That the Board consist of five persons, two of whom are appointed by the City Council and two by the Board of Trade, and the Governor appoints the fifth upon the recommendation of the majority of said four, or shall appoint him without such recommendation on the majority reporting that they cannot agree upon the person to be recommended.

In reply, I am directed by the Commissioners to state, for His Excellency's information, that they regret that he has not only rejected the plan which they

recommended for adoption, but has, on the contrary, adopted a project which they consider open to very decided objections, and more especially, as likely to have the effect of introducing political passions and enmities into a Board which ought to be kept entirely free from them, and the members of which ought to be selected upon any but political grounds.

Refraining, however, from further referring to the merits of His Excellency's project, the Commissioners will, for the present, limit themselves to representing respectfully that, in their opinion, the present time is not opportune for effecting so great and radical a change in the system of managing the affairs of the Harbour of Montreal, a system which has existed since the reign of George IV, and has worked well and borne excellent results down to the present time, as manifested by the well-constructed works in the harbour, and by the success of all other works which have been undertaken under it. The first reason they would advance for this conclusion is that it would be neither fair nor just to themselves to carry a project into effect that would necessitate their retiring before they had completed the all-important work which they are engaged in, a work which they initiated and which they have thus far directed and controlled with signal success, viz: the deepening and improving of the ship channel in Lake St. Peter and the River St. Lawrence, between Montreal and Quebec. As the carrying out of His Excellency's project would inevitably be attended with that effect, they cannot believe that he is fully aware of the history of the great works alluded to, and the circumstances under which it was begun by the present Commissioners. They consequently deem it expedient that a few of the leading facts connected with it should be laid before His Excellency, in order to show that so long as they are inclined to retain their positions and as hitherto, perform the duties attached to them without fee or reward, they, at the same time, have a claim, founded in justice and honor, to be allowed to do so till the great work referred to is brought to a final completion, unless it can be shown, after a full and impartial investigation, that they are unworthy to be entrusted any longer with its direction and control.

In the first place then, the Commissioners would respectfully call His Excellency's attention to the facts, that the deepening of Lake St. Peter, was originally undertaken as a Government Work, and that after some years labor and an expenditure of about £90,000, the work was abandoned by decision of the House of Assembly as a failure and a fruitless waste of Public money. Nothing was then effected for some years towards deepening a ship channel in Lake St. Peter, notwithstanding that many influential citizens of Montreal exerted themselves to resuscitate the work. At length the Hon. John Young, now Chairman of the Commissioners, proposed a plan to the Hon. W. Merritt, then Chief Commissioner of Public Works, by which the necessary funds could be procured for carrying on the undertaking without Government aid or one iota of the public money of the Province. The Government of the day concurred in this plan of Mr. Young's, and an Act of Parliament was accordingly procured conferring on the present Commissioners, power to borrow the money for the works and to carry it out in such manner and direction as they should see fit. Mr. Young and his colleagues took the matter in hands heartily, and after much patient investigation, aided by the most experienced engineering talent which they could procure, adopted a plan of operations which differed fundamentally from that previously pursued by the Government and the wisdom of which they consider has been fully manifested by the signal and unqualified success which has attended their exertions. The details of that success need not be here recapitulated, for they have been communicated to Government yearly since the works were commenced. It will suffice therefore to remark that they were begun in July, 1851, and that at the end of the same season the Commissioners took a vessel through the deepened channel, drawing two feet more than the water on the "flats;"

and that again in August last they took the barque *California* through the same improved channel drawing four feet more than the water on the "flats," and that by the end of the same season (as shown by Capt. Bell's report, now in the hands of the Government) the channel was deepened to five and a half feet more than the water on the "flats," through about five-sixths of its length. These are facts which cannot be controverted or denied.

Again, the works are now at a very critical turning point, that of striking into a course for obtaining a channel of twenty feet draught at low water, by the end of the summer of 1856, and for which the sum of £13,000 will require to be borrowed in May or June next; and the Commissioners are of opinion that it would be attended with much embarrassment and wasteful expense, if anything happened at such a juncture either to cause their own resignation, or to disorganize the force of able and experienced men in their employ; in fact, judging from past experience it might have the effect of suspending the progress of the works for years to come.

The Commissioners wish His Excellency to understand that they have no personal interests to serve in urging these views upon his attention. Their time and exertions, as is well known, are devoted to this great work without fee or reward, as has been already stated, and their duties and responsibilities are onerous. But they feel that they owe it to the public and more especially to that influential section of the community who have contributed the means which were required to carry on the work thus far, not to relinquish the direction and control of a work on which so much depends, without before hand, pointing out to His Excellency the probable effects of interruption and thereby as they conceive giving the parties interested a claim upon the Province for any untoward consequences that may ensue from the carrying out of His Excellency's project at the present time.

Again, as regards themselves, they think it as well to repeat that they consider themselves in honor and justice entitled to hold their positions, if they are desirous of doing so, until the great work referred to is completed, unless as already said they should be found, after a full and impartial investigation, unworthy of being further entrusted with its direction. The work was begun by them without Government aid or patronage, it has been successfully carried out thus far under the same state of things, and when carried to completion it will be one in which they will feel a just pride, and will consider themselves entitled to enjoy any credit that may result from its accomplishment.

Next, as to the question of increased harbour accommodation on which His Excellency's project is made to rest, that in the opinion of the Commissioners, is quite subordinate to the deepening of the ship channel alluded to; for in fact the demand for increased accommodation must depend on the accomplishment of that more important work. The Commissioners have no doubt they will be able to find room for the next year or two for all the vessels that will arrive, without any very large outlay of money, and without increasing any of the burthens upon the trade of the City. Any large scheme for improving the Harbour can therefore lay over in abeyance, until the public mind has become more settled as to the nature and direction which such improvement should take, or until it becomes convinced that to secure to Montreal the position which she ought to occupy as the central entrepôt of the Canadian trade, something more than the simple wharves which have hitherto sufficed are demanded.

In conclusion I am again to point out respectfully to His Excellency that the foregoing observations are not made with reference to the merits of the project which he has seen fit to adopt, but, on the contrary, with the view of showing that the time chosen by His Excellency for bringing about so great and radical a change in the management of harbour affairs here is neither opportune for the great interests at stake, nor just as regards their own claims.

Should His Excellency, on reconsideration of the question at issue, see fit to concur in the Commissioners' views, they will at an early day forward a Bill for his consideration in which they will provide for the admission of two members for the Board of Trade to take part in their deliberations and duties as already proposed, accompanying the same with a revised Tariff for his examination.

But whatever may be His Excellency's determination they request that they may be favored with an early communication of his views in order that they may govern themselves accordingly.

I have the honor to be,

Sir,

Your most obedient servant,

(Signed,)

JNO. GLASS,

Secretary.

Hon. P. J. O. Chauveau, M. P. P.,  
Provincial Secretary,  
Quebec.

HARBOUR COMMISSIONERS' OFFICE,  
MONTREAL, 22nd March, 1854.

SIR,—I had the honor of addressing you on the 6th instant, by direction of the Harbour Commissioners of Montreal, and having received no answer thereto, I am directed again to address you with the view of calling His Excellency the Administrator of Government's attention respectfully to the very important question submitted in that letter for His Excellency's consideration.

The Harbour Commissioners I am to add, feel that under the existing state of uncertainty with respect to His Excellency's views, they are at loss as to how to proceed. There are many things to be done at the present moment which require careful deliberation and decided answer; but under the present circumstances their energies are paralysed and their judgment greatly embarrassed, for they feel unwilling to decide on plans of operations and to contract engagements that may entail inconvenience or embarrassments on their successors.

The Commissioners have already come under heavy money engagements for next season's operations, and they are called upon, as has been already intimated to His Excellency, to sanction plans and give directions with reference to the contemplated ship channel of twenty five-feet draught at low water; they are moreover called upon to decide upon various applications now before them with reference to matters appertaining to the harbour; but in the present state of things they feel that in deciding upon such matters they may be putting their successors to inconvenience.

Under these circumstances I am again to request respectfully that you will bring my letter of the 6th instant, together with this communication, before His Excellency, in order that the question raised therein may if possible meet with an early solution; a result which is desirable, not only on considerations personal to the Commissioners themselves, but also and in a much higher degree on grounds which seriously affect the interests of the Public.

I have the honor to be,

Sir,

Your most obedient servant,

(Signed,)

JNO. GLASS,

Secretary.

Hon P. J. O. Chauveau, M. P. P.,  
Provincial Secretary,  
Quebec.

SECRETARY'S OFFICE,  
 QUEBEC, 27th March, 1854.

SIR,—I have the honor to acknowledge the receipt of your letter of the 22nd instant and to inform you that the subject of your letter of the 6th is still under the consideration of the Government.

I shall lose no time in communicating with you as soon as a decision is arrived at.

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

(Signed,) P. J. O. CHAUVEAU,  
 Secretary.

John Glass, Esquire,  
 Secretary Harbour Commissioners,  
 Montreal.

SECRETARY'S OFFICE,  
 QUEBEC, 1st April, 1854.

SIR,—His Excellency the Administrator of the Government having bestowed upon your letters of the 6th and 22nd last, all the attention which the importance of the subject discussed in them seem to require, has commanded me to inform the Montreal Harbour Commissioners, that inasmuch as it appears from the statements made in their communication of the 6th ultimo that accommodation may be provided in the Harbour of Montreal for all the vessels that will arrive for some time to come without increasing any of the burthens with which the trade of the City is now charged, and that the dimensions and directions of the improvements contemplated in the Harbour will depend in a great measure upon the extent to which the deepening of Lake St. Peter may be carried, it is advised that it would be inexpedient to change the organization or *personnel* of the Commission until that great work which has for some years past been successfully progressing under the judicious guidance of the present incumbents has been accomplished.

Reverting to the letter I had the honor to address to you on the 27th ultimo, and in view of the fact that the order in Council, the purport of which was thereby communicated to the Commissioners, was called forth by two proposals proceeding from the Commissioners themselves, involving not only the reconstruction of the commission but also a scheme of Harbour improvements of somewhat startling magnitude, His Excellency is at a loss to understand how the desire evinced by the Provincial Government to transfer from its members, to the merchants and other citizens of Montreal the responsibility of devising and carrying on extensive local works in which they are peculiarly interested and for which they must provide, could have been construed as implying a censure upon the conduct of the Commissioners. So far from being dissatisfied with the manner in which the Commissioners have hitherto fulfilled their trust, His Excellency has commanded me to take this opportunity of testifying his full approbation of the course adopted by them for improving the navigation of the Lake, and of expressing the hope which he entertained, that the plan which they have in contemplation for completing this highly important undertaking will be attended in the

coming season with a success at least equal to that which has hitherto been awarded to their able and energetic efforts.

I have the honor to be,

Sir,

Your obedient servant,

(Signed,)

P. J. O. CHAUVEAU,

Secretary.

John Glass, Esquire,

Secretary, Harbour Commissioners,

Montreal.

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HARBOUR COMMISSIONERS' OFFICE,  
MONTREAL, 5th April, 1854.

SIR,—I have the honor to acknowledge the receipt of your letter of the 1st instant, and am directed by the Harbour Commissioners of Montreal to state in reply that they have derived the highest satisfaction from learning the decision of His Excellency the Administrator of the Government upon the question raised for his consideration in my letter of the 6th ultimo.

It gives them great pleasure to learn that His Excellency was advised that it would be inexpedient to change the organization or *personnel* of the commission until the great work of deepening the ship channel between Quebec and Montreal has been accomplished; and it affords them also the highest satisfaction to be assured that the course adopted by them thus far for improving the navigation of Lake St. Peter has His Excellency's full approbation, and that he entertains the hope that the plan which they have in contemplation for completing the highly important work of twenty feet at low water will be attended with the same success which has hitherto been awarded to their efforts.

Encouraged in this manner, the Commissioners, I am to add, will spare no pains to bring about that complete success which His Excellency hopes they will attain.

I am further to remark that the Commissioners will take the liberty of publishing the letter now acknowledged, with the view of allaying the doubts which exist in the public mind at this moment in relation to their permanence in office, a course which they consider expedient in consequence of its being absolutely necessary that they shall borrow about £13,000 in the course of next month, to enable them to meet their engagements for the ensuing summer.

I have the honor to be,

Sir,

Your most obedient servant,

(Signed)

JOHN GLASS,

Secretary.

Hon. P. J. O. Chauveau,

Provincial Secretary, Quebec.

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HARBOUR COMMISSIONERS' OFFICE,  
MONTREAL, 16th October, 1854.

SIR,—I have the honor, by direction of the Harbour Commissioners of Montreal, to draw your attention to certain matters connected with their trust, on which results of the most weighty character depend.

I have already, as you will doubtless remember, acquainted you with the fact that the Harbour Commissioners have decided on deepening the Ship Channel, in Lake St. Peter, and the River St. Lawrence, between Montreal and Quebec, to a depth of 20 feet at low water, a decision which has met with the unanimous approval of the Board of Trade of this city, and also of the citizens at large; and I have now to add, that arrangements of the most important nature for the prosecution of said undertaking must be made within the next three weeks, or that failing in these, operations for next summer will have to be abandoned. For instance, their dredges must be lengthened, so as to fit them for working in 30 feet instead of 18 feet of water, additional scows must be built, and arrangements made for an additional steamer, but before contracts can be entered into for these important and expensive works, an Act of Parliament must be obtained to enable the Commissioners to borrow the money that may be necessary to carry them out.

Under these circumstances I am directed to call your attention most earnestly to the draft of a Bill which was sometime since placed in your hands by the Hon. John Young (Chairman of this Board,) for your examination, and to enquire whether the same has been submitted to Government for approval, whether it met with concurrence, and whether the Harbour Commissioners may rely upon its receiving the support of Government on its passage through Parliament.

The favor of an early reply is requested, as the Commissioners feel greatly embarrassed by the uncertainty which at present hangs over their affairs.

I have the honor to be,

Sir,

Your most obedient servant,

(Signed,) JOHN GLASS,  
Secretary.

Hon. P. J. O. Chauveau,  
Provincial Secretary, Quebec.

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SECRETARY'S OFFICE,

QUEBEC, 17th November, 1854.

SIR,—I have the honor to inform you, in reply to your letter of the 16th ultimo, that a measure is now submitted to Parliament to enable the Harbor Commissioners of Montreal to borrow the necessary funds to carry out the works for the further deepening of the Ship Channel in Lake St. Peter, as suggested by the Commissioners.

I have the honor to be,

Sir,

Your obedient servant,

(Signed,) P. J. O. CHAUVEAU,  
Secretary.

John Glass, Esquire,  
Secretary to the Harbour Commissioners, Montreal.

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HARBOUR COMMISSIONERS' OFFICE,

MONTREAL, 4th December, 1854.

SIR,—Adverting to your letter of the 17th ulto., in which you acquainted me, for the information of the Harbour Commissioners of Montreal, that a measure was

submitted to Parliament to enable them to borrow the funds necessary to carry out their works for the further deepening of the ship channel in Lake St. Peter, I have now the honor to acquaint you, in reference thereto, that on receipt of that information I lost no time in completing certain extensive contracts required for next season's operations, which were authorised by the Commissioners to be entered into as soon as confidence could be felt that the necessary means for the same would be forthcoming. Under these circumstances much anxiety is felt by the Board for the introduction of the resolutions which it is understood are to form the basis of the Bill referred to; for if they were passed by the House of Assembly, the Commissioners feel no doubt that they could obtain such advances of money from their bankers, on the strength of them, as would enable them to meet all their engagements, until their new Bill was duly matured into law in February next.

Under these circumstances I am requested to call the particular attention of the Government, through you, to the gravity of the interests involved in this matter, and to request earnestly that nothing may be allowed to prevent the introduction of the resolutions in question, before the adjournment of Parliament, which is now spoken of, as an event which will not be delayed beyond this week.

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

(Signed,) JOHN GLASS,  
Secretary.

Hon. P. J. O. Chauveau,  
Provincial Secretary, Quebec.

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HARBOUR COMMISSIONERS' OFFICE,  
MONTREAL, 20th March, 1855.

SIR,—I have the honor to acquaint you that I have forwarded to you by this days' mail the following accounts:

1st. The Harbour Commissioners of Montreal's Annual Report upon their affairs generally.

2nd. Their accounts of their income and expenditure for the year ended on the 31st December last.

3rd. A copy of their Engineer's Report upon the deepening of the ship channel in Lake St. Peter, &c., and his views with reference to the further deepening thereof.

These documents are under three separate covers, numbered 1, 2 and 3; and I have the honor to request on behalf of the Harbour Commissioners, that you will be good enough to take the earliest opportunity to lay these several documents before His Excellency the Governor General for his consideration.

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

JOHN GLASS,  
Secretary.

Honble. Geo. E. Cartier, M. P. P.,  
Provincial Secretary,  
Quebec.

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REPORT of the Harbour Commissioners of Montreal for the year  
ended 31st December, 1854.

*To His Excellency Sir Edmund Walker Head, Baronet, Governor General of  
British North America, &c., &c., &c.*

MAY IT PLEASE YOUR EXCELLENCY:

The law under which the Harbour Commissioners of Montreal exercise their functions, requires that they shall annually lay before the Governor General an account of their receipts and expenditure, and also a statement of their proceedings in the execution of their duty; and in accordance with the law I have now the honor by their direction to transmit herewith an account of their receipts and expenditures for the year ended on the 31st December last.

Instead, however, of the ordinary statement of proceedings, I am instructed by the Harbour Commissioners rather to lay before Your Excellency, a general view of their financial affairs, their past labours, and their prospective duties, in the hope that such a statement may induce Your Excellency to take an interest therein, and to aid them in such manner as may be expedient in their important undertakings, an interest which they deem it the more important to secure at the present moment, inasmuch as they are engaged in seeking from Parliament authority to borrow a large additional sum of money for the purpose of improving the ship channel between Montreal and Quebec, and providing increased accommodation for sea-going ships in the Harbour of Montreal. Referring in the first place to the ship channel above named, it may be well to state, for Your Excellency's information, that in former years the water in the ship channel of Lake St. Peter, fell to about 11 feet in depth upon the "flats" from the month of July, down to about the end of the season of navigation, a circumstance which proved highly detrimental to the trade of Montreal, and added materially to the cost of transportation to and from the interior above it, as it rendered it necessary to carry the bulk of the cargoes of sea-going vessels, both inward and outward, in lighters between Montreal and Quebec during that time. With the view of remedying this evil, the Legislature, in 1843, voted a sum of money for deepening the ship channel alluded to, 14 feet at low water, instead of 11 feet, and at the same time directed the Commissioners of Public Works to commence operations for that purpose.

Unfortunately, however, these Commissioners undertook to make an entirely new channel through a very shallow part of the lake; instead of following the channel which natural causes had already formed; the object which they sought to attain in thus deviating from the natural channel being that they wished to obtain a straight channel instead of one slightly curved. They continued working at this straight cut for four seasons, and expended thereon about £74,000, when the House of Assembly ordered an examination to be made into the progress of the work, and on receiving the report of its Committee, resolved that the operations should be suspended, as they seemed to be a total failure and the money wasted.

Three years or more elapsed without any thing practical being done to improve the navigation of Lake St. Peter, although the Board of Trade of Montreal and many influential citizens did not cease to exert themselves during that time to induce the Government to resume the all-important undertaking. Meantime the interests of Montreal were suffering from this inactivity on the part of the Government, and the citizens had well nigh lost hope of ever seeing the work resumed. But at this juncture the Honorable John Young, the present Chairman of the Harbour Commissioners of Montreal, proposed a plan for carrying it out, which was briefly as follows:

That the Harbour Commissioners of Montreal should be authorised to undertake the work and to borrow a certain sum of money for the purpose, the interests or the sums borrowed as well as a sinking fund of two per cent. per annum to be provided for as follows: First, by a tonnage duty of not exceeding one shilling per Register ton, on all vessels drawing ten feet of water and upwards, such duty to be levied for each time of passing the Lake; secondly, by the surplus revenues of the Harbour of Montreal in case such tonnage duty should prove insufficient for the purpose; and thirdly it was provided that in order to meet all Contingencies, the Governor General should have authority to empower Harbour Commissioners to levy such additional per centage on all their Harbour and Lake dues as would in his opinion afford them a sufficient revenue to meet every legal charge upon it. This plan was adopted by the Government, and an Act of Parliament procured in accordance with it. Mr. Young was also appointed a Harbour Commissioner to enable him to carry out his views, and the first step taken by them was at his suggestion, to appoint a Board of Engineers to examine Lake St. Peter and report upon the best course to be pursued for the purpose of obtaining therein a ship channel of 16 feet in depth at low water, being two feet deeper than the channel contemplated by the Commissioners of Public Works. The gentlemen selected for this important duty were Messrs. McNeil and Child, eminent Civil Engineers of the United States, and Mr. Gzowski, a well known Civil Engineer of Canada, and these gentlemen, accompanied by W. S. Logan, Esq., Provincial Geologist, who kindly lent his services to determine the nature and the origin of the materials constituting the obstacles to be removed, made a minute survey of the old and new channels, and after mature deliberation thereon recommended the Harbour Commissioners not to resume operations in the straight cut attempted by the Commissioners of the Public Works, but on the contrary to follow the channel already formed by natural causes, which they reported, presented no obstructions but sand and clay which could easily be removed by dredging. That course was adopted by the Harbour Commissioners, and the most complete success has been the result; so much so that in three seasons and a half of about 180 working days each (the whole time employed thus far) the ship channel through the "flats" of Lake St. Peter has been deepened to 16 feet 6 inches at low water (viz.: 11 feet) with a width varying from 250 to 300 feet. The channel above that point to the entrance of the Harbour of Montreal has also been improved so as to give a depth throughout of 15 feet at low water, the entrance referred to being at the same time deepened to about 17 feet, with a sufficient width to enable ships to be towed through it safely with ordinary good management.

These important improvements have been effected at a cost of £23,513 for outfit, and £50,507 for operations, under which latter head is included the cost of the Preliminary Surveys for both the original undertaking and the still more important project of deepening the channel to 20 feet at low water. For details of these operations as well as the expenditure incurred therein, I beg respectfully to refer Your Excellency to the report herewith transmitted of the Harbour Commissioners' Engineer, T. C. Keefer, Esq., in which the subject is very fully discussed. Having anticipated the remarkable success already stated, the Harbour Commissioners, in 1853, thought it desirable to ascertain whether any and what obstacles existed in the River St. Lawrence to deepening the channel to 20 feet at low water, being satisfied that carrying their operations in Lake St. Peter to that depth was merely a question of time and money that could easily be determined. They accordingly directed their Engineer, Mr. Keefer, to make such a survey of the River and Lake between Montreal and Quebec as would enable him to report what impediments did exist thereto, and what the probable cost of removing them would be. By the end of October 1853, Mr. Keefer (assisted by Captain Bell, under whose superintendence the operations have hitherto been

conducted), had made such progress with the survey that he was able to report the entire practicability of deepening the channel to 20 feet at low water between Montreal and Quebec, at comparatively speaking a moderate cost, provided that a channel on the South Shore of the River St. Lawrence between Varennes and Lavaltrie (to which Captain Bell had previously drawn the attention of the Harbour Commissioners) were adopted for improvement, instead of the old channel hitherto used by Pilots on the North side of the River.

The Harbour Commissioners, after due deliberation upon this question, resolved that it was expedient to adopt the course recommended by Mr. Keefer, and to carry on the deepening to 20 feet at low water, throughout the channel, provided the Board of Trade of Montreal approved of their doing so. A resolution to this effect was accordingly submitted to the Board of Trade, and unanimously approved of; the citizens also at a public meeting held at about the same time, sanctioned it without a dissenting voice.

Mr. Keefer continued his investigations, and finally on the 20th October last, reported that the cost of deepening the channel from Montreal to Quebec, to 20 feet at low water, by adopting the south side of the river as already mentioned, would be £75,000 currency, in addition to what has already been expended, and that the work could be completed with the dredging power now possessed by the Harbour Commissioners in the course of the working season of 1858.

The Harbour Commissioners then resolved to proceed with the work, and it is with the view of carrying out this great improvement that they are now applying to Parliament through the Honble. the Attorney General (East) for power to borrow £100,000, on the same terms and conditions as apply to the sum of £70,000 already borrowed and expended.

The Commissioners are also applying in the same Bill for authority to borrow £100,000 for extending wharf accommodation in the Harbour of Montreal. But although asking for this power, they have as yet come to no definite resolution as to what portion of the sum shall be borrowed or how expended.

The question of improving the Harbour is one on which public opinion is much divided. The late Board of Harbour Commissioners, as far back as the 20th December, 1851, at Mr. Young's suggestion, directed Messieurs Gzowski and Keefer, civil Engineers, to make a thorough survey of the Harbour, with the view of ascertaining its capabilities, more especially with reference to providing docks in connection with which permanent warehouses might be erected, so as to economise the handling, warehousing and transhipment of goods; and at the same time they were particularly instructed to investigate the feasibility of carrying a canal through Craig Street, with the view of uniting the Lachine Canal with Hochelega Bay, by such means, and at the same time attaining the other object which they were instructed to keep in view. The Report of these Gentlemen led the Harbour Commissioners to believe that such a canal, as a local work, was utterly impracticable owing to the enormous expense which it would involve; but on the other hand the report shewed that docks and permanent warehouses in connection with them could be secured at Pointe St. Charles, at a comparatively small expense; and also that similar works could be constructed near Hochelaga Bay to be supplied with water from the Lachine Canal by iron pipes carried through Craig Street.

The Harbour Commissioners gave this matter much consideration, and after mature reflection felt inclined to adopt the former project as the basis of all their future Harbour improvements, provided this conclusion met with the support of the Board of Trade of Montreal and the Government. The former, however, declined committing itself to the scheme, while the citizens at large opposed it by Resolutions passed at a Public Meeting. Under these circumstances the Harbour Commissioners thought it their duty not to press the matter, but rather to hold Harbour improvements in abeyance, until public opinion could be better

ascertained as to where such accomodation should be placed. It cannot, however, be overlooked that the question of enlarging the Harbour must ere long be taken up and decided upon. The present accomodation in it is admitted on all sides to be too contracted and too shallow for the class of vessels which the deepening of the channel has already brought into use ; and doubtless its inconveniences will year by year be more seriously felt, not only from the continued deepening of the channel and the general progress of the Country in wealth and population, but also from such increase of the Transit trade as may reasonably be looked for from the opening of the River St. Lawrence to the vessels of the United States.

In view of these circumstances, the Harbour Commissioners some time since reported to Government, that in their opinion their number should be increased to five, and that the Board of Trade of Montreal should be allowed to elect two of them annually. But as another alternative (as they found that that was not approved,) they would recommend that the Mayor of Montreal and the President of the Board of Trade, should be constituted *ex officio* Members of the Harbour Commission in addition to the three Members appointed by the Governor. By this latter system, the Citizens at large, as well as the trading community, in particular would secure a voice in controlling the affairs of the Harbour, and directing where future improvements should be carried out. To this matter Your Excellency's attention is more especially drawn at the present moment as the question is on the eve of engaging the attention of the Legislature.

I will now respectfully draw Your Excellency's attention to the Financial affairs of the Harbour Commissioners. The total Harbour debt, independent of the debt for improving the ship channel in Lake St. Peter, reduced to currency and represented by Debentures, amounts to £131,683 6s. 8d., the interest on the whole of which, except £10,000, is guaranteed by the Province and is as follows :—

|                           |           |            |   |   |
|---------------------------|-----------|------------|---|---|
| £ 3,700 at $4\frac{1}{2}$ | per cent. | per annum. |   |   |
| 114,283 at 5              | "         | "          | " | " |
| 3,700 at 6                | "         | "          | " | " |
| 7,400 at $7\frac{1}{2}$   | "         | "          | " | " |
| 2,600 at $7\frac{3}{8}$   | "         | "          | " | " |

The total debt incurred on account of Lake St Peter, and represented by Debentures is £70,000 currency. Of this neither principal nor interest is guaranteed by the Province. The interest thereon is as follows :

|                           |           |            |   |   |
|---------------------------|-----------|------------|---|---|
| £ 2,000 at $6\frac{1}{2}$ | per cent. | per annum. |   |   |
| 5,000 at $6\frac{7}{8}$   | "         | "          | " | " |
| 11,150 at 7               | "         | "          | " | " |
| 28,950 at $7\frac{1}{2}$  | "         | "          | " | " |
| 1,100 at $7\frac{3}{4}$   | "         | "          | " | " |
| 4,800 at $7\frac{7}{8}$   | "         | "          | " | " |
| 17,000 at 8               | "         | "          | " | " |

The income of the year ended on the 31st of December last was as follows :

|                                       |                |          |          |
|---------------------------------------|----------------|----------|----------|
| Gross receipts from Harbour dues..... | £18,017        | 1        | 9        |
| Gross receipts from Lake dues.....    | 2,385          | 19       | 6        |
|                                       | <u>£20,403</u> | <u>1</u> | <u>3</u> |

The expenditure during the same year out of Revenue was as follows :

|                                                  |        |    |    |
|--------------------------------------------------|--------|----|----|
| Paid expenses of Management, Collection, &c..... | £1,559 | 18 | 10 |
| Paid repairing and macadamizing Wharves.....     | 619    | 12 | 9  |
| Paid dredging in the Harbour.....                | 1,295  | 8  | 9  |
| Paid interest on Harbour debt.....               | 6,196  | 12 | 6  |

|                                        |         |    |    |
|----------------------------------------|---------|----|----|
| Ditto on Lake debt.....                | 3,652   | 13 | 10 |
| Paid on account of Water Police.....   | 925     | 9  | 10 |
| Surplus carried to "Rest" account..... | 6,153   | 4  | 9  |
| Total.....                             | £20,403 | 1  | 3  |

Compared with 1853 the foregoing statements show the following results: The receipts from Harbor dues show an increase of £2,121 18s. 8d.. and those from Lake dues show a decrease of £55 6s. 0d.

The total expenditure shows a decrease of £431 4s. 5d.

The surplus carried to "rest" account shows an increase of £2,114 5s. 9d., in the year 1854. With reference to expenditure it may be remarked that dredging in the Harbour strictly speaking does not form a charge upon Revenue, being in its nature an improvement to be provided for by loan, the same as new wharves or the deepening of the ship channel. This dredging, however, has for some years past been provided for out of Revenue, simply because that source afforded ample means for the purpose.

The expenditure for the "Water Police" is a charge which the Harbour Commissioners have always remonstrated against as unfairly imposed upon their revenue. This Police force originated from disturbances at the Lachine Canal where disorderly persons attempted to prevent the use of horses in loading and discharging boats, and maltreated several Captains and crews who refused to submit to their dictation. It was then felt that a public force was necessary both around the basins of Lachine Canal and in the Harbour of Montreal for the purpose of putting down this species of violence and intimidation and protecting life and property; and the Government of the day decided on organizing such a force under what is known as the Durham Act, procuring an Act of Parliament, at the same time making it lawful for the Harbour Commissioners to pay the expenses thereof out of any surplus revenue they might have at their disposal. This arrangement should in justice, however, have been only temporary, for the Canal where two-thirds of the force have always been employed is a Provincial work, the revenues of which go entirely into the Provincial Treasury, while on the other hand the Harbour of Montreal is a local work, the revenues of which are sufficiently burdened with charges of a more appropriate character. Waving this objection, however, for the present, and assuming for the sake of illustration that the charge will not be lessened for the future, in order more clearly to bring out the point to which it is considered expedient to draw your Excellency's attention. Your Excellency will observe that by striking the item for dredging in the Harbour out of the account, as not strictly a charge upon Revenue, the surplus for the year ended the 31st December last, would be £7,448 13s. 6d., or sufficient to meet the interest on a new loan of £106,000 at 7 per cent. per annum, being £31,000 more than will be required for deepening the ship channel to 20 feet at low water according to Mr. Keefer's estimate; after the completion of which it may be added the Harbour Commissioners will be left with a stock on hand of steamers, dredges, and scows which will doubtless be worth at least, half of what will have been expended upon them.

From the foregoing it will be seen by Your Excellency that, without taking into consideration any increase of revenue from extension of trade or the revision of tariffs for Harbour and Lake dues, the resources of the Harbour Commissioners are ample to meet all the charges upon them and also to provide for the interest of what it is contemplated to borrow to carry out one of the greatest improvements that can interest not the citizens of Montreal only, but the people of Canada generally. At this point it may perhaps not be out of place to draw Your Excellency's attention to the policy which past Governments have maintained with reference to this important work. It has been already stated that Government

commenced the deepening of the channel in Lake St. Peter, but failed in it. This commencement of it, however, shewed that it was looked upon as a work of high necessity in the interest of the Province at large; nor can it reasonably be viewed in any other light, for without the deepening of the channel, the St. Lawrence must ever have remained defective as a highway for the trade of the interior to and from the sea. But notwithstanding that the work must be admitted to bear that provincial stamp, yet public aid has hitherto been denied it, in the hands of the Harbour Commissioners, even to the extent of affording the Provincial guarantee for the sums of money, or the interest thereon only, that have been borrowed for the purpose of carrying it to completion. Had this guarantee been given (a mere nominal thing under the circumstances of the case, as is shewn above by the comparison of revenue and expenditure) money could have been borrowed in England to a sufficient extent at 5 per cent. per annum; whereas, by withholding it, the Harbour Commissioners have been limited to the local money market of Montreal, where alone the validity of the security was fully understood and appreciated, the consequence of which policy is indicated by the high rates of interest at which money for the work has hitherto been borrowed.

There now remains but one topic to which it is considered necessary to draw Your Excellency's attention, viz: the question of lighting and buoing the channels, new and old, throughout, between Montreal and Quebec. At present the lighting of the channel is under the management of the Trinity House of Montreal, and the expense is defrayed out of the consolidated Revenue of the Province; on the other hand, the buoys necessary to mark out the channel, from Montreal to the lower end of Lake St. Peter, are provided by the Harbour Commissioners of Montreal, and the cost thereof is defrayed out of any fund that they may have at their disposal; while from the latter point, down to Port Neuf, near Quebec, they are provided and managed in the same manner as the lights. Previously to the commencement of operations by the Harbour Commissioners, for deepening the ship channel in Lake St. Peter, buoys as well as lights were provided by the Government, and superintended by the Trinity House of Montreal.

It will not be denied, however, that the channel from Montreal to Quebec has not hitherto been so thoroughly marked out by lights and buoys as the safety of vessels navigating therein required; proofs of which assertion might be abundantly adduced, if necessary, by referring to the disasters which have occurred in late years, to the passenger and other steamers, plying between the above named cities. Nor can it be expected that this state of things will be improved after the new channel, differing widely in many places from that hitherto followed, if opened up for general use, unless a more complete system of lighting and buoing is adopted than what has hitherto been thought sufficient.

Under these circumstances the question arises, how is this better system to be brought about?

This question was fully discussed some months since, between the Harbour Commissioners and a Committee of the Board of Trade, appointed to confer with them upon their new Harbour Bill, now before Parliament, and they unanimously agreed that the duty of providing lights and buoys for the future, for the channel referred to, and superintending the same, should be confided to the Harbour Commissioners of Montreal, and that in consideration thereof, they should be empowered to levy a small tonnage duty upon vessels navigating the Lake and River, drawing less than 10 feet of water, and a clause to that effect was accordingly inserted in the Bill above named.

This proposed tonnage duty, Your Excellency will observe, is not intended as a means in aid of deepening the channel, but on the contrary, to provide funds for defraying the cost of the necessary outfit of lights and buoys, and the superintendence and maintenance thereof from year to year, than which, nothing could be more reasonable, unless, on the other hand, Government deems it best to continue this service

on its past footing, instead of adopting the amendment proposed. In the latter case the Harbour Commissioners will only hope that no pains will be spared to render the navigation as safe and easy as may be practicable, and that immediate steps will be taken to provide the extra lights and buoys, which will be required for the new channel in the spring of 1856. All which, is nevertheless, most respectfully submitted for Your Excellency's consideration.

I have the honor to be,  
Your Excellency's,  
most obedient, humble servant,

(Signed,)

JOHN GLASS,  
Secretary.

Harbor Commissioners' Office,  
Montreal, 5th March, 1855.

GENERAL STATEMENT of the Revenue of the Harbour Commissioners of Montreal, and the expenditure account of the same in the year ended December 31, 1854.

*Receipts.*

|                                                     |         |    |   |
|-----------------------------------------------------|---------|----|---|
| Gross Revenue from Harbour Dues.....                | £18017  | 1  | 9 |
| Gross Revenue from Lake St. Peter Tonnage Duty..... | 2,385   | 19 | 6 |
| Total.....                                          | £20,403 | 1  | 3 |

*Expenditure.*

|                                                                  |         |    |    |
|------------------------------------------------------------------|---------|----|----|
| General Management per statement A.....                          | £1,559  | 18 | 10 |
| Repairs to the wharves per ditto B.....                          | 619     | 12 | 9  |
| Interest on Harbour Debt per ditto C.....                        | 6,196   | 12 | 6  |
| Dredging in Basins per ditto D.....                              | 1,295   | 8  | 9  |
| Water Police per ditto E.....                                    | 925     | 9  | 10 |
| Interest on Lake St. Peter Debt per statement F...               | 3,652   | 13 | 10 |
| Surplus on the year carried to the credit of "Rest" account..... | 6,153   | 4  | 9  |
| Total.....                                                       | £20,403 | 1  | 3  |

A.—STATEMENT showing the expenditure of the Harbour Commissioners of Montreal for the collection of their Revenue, and general management, in the year ended December 31, 1854.

|                                                                                                      |       |     |    |    |
|------------------------------------------------------------------------------------------------------|-------|-----|----|----|
| Paid New City Gas Company for lighting the Harbour.....                                              | £     | 110 | 0  | 0  |
| Paid Water Tax.....                                                                                  |       | 5   | 0  | 0  |
| Paid printing, advertising, &c.....                                                                  |       | 123 | 14 | 1  |
| Paid rent of yard, shed, &c.....                                                                     |       | 27  | 14 | 5  |
| Paid Fire Insurance on property.....                                                                 |       | 19  | 5  | 0  |
| Paid salaries.....                                                                                   |       | 916 | 10 | 2  |
| Paid carting, sweeping, &c., &c., in keeping the wharves clean, removing ice in Spring, &c., &c..... |       | 280 | 3  | 11 |
| Paid for professional services.....                                                                  |       | 39  | 8  | 4  |
| Paid fuel, stationery, postages, and Patties.....                                                    |       | 28  | 2  | 11 |
| Total.....                                                                                           | £1559 | 18  | 10 |    |

**B.—STATEMENT** showing the amount expended by the Harbour Commissioners of Montreal, in keeping the wharves in repair in the year ended December 31, 1854.

|                         |                  |
|-------------------------|------------------|
| Paid for materials..... | £204 6 9         |
| Paid in wages.....      | 415 6 0          |
|                         | <u>£619 12 9</u> |

**C.—STATEMENT** of interest paid by the Harbour Commissioners of Montreal, on the Harbour Debt, in the year ended December, 31, 1854.

January 5, 1854.

|                                                                                             |            |
|---------------------------------------------------------------------------------------------|------------|
| Paid coupons due this day at the City Bank.....                                             | £1,002 2 5 |
| Paid ditto, due at Palmer, McKillop, Dent & Co's., London, including their Commissions..... | 868 16 5   |
| Paid Miss Grace Russel.....                                                                 | 48 0 0     |

July 5, 1854.

|                                                                                                                                                     |                  |
|-----------------------------------------------------------------------------------------------------------------------------------------------------|------------------|
| Paid coupons due this day in London.....                                                                                                            | 822 12 3         |
| Paid ditto due at the City Bank, this day.....                                                                                                      | 987 5 0          |
| Paid Miss Grace Russell.....                                                                                                                        | 48 0 0           |
| Paid the Receiver General of the Province as interest on £40,000 sterling, held by Government, said interest due 5th Jany., and 5th July, 1854..... | 2,445 8 11       |
|                                                                                                                                                     | <u>6,221 5 0</u> |

Less.

|                                    |                    |
|------------------------------------|--------------------|
| Interest received on sundries..... | 24 12 6            |
|                                    | <u>£6,196 12 6</u> |

**D.—STATEMENT** shewing the amount expended by the Harbour Commissioners of Montreal, in dredging in the basins of the harbour in the year ended December 31, 1854.

|                                                                 |                   |
|-----------------------------------------------------------------|-------------------|
| Paid wages to Captain, Engineer and labourers.....              | £363 7 3          |
| Paid repairs including accounts not paid the previous year..... | 481 13 9          |
| Paid fuel.....                                                  | 421 7 9           |
| Paid for a sawing machine.....                                  | 9 0 0             |
|                                                                 | <u>£1,295 8 9</u> |

**E.—STATEMENT** of payment made by the Harbour Commissioners of Montreal, on account of the Montreal Water Police, in the year ended December 31, 1854.

|        |                            |                   |
|--------|----------------------------|-------------------|
| March, | Pay and Contingencies..... | 0 7 0             |
| May,   | ditto ditto.....           | 15 0 3            |
| June,  | ditto ditto.....           | 183 2 9           |
| July,  | ditto ditto.....           | 371 8 2           |
| Aug.,  | ditto ditto.....           | 228 18 8          |
| Sept., | ditto ditto.....           | 195 5 8           |
| Octr., | ditto ditto.....           | 304 14 2          |
| Novr., | ditto ditto.....           | 266 0 10          |
| Decr., | ditto ditto.....           | 248 2 11          |
|        |                            | <u>£1,824 6 5</u> |



Less.

|                                                                                                                                                                      |                  |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------|
| This amount received back from the Receiver General of the Province, as the proportion to be repaid by the Government, according to agreement for the said year..... | 898 16 7         |
| Total expended and charged upon the Revenue of the Harbour.....                                                                                                      | <u>£925 9 10</u> |

F.—STATEMENT of interest paid by the Harbour Commissioners of Montreal, on their Lake St. Peter debt, in the year ended December 31, 1854.

January 5, 1854.

|                                                                                |             |
|--------------------------------------------------------------------------------|-------------|
| Paid coupons due this day.....                                                 | £1,608 15 9 |
| Paid the Brothers St. Louis an interest on £1000 due upon the Steamer "Oregon" | 60 0 0      |

July 5, 1854.

|                                |                  |
|--------------------------------|------------------|
| Paid coupons due this day..... | 2,069 12 9       |
|                                | <u>3,738 8 2</u> |

Less.

|                                                                                                                                       |                    |
|---------------------------------------------------------------------------------------------------------------------------------------|--------------------|
| Interest received from Messrs. Tate, Brothers, on the instalments paid this year upon the Steamer "North American," sold to them..... | 85 14 4            |
|                                                                                                                                       | <u>£3652 13 10</u> |

STATEMENT of money borrowed for Harbour improvements by the Harbour Commissioners of Montreal, and the expenditure account of the same, in the year ended December 31, 1854.

*Receipts.*

|                                                                                                      |             |
|------------------------------------------------------------------------------------------------------|-------------|
| Received for Debentures issued under the authority of the 16 Vic., chap. 24, section 22, at par..... | £10,000 0 0 |
|------------------------------------------------------------------------------------------------------|-------------|

*Expenditure.*

|                                                                                              |                    |
|----------------------------------------------------------------------------------------------|--------------------|
| Paid for Harbour Dredges and scows purchased in the year 1852.....                           | 1,830 0 11         |
| Paid in the construction of new wharves per statement G herewith.....                        | 4,537 0 2          |
| Paid expenses in surveying Harbour for future improvements, as per statement H herewith..... | 250 9 6            |
| Balance unexpended.....                                                                      | 3,382 9 5          |
|                                                                                              | <u>£10,000 0 0</u> |

G.—STATEMENT of expenditure in the construction of new wharves in the Harbour, by the Harbour Commissioners of Montreal, in the year ended, Decr., 31, 1854.

|                                                                                                       |                   |
|-------------------------------------------------------------------------------------------------------|-------------------|
| 1st. Addition to the Jacques Cartier Pier, for the accomodation of the Grand Trunk Railroad Company:— |                   |
| Paid for materials.....                                                                               | 588 5 5           |
| Paid in wages.....                                                                                    | 499 9 6           |
| 2nd. New wharf at the foot of Monarque Street, for the accomodation of the Quebec Suburb:—            |                   |
| Paid for materials.....                                                                               | 2,137 6 6         |
| Paid in wages.....                                                                                    | 1,311 18 9        |
|                                                                                                       | <u>£4,537 0 2</u> |

H.—STATEMENT shewing the amount expended by the Harbour Commissioners of Montreal, in surveying for future improvements in the Harbour of Montreal, in the year ended, December 31, 1854.

Paid upon Requisitions made by T. C. Keefer, for salaries, wages, materials, &c.... £250 9 6

STATEMENT of money borrowed for deepening the ship channel in Lake St. Peter, &c., by the Harbour Commissioners of Montreal, and the expenditure out of the same, in the year ended December 31, 1854.

*Receipts.*

Received for Debentures issued under the authority of the 16th Vic. chap 24 s. 25, at par ..... £15,400 0 0

*Expenditure.*

On operations as per statement I herewith..... £15,979 10 8  
On Outfit as per statement K herewith..... 1,074 10 10  
£17,054 1 6

I.—STATEMENT of expenditure by the Harbour Commissioners of Montreal, on account of the operations for deepening the ship channel in Lake St. Peter, and the Harbour of Montreal, in the year ended December 31, 1854.

Paid for supplies of provisions, oil, tallow, &c., &c..... £3,382 7 6  
Paid for repairs..... 789 4 11  
Paid for fuel..... 5,111 10 0  
Paid for Insurance against fire..... 227 16 0  
Paid salaries and wages..... 5,302 2 1  
Paid expences growing out of survey made by Mr. Keefer for a ship channel of 20 feet in depth at low water..... 1,090 2 7  
Paid for Buoys..... 76 7 7  
£15,979 10 8

K.—STATEMENT showing the amount expended upon outfit by the Harbour Commissioners of Montreal, in the prosecution of their operations for deepening the ship channel in Lake St. Peter, &c., in the year ended December 31, 1854.

Paid the Brothers St. Louis, for the Steamer "Oregon"..... £1,000 0 0  
Also interest thereon..... 5 0 0  
Paid rent of workshop at Sorel..... 10 0 0  
Paid for materials for completing the Steamer "St. Lawrence"..... 59 10 10  
£1074 10 10

E. & O. E.

JNO. GLASS,  
Secretary.

Montreal, March, 1855.

MONTREAL, 1st March, 1855.

SIR,—I have the honor to acknowledge the receipt of Mr Glass's letter of 6th January, transmitting the reports of Captain Bell, Superintendent to the commis-

sion, with a request that I should report upon the same, review the past progress of the works, and give my views with reference to future operations.

The documents published in February 1853 give a clear and connected history of the operations of the Harbour Commissioners up to that date, since then the working seasons have elapsed, the scale of operations has been materially enlarged by a decision to carry a depth of twenty feet at low water through Lake St. Peter instead of one of sixteen feet which was the maximum aimed in the instructions to the Board of Engineers in October 1850; And the question of the enlargement of the Harbour of Montreal has been presented in a manner which indicates that this work cannot be much longer postponed; moreover, a survey of the River has defined the nature and extent and demonstrated the practicability of the removal of all the obstacles to the attainment of a depth of twenty feet at low water above and below Lake St. Peter.

Under these circumstances the present appeared to be a proper occasion for reviewing the proceedings of the past, as the best means of explaining as well as of vindicating the arrangements for the future.

I will endeavour (at the risk of repetition) to present the question so that strangers, without the aid of charts, may be able to appreciate the extent and importance of the work.

The Rapids of the River St. Lawrence terminate at the City of Montreal, from which point to the sea the current of the river offers no obstruction to the ascent of ocean craft.

The influence of the tides is felt within fifty miles of Montreal, but their regular rise and fall is not perceptible until we descend about one hundred miles below this City. At this first point, below this City, where the influence of the tide has been observed, the river expands into a lake about twenty miles in length by nine in width, called Lake St. Peter. This lake is crossed by three "banks" or "bars" which enclose between them two "pools" in which the depth exceeds twenty feet; the upper one of which is one and a fourth mile in length and 800 feet in average width, and the lower one, four and a half miles in length and nearly half a mile in width. The ship channel is in the general direction of these pools and near the centre of the Lakes; between it and either shore there is a broad margin of shoal water, averaging two miles in width, on the north, and three and three fourth miles on the south of this channel.

The main "bank" which divides the two pools, is known as the "Flats of Lake St. Peter" and measures from a depth of twenty feet at low water in one pool to the same depth, in the other, eight and seven-eighth miles. The top of this bank is very level, having a uniform depth of eleven feet at low water, for a distance of four and a half miles. Measured on the ship channel, across the head of the upper, and the foot of the lower pool are two bars which separate the main channel entering and leaving the lake, from the two pools above described. The best depth on the upper bar (or *batture au lac*) is fourteen and a half feet at low water, and the distance across this bar, between the depths of twenty feet at low water, is nearly one and a half mile. The depth on the Lower Bar (opposite Nicolet River) is sixteen and a half feet and its extent, between twenty feet soundings, on the line of the channel, is one and a fourth mile. The aggregate length of dredging at the upper Bar, the Flats, and the Lower Bar, for a depth of twenty feet at low water, will be about eleven and a half miles, measured in the line of the old ship channel.

The average depth of the River St. Lawrence in the channel, between Montreal and Lake St. Peter, with the exceptions hereafter to be described, may be taken at thirty feet. Below Lake St. Peter the depth in the channel is generally thirty to forty feet, increasing as we approach Quebec to sixty to one hundred feet and over, with the exception of that portion of the river opposite Ste. Anne, where there is a general depth of twenty-four feet at low tide, and where the

bed of the river is strewn with huge rocks or boulders. Here there is a narrow bar of blue clay with only sixteen feet water upon it at low tide. On this latter point there is a tide of six and a half feet at springs and four feet at neaps so that at high water there is no obstruction to a twenty feet draught.

It is not to the purpose here to discuss the origin of the Flats of Lake St. Peter further than this question bears upon the important one of the permanency of the artificial channel, now in progress through these Flats.

If the fine clay of which these Flats are formed has been swept out of the numerous channels formed by the island above Lake St. Peter this has taken place at so remote a period that the supply from which the flats were then formed has been exhausted, and the River having cut out its required dimensions of channel, has protected these from further encroachments by a lining of stones, sand or gravel; the action of the ice on the bed and slopes of the River is such as to line the shore with a facing of boulders, just as the Ocean and the Lakes heave up shingle and sand barriers to their own further inroads on the land.

The direct action of the ice in this climate has more influence on the permanence of any artificial channel than its indirect action in staying the descent of detritus. Wherever large masses of ice are grounded upon a yielding substratum, they act as temporary islands, directing the course of the currents, increasing its intensity, and concentrating its energy on the open spaces between the grounded bergs of ice. To this cause is to be attributed "the shifting of the channel" through sand bars in which the ice rests: but notwithstanding the descent of those immense quantities of ice which "pack" and "ground" so as to alter the current during winter, below Montreal, it is satisfactory to know that no difficulty is to be apprehended from the action of ice in Lake St. Peter. The winter level of the Lake is raised six feet and upwards by the accumulation of ice, and the consequent obstruction made to the discharge of the river below the lake. Before it freezes over, the ice forms of even thickness and as the depth near the channel is seldom less than eighteen or twenty feet, the winter current is consequently weaker than the summer one. The dredged channel through the Lake occupies nearly a central position—both longitudinally and transversely; it is therefore too far removed, from the mouths of the lateral rivers flowing into the Lake to receive their detritus; and as regards any deposits from so pure a stream as the St. Lawrence these could only reach the excavated channel by the aid of such a current as would carry them in through the Lake.

The oldest known charts shew that little change has taken place in Lake St. Peter, and from more than half a century's experience we may come to the conclusion that the maintenance of the artificial channel now in progress is not seriously threatened by the action of any natural causes. An examination of the old dredging done by the Board of Works in 1844, '45, '46 and '47, after a lapse of seven to ten years, shews that the ridges left between the "trench cuttings," are still well defined, and no perceptible change, either for better or worse, is to be discovered in this part of the Lake.

With respect to the question of the best site for the artificial channel through Lake St. Peter, that may be considered as settled, and as there is now a navigable channel two hundred and fifty to three hundred feet wide, with sixteen and a half feet depth at low water, over the flats, where there was formerly only eleven feet, the propriety of the route adopted by the Harbour Commissioners need not be vindicated. The recent determination, however, in favor of a twenty feet navigation instead of one of sixteen feet, which was the maximum where the question of the "straight" and "natural" was discussed, may fairly be claimed as one of the most important results of the decision in favor of the "old channel." To explain this it is necessary to refer to the history of the operations in the Lake.

It will be remembered that in 1844 the Government commenced to dredge a

straight channel about ten miles in length, from a point below stone Island, at the head of the Lake, to the head of the lower pool heretofore described. This would have avoided both the Upper Bar and the flats, and have shortened the route through the Lake, nearly one mile. After working until September 1847, when £73,955 had been expended in outfit and operations in removing what now appears to have been less than 350,000 cubic yards, measured in excavation, the scheme was abandoned. In 1850 the two dredges were transferred to the Harbour Commissioners of Montreal, who commenced operations in the following year, in the "old" or "natural" channel, and up to the 1st January 1855, have dredged 1,818,110 cubic yards measured in the scows, or 1,298,650 cubic yards measured in the cut, and removed by harrow 85,436 cubic yards at a total cost of £74,000 for operations and outfit, in which is included a sum of £10,000 as the value of the two dredges obtained from the Board of Works.

In the one case four years of time and nearly £74,000 in money were expended without any practical result, the straight channel remaining now as when abandoned,—in the other, each successive season, since the commencement, has increased the draught and tonnage of sea-going vessels arriving at Montreal. This difference in result is owing chiefly to better management and a superior system of dredging established by Capt. Bell, Superintendent to the Harbour Commissioners, and, in some measure, to the adoption of the old channel, where, by taking advantage of the existing pools of deep water, a less length of dredging is required, and therefore an additional depth to the channel is sooner given.

Although the "straight channel" would have shortened the route through the Lake, yet as it was wholly an artificial one, there was a greater amount of work to be done in it. Capt. Bayfield, in 1846, estimated the dredging in the straight channel, for a depth of only fourteen feet at low water, 260,000 cubic yards more than that required to produce the same result in the old channel. In extending the work, however, to a depth of twenty feet, the economy of the old channel is much more apparent. The number of cubic yards to be removed in order to give three hundred feet in width with twenty feet water in the "straight" channel, is no less than 1,180,000 more than is required to produce the same result in the "old" channel; which at 7½d. per cubic yard (or one-half of Capt. Bayfield's estimate) makes a difference of £36,875 in favor of the route chosen by the Harbour Commissioners.

The Harbour Commissioners commenced operations on the 12th June, 1854, with one dredge and the Harrow, and on the 3rd of November in same year a channel 75 feet wide, two feet deep, and four miles in length was cut through the highest part of the flats. On the 8th of November the ship "City of Manchester" was loaded down to fourteen feet, the depth on the flats then being twelve feet, and taken through the Lake without slacking speed. Thus in less than five months two feet were added to the draught of sea-going vessels trading with Montreal. In the spring of 1852 the Harrow was employed during high water, in May and June, upon the upper Bar, the depth upon which was thereby increased about three feet, leaving a channel one hundred and fifty feet wide and fifteen feet deep, at low water, or four feet deeper than the flats. Two dredges worked on the flats from the latter part of May, until the 16th of November, by which time they had widened the channel (from seventy-five) to one hundred and fifty feet, and deepened it (from two) to four feet. The length of the channel of 1851 was also increased (from four miles) to five and a half miles,—this additional length of dredging being required in consequence of the increased depth. Thus at the close of the second season, or in less than eleven months of actual work, a channel of one hundred and fifty feet in width, and four feet of additional depth was cut through the "flats" and the upper Bar at a cost of £47,250 for operations and outfit (in which £10,000 is allowed for the dredges;) or in other words, a channel of the same width and one foot greater depth, than that which the Government had failed to secure in

the new route with a far greater expenditure of time and money. The Harbour Commissioners were notified in November, 1852, by the Superintendent, that he was then prepared to take a vessel through the Lake drawing four feet more water than any which had hitherto left Montreal at that season of the year. Throughout the season of '52 the sea-going vessels made use of the new channel and many of them were loaded down two feet deeper than the water on the flats.

A vessel of sufficient capacity could not be obtained at that late season of the year, to test the capacity of the channel, in November, 1852, but this was done on the 24th of August, 1853, by the Barque "California," which was loaded down to sixteen feet two inches, when there was only twelve feet on the flats, and taken from Montreal through the Lake, without delay or difficulty.

At the close of the season of 1853 the channel of 1852 was deepened throughout, one foot six inches, giving sixteen and a half feet at low water, and a part of it was widened (from one hundred and fifty feet) to two hundred and fifty and three hundred feet.

The operations of 1854 in the Lake have been confined to widening the channel and there is now, with the exception of about ten days' work, a channel two hundred and fifty to three hundred feet wide, and having in it sixteen and a half feet at low water. This has been effected at a total cost of £74,000 (including £10,000 as the value of the two dredges obtained from Board of Works.) Thus for the same sum of money as has been expended on an ineffectual attempt to obtain a channel one hundred and fifty feet wide with fourteen feet water on the straight line, one of two hundred and fifty and three hundred feet in width with sixteen and a half feet at low water has been given through the flats, and one of one hundred and fifty feet in width and with fifteen feet water through the upper Bar.

No subsequent testing of the channel to that by the "California" in 1853 has since been made, for the following reasons.

About thirty miles below Montreal, between Lavaltrie Island and Isle Platte, a broad shoal stretches across the river consisting of blue clay covered with gravel and boulders. The original depth over this shoal, on the line of the channel, was the same as on the flats of Lake St. Peter, viz: eleven feet at low water.

While the dredges obtained from the Board of Works were employed in the Lake, the Harbour dredge was brought down from Montreal in 1851, and on the 18th of August, 1852, she had cut a channel through this shoal two hundred and fifty feet wide, and four feet deep. This dredge was then removed to a small bar opposite Isle du Lorier, or St. Laurent (a little below Varrennes,) which she reduced to the same depth, in that year. When the "California" was taken down, drawing four feet more water than usual; it was found that she touched at Pointe aux Trembles, Varrennes, Isle la Bagne, Isle Sulpice, and Lavaltrie Island, although the Pilots maintained that she followed the deepest channel in the river. Before any additional advantage therefore could be obtained for the trade by increasing the depth in Lake St. Peter and at Isle Platte, it became necessary to ascertain the nature and extent of all the obstructions between these points and Montreal, and particularly whether the channel known to the Pilots, and defined by the River Lights and Beacons, was really the best which could be obtained.

It will be apparent that so long as the flats of Lake St. Peter were the gauge of the draught of vessels ascending the St. Lawrence between Quebec and Montreal, no vessel drawing more than eleven feet at low water had ever navigated the river above the Lake. The channel known to the Pilots, therefore, had never been tested for any increased draught; and as soon as this was done (in consequence of the deepening in the Lake) the Pilots' channel became obsolete because their actual experience of the river did not extend to a draught greater than eleven feet at low water.

On the 6th of September, 1853, I was requested to report the best means of dealing with the obstruction, revealed by the "California" on her passage out-

ward in the preceding month, and in reply recommended an examination of the river, for the purpose of comparing the existing channel with others indicated in Bayfield's Charts, and of ascertaining what scale of navigation was within the reach of the Commission, in case that from the success of previous operations in the Lake, it might prove desirable to continue these to a greater depth than originally proposed. This recommendation was adopted, and immediate steps were taken for carrying it out, so that the examination was completed, and on the 25th of October, I report the result.

It was found that between Varrennes and Lavaltrie Island and between Cap Madeleine (below Three Rivers) and Isle Bigot, the route lighted and marked by the Pilots did not afford more than sixteen feet at low water, and was not in the main channel or the deepest part of the St. Lawrence.

The obstructions at Pointe-aux-Trembles, were found to be clay, and of trifling extent, but from Varrennes to Lavaltrie, the north channel at present navigated, is studded with numerous "pouliers" of loose rocks or boulders, having narrow channels, with sharp turns between them, exposed to the cross current of the Ottawa, the greater part of the waters of which flow over into the south channel and pass by Verchères. The channel south of the Verchères Islands was then examined and found to have a depth of thirty to sixty feet, with the exception of one point opposite Cap St. Michel, where the channel appears to have been partly closed up by a land slide—which, together with the fact that the north channel had hitherto sufficient water for any vessel which could pass Lake St. Peter, account for its disuse. The bank at Cap St. Michel was bored and found to be clay much more easily removed than the *pouliers* of the north channel. In every respect the south channel is superior to the north one, its greater depth giving less current, and its bold shore and high banks making it more easy of navigation at night or in fog.

Below Three Rivers the south channel, in front of Besancour, gives a depth of thirty to forty feet without any obstructions requiring more than lights, buoys and beacons. By adopting this channel, the shifting sand bar, known as the *Poulier Provenche*, will be avoided. This is of great importance, as this sand bar appears to have been formed by the River St. Maurice, and is still acted upon by it, making it doubtful whether a channel could be maintained for a greater depth than heretofore used, without continual dredging. That the present ship channel over the shoal is not the channel of the St. Lawrence is evident, from the fact that the dark waters of the St. Maurice are found in it, unmixed with the blue water which flows by Besancour.

The only place below this where twenty feet draught cannot be used at all times of tide is at Point a Levrar, opposite Ste. Anne, where the bar of blue clay before alluded to, is found insignificant in extent, and over which vessels can always pass, drawing twenty feet, by waiting for the tide.

In order to estimate the cost of the dredging, accurate surveys were made on the ice early in 1854, and soundings taken at Pointe aux Trembles, Cape St. Michael and Lavaltrie, as well as in Lake St. Peter, by which the quantities to be removed, for successive draughts of water, have been calculated, and the estimate appended to this report.

On comparing the operations and expenditure of the Board of Works, in the four seasons, from 1844 to 1847, inclusive, with those of the Harbour Commissioners in the four seasons, from 1851 to 1854, we cannot fail to be struck with the difference in the cost in dredging per cubic yard, as much as with the immediate and beneficial results to the trade, arising from the later management. While much is no doubt to be ascribed to the selection of the old channel, by the Harbour Commissioners, it cannot be doubted that the system of dredging established by Captain Bell, had it been applied to the straight channel, would have resulted in opening that channel to the trade long before the period at which it was abandoned by the Board of Works.

The importance of this system, as well as its bearing upon future operations, is such as to call for a description of its advantages. While the fact, that a greater amount of work has been done, and a greater result produced in less time and at less cost, by the Harbour Commissioners under Captain Bell's system and superintendence, than in any other dredging operations in the world, makes it a subject of the highest interest to the profession, as well as to corporations and other public bodies or departments, requiring a large amount of dredging to be done.

Under the old system, the dredge was moved to its work by two chains laid out forward, in the direction of the channel to be excavated. In giving a head a ditch was cut, the width of the buckets, and of a depth proportioned to the hardness of material, as far as the length of the chain would permit: the buckets were then lifted, and the dredge dropped back to the place of beginning, when the process was repeated by cutting a similar and parallel trench, until the proposed width of channel was attained. Between these parallel trenches, a ridge from one to two feet in width was left, it being impossible to cut these trenches without leaving a ridge to sustain the tumbler, which otherwise, would have carried the buckets out of cutting into water, and brought them up empty. After the channel had thus been "groved," or "fluted," by the "trench-cutting" system, the removal of the intermediate ridges was commenced. To steady the buckets upon the narrow space, guys were employed, and in working ahead to feed the buckets, the direction of these guys was necessarily altered, whereby the dredge immediately lost her hold of the bottom.

The bucket frame was then lifted, the vessel again steadied on another ridge, and after all, the bottom instead of being uniform in depth, was left like the teeth of a saw. When it is remembered that these operations were carried on in a wide Lake, exposed to wind and sea, with a current of about one mile per hour, the great loss of time in raising and lowering the buckets, in "dropping back," "guying out," and "steading" over the ridges, the cost of fuel, wages and provisions during this loss of time, (the cost of these items for each dredge, with her tender, being about £30 per diem,) and the utter impossibility of doing anything like true work, under such circumstances, will be appreciated; nor can we resist the conclusion, that under such a system, with any appropriation which Parliament would sanction, failure was inevitable, where a channel ten miles in length, and three hundred feet in width, with sixteen feet at low water, was attempted.

When making the survey of the Lake, upon the ice in March, 1854, I caused to be measured and sounded the channel excavated by the Board of Works, taking cross sections at every five hundred feet. I annex a cross section of the bottom in this channel, taken in January, of this year, and also one (taken at the same time) of the channel, dredged by Captain Bell, by which the difference in excavation of the two systems is strikingly illustrated. The condition of the Board of Works' channel, after the lapse of seven years is satisfactory, as far as it indicates that like change has taken place; judging from the clearness with which the ridges are still defined, although from the great discrepancy in the measurement of the excavation done, as made by me upon the ice, compared with the returns made in 1847, and in 1848, after the suspension of the works, would go to shew either a large error in one of the measurements, or an extensive "siting up" in this channel.

I cannot learn that any measurement was made on the suspension of this work, in the manner since done by me, but have learned that the quantities supposed to have been removed, were arrived at by calculations, as to contents of the buckets, scows, and the average work of the dredges!

I find the quantity removed in the Board of Works' channel to be 332,044 cubic yards, instead of 734,945 cubic yards, which is the sum of the two returns in the reports of the Commissioners of Public Works, in 1847 and 1848. The difference may in some measure be accounted for, by the assumed length of dredging, as determined by the buoys, and a nautical survey, proving considerably more than the



actual length, as measured on the ice: I found that the distance across the flats, between known points in the old channel, measured half a mile less (in a distance of six and-a-half miles) on the ice, than on the charts. A similar miscalculation may have been made in estimating the Board of Work's channel; but this would duly account for a portion of the discrepancy. If we deduct the whole of the outfit (making no charge for depreciation,) it would still appear that about £33,500 were expended "in operations" in the new channel. Taking the present measurement of 332,044 cubic yards, and setting off any work done in piling gins, &c., against the depreciation of outfit, the actual cost of that dredging, measured in the cut, cannot be set down at less than two shillings currency, per cubic yard.

To have secured a channel on the "straight line," of the same dimensions and with the same water as that which has now been made by the Harbour Commissioners, on the old route, would have required the removal of 1,750,000 cubic yards, in addition to the 332,044 removed, which at the same rate of cost (two shillings per cubic yard) would have amounted to £175,000, making the total cost of the new or straight channel £249,000 against £74,000 the actual cost, including outfit, of an equally efficient channel upon the old route,

But inasmuch as the amount of excavation in the new channel would exceed that required in the old (for the three hundred feet in width and sixteen and a half in depth of water) by about 750,000 cubic yards, if the cost of this amount be deducted, the figures would stand £174,000 against £74,000, as the cost of an equal amount of work in the two channels. The difference of £100,000 is the measure of the amount of economy in favor of the improved system of dredging adopted in the new channel, which system I now proceed to describe.

The system employed by Captain Bell, on assuming the charge of operations in the lake, is that known as "radius cutting" as distinguished from the ordinary or trench cutting method. The dredge is moored on chains leading from the bow and stern in the direction of the channel, and also by four chains at right angles to the channel, are out from each quarter of the vessel. In this position she may be compared to a turtle chained by the head, tail, and the four feet, and floating over the channel to be cut. Instead of cutting a continuous trench, by hauling a head on the tow chain, the buckets take a feed of two or three feet, after which this chain remains taught and the dredge is breasted over by means of the side chain, broadside on, from one side of the channel to the other, the buckets crossing the whole width of a channel of 150 feet and leaving the bottom true and even. When the opposite side of the channel is reached she is heaved forward for another feed, and recrosses the channel in the same manner, cutting from right to left and left to right alternately. Her bucket frame sweeping across the channel acts as a huge plain with revolving cutters; thus from the very nature of the system, there is a good guarantee that when she has once gone over the ground, no obstruction can have been left behind, above the level to which the buckets were lowered. The four side winches are worked by the engines. The adaptation of the old Board of Works dredges to this mode of working is due to Captain Bell, and to this arrangement chiefly, I attribute the great advance made in dredging. I am not aware of any similarly efficient gleaning in use elsewhere. In the "trench cutting" method it is necessary to heave ahead on the tow chain in order to feed the buckets while the latter are cutting. This strain is avoided in the "radius cutting" plan, where the tow chain is only wound up when the dredge has crossed the channel, and remains of the same length while the buckets are cutting again, the irregularity of the working of the buckets when removing the ridges in the trench cutting system, was productive of greater wear and tear on the machinery than occur in the improved method, where they are constantly in full work.

I have analysed the cost of dredging in Lake St. Peter, from which it will be seen that the cost per cubic yard, measured in the scows for raising and de-

positing at the distance of half a mile, is only five pence. This work excludes the cost of outfit, which for work already done has amounted to £18,000. The cost of new outfit for the 20 feet draught will amount to about £19,000; As this machinery is available for many years' work it is only the depreciation which is needed to shew the whole cost of dredging. If, however, we assumed that the present outfit (the charge for repairs being embraced in the above annual cost of dredging) would be annihilated on the completion of the work, that is, when about 6,000,000 cubic yards, measured in the scows, had been dredged, the charge per cubic yard on account of this outfit, would be less than two pence currency per cubic yard. As, however one of the dredges embraced in the above calculation is perfectly new and has not yet commenced work, and both the others are being lengthened and straightened, there is every reason to believe that the dredging fleet, on the completion of the channel three years hence, will be in a thoroughly efficient state. I consider therefore that an allowance of one penny per cubic yard or 50 per cent, is a sufficient charge for the depreciation of the outfit, which, added to the average of five pence, make the total cost of dredging six pence per cubic yard measured in the scows. If an allowance of forty per cent. be made for the difference between the measurement in the scows and that in the cutting, which allowance I find to be ample, the highest cost of raising and depositing (at a distance of half a mile) a cubic yard of solid excavation, will be less than eight pence half penny, a price lower than the same work could be done, under the most favorable circumstances upon dry land, and far below the cost of dredging and depositing at such a distance in any other part of the world. No account has been taken of the interest on land for carrying on the work, which interest is paid out of revenue. An addition of three half pence per cubic yard upon the quantities already dredged covers this item.

It must be admitted that the material is as favorable for dredging as it possibly could be, and the one circumstance most favorable to economy is that the buckets are always in full work. On the other hand there has been much detention from wind and high water; and in order to shew the actual working time and the delays from every source, I have prepared tables taken from the superintendents' books, which shew the extent of daily interruption and explain the cause of it. I have also prepared a statement shewing the number of vessels, their dimensions and crews, from which the magnitude of the operations may be estimated, and for the purpose of comparison I give some statistics of dredging in the Clyde, where the largest operations of this kind have been carried on. From these it will be seen that a greater amount of work has been done in one year at a much less cost in Lake St. Peter, than has been done in any one year in the Clyde, or elsewhere. The investigation and the analyses exhibited in the tables are presented for the purpose of sustaining the estimate I have made of the probable cost of completing the channel through the Lake. The principal item which influences the cost, and in which any important fluctuation may be expected, is the price of coals. In this, as well as the items of labor, provisions, &c., I have provided for the extreme high rates of 1854, which are not likely to be exceeded, and from which some diminution may reasonably be expected. It will be seen that the actual cost of dredging in 1854, was five pence currency per cubic yard, measured in the scows, and as the quantity remaining to be removed is measured "in excavation" and not "in spoil." I assume seven pence half penny per cubic yard as a fair estimate of the probable cost, exclusive of interest, depreciation, or outfit.

In January and February, 1854, I measured "in excavation" the whole amount of dredging done by Captain Bell, and found it to amount to 815,000 cubic yards, at a total cost of £22,000, or about six pence half penny per cubic yard, exclusive of outfit, interest or depreciation.

The return by scows up to this time was as follows :

|                                                            |       |             |
|------------------------------------------------------------|-------|-------------|
| In 1851, from 10th July, to 14th November, 1 dredge filled | 1,189 | scows.      |
| In 1852, " 22nd May, to 16th "                             | 2     | " " 7,159 " |
| In 1853, " 21st May, to 23rd "                             | 2     | " " 7,943 " |

giving a total of 16,291 scows at seventy cubic yards per scow, equal to 1,140,370 cubic yards. The return by scows of 1,140,370 cubic yards, as corresponding with the measurement of 815,000 cubic yards of solid contents missing from the channel, shews that the excess of the measurement in spoil is forty per cent. or that fifty yards "in excavation" will measure seventy yards in the scows.

The number of scows filled in 1854 was 9,682, equal to 677,740 cubic yards making the total quantity dredged to close of 1854, 1,818,110 cubic yards, measured in scows, or 1,298,650 cubic yards measured in excavation, and if to this be added 85,436, the amount removed by Harrow, we have a total of 1,384,086 cubic yards measured in excavation removed for an outlay of £74,000 (including the full value of outfit) or one shilling and one penny per cubic yard. The cost exclusive of outfit is £42,500 or about seven pence per cubic yard.

A similar measurement and calculation applied to the new channel shews the present result of the operations there to have been attained at a cost per cubic yard four times greater than that in the old.

In the four full months of 1854, July, August, September, and October, the two dredges averaged twenty-five working days each month, and filled 7,523 scows (raising together seventy-five scow loads daily) which at seventy cubic yards per scow gives 526,610 cubic yards in one hundred days, or 5,266 cubic yards per diem. In 1846 the daily work of the same dredges in the "straight" channel was reported as "most satisfactory" when removing on the average 2,321 cubic yards per diem. In the last year of operations in the new channel, the work of the dredges was considerably improved, and they were reported as averaging forty-four scow loads or about 3,000 cubic yards daily. In order to show the remarkable superiority of performance in our dredges working on the "radius cutting" principle, I give some data furnished by a friend in Plymouth, England.

A 40 H. P. dredge at Holyhead (with a double set of buckets) working in thirty-five feet of water, raised 110 tons in 40 minutes. A Government dredge of 30 H. P. now working here is said to raise 90 tons of mud per hour, depth of water from 4 to 20 feet. This machine was built at Southampton.

Another belonging to a Contractor has been working here for three years. It is called a 30 H. P. cylinder 2 feet 6 inches, stroke 3 feet 6 inches, and has raised 60 tons of mud per hour, but its average work in that during 3 years has been only 2,000 tons per week.

One of the Clyde dredges (16 horse power, cost £2,800) raised in 12 hours,

|     |                    |
|-----|--------------------|
| 160 | tons of hard clay, |
| 180 | " of gravel,       |
| 230 | " of sand,         |
| 250 | " of mud,          |
| 300 | " of soft clay,    |

it consumed in 12 hours, 1 ton of coal or 11½ lbs. per H. P. ; 12 men worked the machine, 14 the punts.

A 20 H. P. dredge built at Newcastle raised 2000 tons of mud per week at a cost of 6d. per ton (unloading included.)

The Holyhead double dredge raised at the rate of 165 tons per hour. The Clyde single dredge raised at the rate of 25 tons per hour. The other performances are under 100 tons per hour. These may be considered the best work of the dredges quoted. The new 40 H. P. double machine started in the Clyde in 1851 has raised for the last year 106,848 cubic yards in 1822 hours working time, less than 60 yards or about 100 tons per hour.

The ordinary work of the dredges in Lake St. Peter is to raise 287 tons per hour estimating the material dredged to weigh 120 lbs. per cubic foot. While the best work of the single dredges has been to raise 400 tons per hour for the whole day; that is, they filled 56 scows, in 10 hours, each scow containing 70 yards, in spoil, or 50 of the solid deposit.

A table shewing the fluctuations in the depth of water on the flats of Lake St. Peter for the last four years is appended for the purpose of shewing the dates and duration of the period of low water.

I have already explained the more important objects of the exploration, made in September and in October 1853, of the different channels, obstructions, &c., above and below Lake St. Peter, and the subsequent winter survey in the ice at the Lake and points above it; but in vindication of the expenditure of such a step, I will here allude more fully to it.

When I assumed the Office of Engineer to the Commission we were in possession of no other information with regard to our operations in the Lake than was to be obtained from Bayfield's charts and the annual reports of the Superintendent.

In consequence probably of the failure of previous operations in the straight channel there was some doubts thrown on the statements made as to the depth and width of the channel already dredged on the old route, and although I had satisfied myself of the correctness of the Superintendent's reports, yet as the work extended over many miles of surface, was all under water and not easily tested without considerable time and labor, I considered it indispensable that there should be placed on record a chart shewing the exact position of the work done as well as its extent. Moreover without such a chart any future changes which might arise out of our operations could not be traced and estimated, nor without an actual measurement of the excavation as determined by the dimensions of the channel, could we establish the ratio of the measurement as computed from the number of the scows filled, or ascertain the actual cost of the work done so as to refer it to a standard by which the value of the work remaining to be done could be estimated. Thus it is clear that the work remaining to be done must be measured in excavation, while that already done had been measured in the scows, and as every hundred yards measured in the bottom marked about one hundred and forty yards when measured in the scows, forty per cent. must be added to the price per cubic yard of that already dredged when measured in the scows in order to obtain the value of that remaining to be dredged. In all preceding measurements and reports referring to Lake St. Peter, I cannot find that this obvious distinction between the two modes of measurement has been taken into consideration, and this single circumstance alone may account for many of the discrepancies in the returns and failures in the estimates for the straight or Board of Works channel.

Lastly, it was highly important, before the full width and depth was given to the proposed channel, to ascertain whether it was uniform in depth and width and straight in its direction in order that any necessary trimming or widening could be taken wholly off of one side, or both, as would prove requisite; and most especially was it desirable that the direction of this new channel should be accurately ascertained with reference to the deep pools with which it communicated. The boundaries of these pools had hitherto been loosely defined by the few soundings to be found in Bayfield's charts, but for the purposes of a work of this magnitude it was important that their contour should be fully developed; which has now been done in the most accurate manner by surveys and soundings on the ice; and the result shows the correctness of the alignment of the dredged channel with reference to deep water above and below it.

The charts of the shoals at Pointe aux Trembles, Cap St. Michel and Lavaltrie, with the measurements and soundings made on the ice, shew the nature

and extent of the dredging required. From the strength of the current at these places this result could not have been arrived at as certainly or as economically by means of boats.

The large chart of the St. Lawrence between Montreal and Quebec had been prepared for the purpose of enabling the public to see at a glance the general capacity of the channel, and to show that the attainment of a draught of twenty feet at low water is as practicable as desirable.

In the estimate forwarded with my letter of 20th October 1854, were embraced the quantities remaining at the close of 1853, from these are now to be deducted 481,100 cubic yards removed from the Lake in 1854. I submit a copy of this estimate revised, shewing the amount still to be removed and the probable cost for successive depths :

From the estimate annexed it will be seen that the cost of a channel, three hundred feet wide, through all the obstructions met with between Montreal and Quebec, is estimated as follows.

|                                            |         |    |    |
|--------------------------------------------|---------|----|----|
| For a depth of 18 feet at low water ... .. | £27,281 | 9  | 7½ |
| Do 19 feet do .....                        | 49,092  | 16 | 0  |
| Do 20 feet do .....                        | 74,257  | 10 | 4½ |

Or say £75,000, including the bar at Point à Levrar, and adding expenditure already made by the Commission (including £19,000 for new outfit for the twenty feet line) at £93,000, we have a total of £168,000 as the cost of adding nine feet to the draught of vessels coming to Montreal. Of this expenditure £40,000 is for outfit which will be in good order on completion of the work. However large these figures may appear, the sum, in my judgment, bears no proportion to the magnitude of the object to be attained.

As the best introduction to the commercial bearing of the deepening of the channel of the St. Lawrence between Montreal and Quebec, I give a short statement of what has been done in the Clyde.

One hundred years since vessels drawing three feet three inches to three feet six inches only, could ascend the Clyde to Glasgow. In 1773 certain improvements were commenced for the purpose of assisting the action of the tide, and in 1806 vessels drawing eight feet six inches could ascend to Glasgow. In 1824 when the first steam dredge (No. 1) commenced work, the depth had been increased to eleven feet. The second dredge was started in 1826, a third in 1830, a fourth in 1836, a fifth in 1841, and in 1850 a depth of 17½ feet at neap tide had been gained. In 1851 a new double dredger of 40 horse power was substituted for No. 1. The value of the working machinery for the improvement of the Clyde was estimated at £39,000 sterling in 1845, since when an additional sum of about £16,000 has been expended in new plans. The total expenditure for the River and Harbour of the Clyde Trustees, within the last hundred years, has been about £2,000,000 sterling. In deepening the Clyde about 6,000,000 cubic yards have been removed, two millions of which were, previous to the commencement of the dredges in 1824, chiefly by the scows of the tide aided by dikes and etties. Of the remaining four millions, about 3½ millions have been removed since 1840, at an average cost of about thirteen pence sterling per cubic yard. The annual expenditure for dredging since 1840 averages about £15,000 sterling, over £200,000 sterling having been expended for this purpose since that date.

The depth secured is twelve feet at low and eighteen feet at high water, and the width of the excavated channel in the narrowest part is less than one hundred feet. To preserve this depth, an annual dredging of 160,000 to 180,000 cubic yards, and an outlay of about £8,000 per annum for dredging and repair, is required on a river 18 miles in length. A single bank near Bowling accumulated so rapidly that it has cost £1,200 a year to keep it down. The cuts through the several banks are 300 feet wide, the same width as proposed in Lake St. Peter. The Plante consists of 5 dredges, aggregate power, 116 horses, 180 H. P. tug iron, 262 punts, 40 boats, a diving bell and 34 buoys with screw moorings.

The financial and legislative history of the Clyde navigation is not less interesting. In 1758 the first Act was obtained for improving the river upon Smeaton's plan. A lock was to be built with a dam across the channel at Marlinford (four miles below Glasgow) by means of which four and a half feet depth of water was to be secured, upward to the harbour. Fortunately this plan was not carried out, and in 1768 Mr. Gilborne recommended the plan of jetties &c., to assist the action of the tide. In 1770 an Act was got to deepen the whole stretch of the river from Dunbarton up to Glasgow to a depth of seven feet at neap tides. Powers were given in this Act to levy dues upon shipping to be applied towards improving the river and in the same year a revenue of £147 sterling were drawn. In 1771 the revenues amounted to £1071, sterling.

In 1809 an Act was got to deepen to nine feet at neap tides, and to borrow £30,000 on credit of the trust. Previous to this the moneys necessary to carry on the work had been advanced by the town of Glasgow, but at this time had all been repaid out of the trust revenues. In 1824 when the first steam dredging machine was set at work, the river had been deepened to eleven and a half feet, the revenues had reached £8500, the size of the ships was increasing, and Glasgow owned one hundred and eleven vessels, amounting to 14,000 tons. In 1825 a fourth Act was got for deepening to 13 feet at neap tides, and in fifteen years thereafter vessels of 300 and 400 tons drawing twelve and thirteen feet water were numerous in the harbour, although they could not pass the river in neap tides. The number of vessels had increased three fold; their tonnage five fold, and the revenues had increased five fold, amounting to upwards of £40,000 per annum. In 1840, therefore, an Act was obtained defining bold lines of river and harbour improvement and for deepening to seventeen feet at neap tides.

In 1846 an Act was obtained for increased harbour accommodation; the number of vessels belonging to the port then amounted 512, and their tonnage to 134,603 tons. The trust revenues had risen to £51,198 sterling, the total amount drawn since 1770 being £906,554 sterling, and the total expenditure £1,253,951 sterling.

In 1850 the revenues amounted to £64,000 sterling. The customs of the port of Glasgow have risen from £3,000 in 1811 to £640,000 in 1850.

It has been remarked that under the first act obtained for the improvement of the Clyde (that is, for the construction of the lock and dam upon Smeaton's plan) no dues were to be levied until after the works were completed. This requiring a heavy outlay of capital before any return could be made, conditions placing the work in a position similar to the construction of railways. The second Act, however, which authorizes the levying of dues on shipping, created an immediate fund, and the primary cause of the financial success of the Clyde improvements is ascribed to the system of removing ford after ford, and gradually deepening the channel as the revenues increased.

The revenues of the Clyde trust for the year ending 1st July, 1854, were:

|                        |         |    |    |
|------------------------|---------|----|----|
| From tonnage dues..... | £50,772 | 4  | 3  |
| “ Quay do.....         | 11,582  | 1  | 4  |
| “ Shed do.....         | 8,798   | 0  | 6  |
| “ Crane do.....        | 923     | 11 | 2  |
| “ Weighing do.....     | 1,943   | 10 | 11 |

And from miscellaneous sources.....

|  |         |    |   |
|--|---------|----|---|
|  | £74,019 | 8  | 2 |
|  | 12,560  | 17 | 2 |

Making a total of.....

|  |         |   |    |
|--|---------|---|----|
|  | £86,580 | 5 | 11 |
|--|---------|---|----|

The progressive gross revenues since 1850 have been :

|              |         |
|--------------|---------|
| In 1850..... | £64,243 |
| 1851.....    | 68,873  |
| 1852.....    | 76,077  |
| 1853.....    | 77,919  |
| 1854.....    | 86,580  |

The gross receipts since 1842 have been £774,703, the expenditure in the same period has been £1,422,438, of which the following are items ;

|                                       |          |
|---------------------------------------|----------|
| Interest on loans.....                | £270,823 |
| Land for enlargement of harbour.....  | 349,685  |
| do. widening of river.....            | 100,708  |
| Construction of works in harbour..... | 222,517  |
| do. do. river.....                    | 33,895   |
| Dredging in river and harbour.....    | 126,012  |

The debt has increased from £219,119 in 1842 to £811,480 in 1854, the interest on which is £29,742. The surplus revenue of

|               |         |
|---------------|---------|
| 1851 was..... | £17,574 |
| 1852 was....  | 19,065  |
| 1853 was..... | 19,899  |
| 1854 was..... | 21,623  |

I have quoted at this length from the history of the Clyde improvements because there is a manifest analogy in the position and action of Glasgow and Montreal. Mr. Walker, C. E., reporting to the Clyde Trustees in 1852, says : " Mr. Ormiston states that many of the Glasgow outward bound ships load at Glasgow to about 15 feet six inches, and either call at Greenock, or anchor at the Tail of the Bank, where they load up to about 18 feet, seldom, if ever, above 19 feet."

" That the lighter ships have (with the exception of the very largest) nearly all left Greenock and Port Glasgow and have come up to Glasgow," and " that although Greenock has fewer vessels, the tonnage of these is greater. Vessels drawing 22 feet are common enough and 2 feet more is not extraordinary." " This, he observes, shows that all vessels come up to Glasgow which possibly can, and the longer ones might reasonably be expected to follow if encouragement were given them, as Greenock and Port Glasgow are, after all, only the deep sea ports of Glasgow.

It may be argued that there is little comparison between the population and commerce of Montreal and Glasgow, and doubted whether the Clyde improvements have made Glasgow or Glasgow the commerce of the Clyde. Yet it is evident that the one cannot now exist without the other. And also that Montreal is in a much better position than Glasgow was when the Clyde improvements were commenced ; the trade of the St. Lawrence and its great Lakes we have a future most promising and a commerce within our own reach which must be as before that of the Clyde as the area of the valley of the one river exceeds that of the other.

The commerce of the Lakes West of Buffalo is now estimated at \$200,000,000, of the Mississippi \$150,000,000 and the stean commerce of the Ohio \$80,000,000. The Mississippi and Ohio are connected with the Lakes by Canals and numerous railways made and making, the yearly tendency of which is to draw up commerce from the lower Mississippi to the St. Lawrence, giving it an outlet to the Atlantic States and seaboard, via Buffalo, Oswego and Ogdensburgh, in preference to the natural route via New Orleans. Moreover the propeller is rapidly taking



the place of the sailing vessel, and (the St. Lawrence being now open to American trade) the day cannot be far distant when Montreal will become an entrepôt during the season of navigation, for that trade which is rapidly overgrowing the capacity of the enlarged Erie Canal, and of all the railways which debouche on the Atlantic from Portland to the Capes of Virginia. The lake propeller will then meet the Ocean screw Steamer at the head of ship navigation on the St. Lawrence wherever that may be. This point must either be Quebec or Montreal, and it may be supposed that it is a matter of indifference to the province at large which becomes the favored locality, and that therefore the deepening of the St. Lawrence between these two cities is a local or Montreal question. This consideration appears to have influenced the Legislature in 1847, in abandoning the Provincial attempt to deepen Lake St. Peter, the subsequent granting, however, of powers to levy dues upon the trade of the St. Lawrence for this purpose was an acknowledgment of the provincial importance of the work, and it may not be out of place here to endeavour to show how Canada is interested in extending her deep seaport one hundred and fifty miles further into the interior. This involves the consideration of the problem "where can the sea and inland trade of the St. Lawrence most economically meet?"

Whether should the Lake propellers (the smaller craft) descend to the lowest possible point to meet the Atlantic ship, or whether the latter (the larger vessel) should ascend to the highest possible point?

If we were considering only the through traffic, it would become simply a question whether three or four Lake craft could make the additional voyage from Montreal to Quebec cheaper and quicker than one ocean vessel could ascend the additional distance between Quebec and Montreal; and the relative facilities for transshipment at the two ports. But practically the Ocean vessel may wish to discharge part of her cargo at Quebec, and a still greater portion for local consumption or distribution by Railways at Montreal, the remainder only being in transitu for more western ports. If it be assumed that the delivery to the Railways could be done at Pointe Lévi instead of Montreal, there would be only the Montreal goods subjected to an extra transshipment, and the additional cost of Railway over water-borne transport between Quebec and Montreal on the Railway delivery.

There are, however, two local considerations which effect the general question, which are of more importance, and in my judgment, conclusive as to the superior advantages under which the Provincial import trade can be carried on through Montreal as compared with Quebec; and where the imports are landed the exports can be most advantageously shipped, excepting, of course, the timber trade and its peculiar requirements. The ocean trade is limited to a certain number of voyages which may be made between May and November, and the number of these long voyages cannot be influenced by the comparatively trifling addition of the ascent to Montreal. It may be assumed, therefore, that the same number of ships will do the same business whether they come to Montreal or stop at Quebec, but this cannot be said of the inland voyage. A greater number of inland craft, therefore, will be required to bring down the same amount of produce per annum if taken to Quebec than if left at Montreal. Practically when lighterage is avoided, the same rate of freights may be expected to obtain between Montreal and European ports, as for Quebec. And thus Canada West is brought virtually 160 miles nearer the Atlantic, and Lake Erie has a seaport on her own waters at least 100 miles nearer than New York.

The second consideration is the relative advantages of Quebec and Montreal for the particular traffic now enjoyed by each.

The all-important advantage of a high tide will ever give Quebec the preference as the timber shipping port. This trade can be best accommodated by vessels anchoring in the stream, their cargo being floated to them by every tide,



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while the broad beaches laid dry by every ebb serve as dressing grounds on which the timber is prepared for shipment.

The great demand for space for such a peculiar traffic will make coves more profitable than wharves; and, without expensive docks, a general commercial business cannot be carried on to the same advantage as in the undisturbed level of a tideless harbour like Montreal.

From Captain Bell's report it will be seen that a depth of sixteen and a half feet throughout may be attained for vessels ascending to Montreal in September, 1855, and one of eighteen feet in the same month of 1856, provided the south channels at Besancour and Verchères are lighted and buoyed.

The completion of the channel to a depth of twenty feet may be effected in 1857, but will not be delayed beyond the summer of 1858.

To Captain Bell's report, with respect to lights and buoys, I have nothing to add. On the completion of the deep channel, permanent instead of floating lights should be fixed in the Lake.

The requirements in the harbour of Montreal I propose to make the subject of a separate report as soon as the plans for the same are matured.

I have the honor to be,

Sir,

Your obedient servant,

THOMAS C. KEEFER,  
Engineer, Harbour Commissioners.